

**CITY OF LOGAN, UTAH
ORDINANCE NO. 25-20**

**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, UTAH AS
FOLLOWS:

SECTION 1: That certain code entitled “Land Development Code, City of Logan, Utah” Chapter “17.29.060 Driveway Standards”, “17.30.170 Connectivity Standards” and “17.30.180 Flag Lot and Infill Standards” are amended as attached hereto as Exhibit A.

SECTION 2: This ordinance shall become effective upon publication.

ADOPTED BY THE LOGAN MUNICIPAL COUNCIL THIS ____ DAY OF _____, 2025.

Anderson, Amy Z.	☐ Aye	☐ Nay	☐ Abstained	☐ Excused
Anderson, Mark A.	☐ Aye	☐ Nay	☐ Abstained	☐ Excused
Johnson, Mike	☐ Aye	☐ Nay	☐ Abstained	☐ Excused
López, Ernesto	☐ Aye	☐ Nay	☐ Abstained	☐ Excused
Simmonds, Jeannie F.	☐ Aye	☐ Nay	☐ Abstained	☐ Excused

Jeannie F. Simmonds, 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 _____, 2025.

Jeannie F. Simmonds, Chair

MAYOR’S APPROVAL OR DISAPPROVAL

The foregoing ordinance is hereby _____ this ____ day of _____, 2025.

Holly H. Daines, Mayor

EXHIBIT A

§17.29.060. Driveway Specifications

- D. Multi Family Driveways and Private Access Roads. The location and minimum number of driveways or connections to public roadways serving multi-dwelling structures shall comply with Table 17.30.170.E.2, and shall be reviewed through the design review permit process for new projects, or through the right-of-way access permitting and driveway permitting processes for existing projects. Flag lot shared driveways and middle of the block infill private access roads shall match 17.30.180 width and spacing requirements. The design and location of driveways serving multi-dwelling structures shall be in accordance with Logan City Public Works Standards.
- E. Non-Residential Driveways.
1. The design and location of driveways serving multi-dwelling structures shall be in accordance with Logan City Public Works Standards.
 2. Entry (ingress) lanes shall be limited to a maximum width of sixteen (16) feet, except as noted in this subsection.
 3. Exit (egress) lanes shall be at least twelve (12) feet wide with one lane for each turning movement. If there is a lateral (straight across) alignment approved by the decision-makers, there shall be a third twelve (12) foot lane for through traffic.
 4. Typical non-residential driveway widths shall be forty (40) feet (one 16' ingress lane and two 12' egress lanes) with a maximum established at 52 feet when approved by the Director of Public Works.
 5. The Director of Public Works or the City Engineer may approve varied widths based on site and project specific conditions and traffic safety.

§17.30.170 Connectivity Standards

Table 17.30.170.E.1: Street and Pedestrian Connection Spacing. Exceptions may be granted by decision makers based on 17.30.170.A.B.C.D.

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

Table 17.30.170.E.2: Minimum Number of Street Connections by Size of for Single and Multi-Family Residential Development. Exceptions may be granted by decision makers based on 17.30.170.A.B.C.D.

Number of Single-Family Residential Units <u>Units/Lots Served</u>	Number of Connections
Greater than 51	3
21-50	2
1-20	1

§17.30.180 ~~Residential Infill and Flag Lot~~ and Middle of the Block Infill Development Standards

- A. The standards in this Section only apply to new single and multi-family residential development proposals within the interior of existing Logan Blocks where development exists around at least 50% of the perimeter of the block and the proposed project site is below lot width or building frontage requirements and contains at least one new proposed residential building that is not adjacent to public streets.~~property.~~
- B. Single Family Detached Flag Lots. ~~Single Family detached residential Infill or~~ flag lot subdivisions of up to two (2) total lots, including the existing lot, shall meet the following standards (see Figure 17.30.180.B.1):
1. Minimum Lot Size. The minimum size of a proposed new flag lot and the existing base lot shall both meet be 150% of the minimum standard lot size established by the underlying of the zoning district.~~The base lot shall meet the minimum lot size of the underlying zoning district.~~
 2. Road Standards. Shared Driveway Standards. ~~Access to the new flag lot shall may be provided by a shared driveway with a minimum pavement width of 20' wide paved shared driveway.~~ Sidewalks, curb, gutter and parkstrip are generally not required. The shared driveway shall maintain a four (4) two (2) foot setback from all adjoining property lines and an eight (8) foot setback from existing residential structures. The four (4) foot setback area shall be landscaped and maintained.
 3. Building Setbacks. New construction homes shall have 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 125% of consistent with the underlying the zoning district for additional buffering.
- C. Single Family Detached Middle of the Block Infill. ~~or flag lot~~ Single Family detached subdivisions of three (3) ~~or more to six (6) total lots, including the existing lot,~~ shall meet the following standards:
1. Minimum Lot Size. The minimum size of ~~a proposed~~ new building lots shall be 125% of the minimum lot size established by the underlying in the zoning district. The base lot shall meet the minimum lot size of the underlying zoning district.
 2. Private Access Road Standards. ~~The private road accessing the new single-family homes 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 or approved emergency vehicle turn-around. The private access road shall contain two vehicular travel lanes at 10 feet wide each and one lane of on-street parking at an 8-foot minimum width. The on-street parking can be removed from the cross section for up to 30% of the overall road length to help overcome pinch-point areas of the project site. Curb and gutter are required along both sides for the entire length of access road. A 4-foot sidewalk is required along the top edge of the curb on one side of the road for the entire length. 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.~~ The private access road and sidewalk shall maintain a minimum 2-foot setback to surrounding property lines and an 8-foot setback to existing residential structures. ~~All improvements shall be constructed according to minimum City standards. Road improvements shall be located such that existing~~

~~residential structures meet a minimum setback of 15' as measured from back of curb to building foundation.~~

3. Building Setbacks. New ~~construction structures~~ shall meet minimum setbacks of the ~~underlying~~ zoning district.

D. Single Family Detached Middle of the Block Infill resulting in seven (7) or more new single-family lots shall comply with standard public specifications and zoning regulations.

E. Multi-Family Flag Lots. Multi-Family residential development resulting in one new building lot and up to a maximum of two new dwelling units (new duplex) shall meet the following standards:

1. Minimum Lot Size. The minimum lot size will be based on maximum density and minimum required open space for the zoning district.
2. Shared Driveway Standards. Access shall be provided on a 20' wide minimum paved shared driveway. Sidewalks, curb, gutter and parkstrip are not required. The shared driveway shall maintain a two (2) foot setback from adjoining property lines and an eight (8) foot minimum setback from existing residential structures.
3. Building Setbacks. New buildings shall have a 20' front setback from the shared driveway for adequate parking. All side and rear setbacks shall be 150% of the zoning district.

F. Multi-Family Middle of the Block Infill. Multi-Family residential development resulting in three (3) to twenty (20) new dwelling units shall meet the following standards.

1. Minimum Lot Size. The minimum lot size will be based on maximum density and minimum required open space for the zoning district.
2. Private Access Road Standards. The private road accessing the new multi-family homes shall be provided within a separate right of way and may terminate with a cul-d-sac loop or approved emergency vehicle turn-around. The private access road shall contain two vehicular travel lanes at 10 feet wide each and one lane of on-street parking at an 8-foot minimum width. The on-street parking can be removed from the cross section for up to 30% of the overall road length to help overcome pinch-point areas of the project site. Curb and gutter are required along both sides for the entire length of access road. A 4-foot sidewalk is required along the top edge of the curb on one side of the road for the entire length. . The private access road and sidewalk shall maintain a minimum 2-foot setback to surrounding property lines and an 8-foot setback to existing residential structures.
3. Building Setbacks. New residential structures shall meet 125% of minimum setbacks of the zoning district.

G. Multi Family Middle of the Block Infill resulting in twenty-one (21) or more new dwelling units shall comply with standard public specifications and zoning regulations.



MEMORANDUM TO MUNICIPAL COUNCIL

DATE: October 27, 2025
FROM: Russ Holley, Senior Planner
SUBJECT: Ordinance #25-20 Infill and Flag Lot Code Amendment

Summary of Planning Commission Proceedings

<i>Project Name:</i>	Infill and Flag Lot Code Amendment
<i>Request:</i>	Code Amendment
<i>Project Address:</i>	NA
<i>Recommendation of the Planning Commission:</i>	Approval

On August 14th, 2025, the Planning Commission **recommended approval** to the Municipal Council for the Infill and Flag Lot Code Amendment as amended by the Planning Commission. Staff added the clarification that on-street parking on private access roads may be parallel or angled parking stalls if space permits.

Planning Commissioners vote (4-1):

Motion: Heare

Second: Duncan

Recommend Approval: Heare, McNamara, Peterson, Duncan

Nay: Lewis

Abstain: none

Attachments

Meeting Minutes

Ordinance #25-20

Staff Report

Slides

PLANNING COMMISSION MINUTES
Meeting of October 23, 2025

Logan City Council Chambers (290 N 100 W Logan, UT 84321) www.loganutah.gov

Minutes of the meeting for the Logan City Planning Commission convened in regular session on Thursday, October 23, 2025. Commissioner Peterson called the meeting to order at 5:31 p.m.

Commissioners Present: Eldon Peterson, David Lewis, Ken Heare Sarah McNamara, Jennifer Duncan

Commissioners Excused: Sara Doutre, Jessica Lucero

Staff Present: Russ Holley, Aimee Egbert, Mike DeSimone, Mohamed Abdullahi, Amanda Pearce, Darren Farar, Jeannie Simmonds (City Council)

Approval of the Minutes: Commissioner Heare made a motion to approve the minutes from the September 25, 2025 meeting. Commissioner Duncan seconded the motion. The motion was approved unanimously.

PUBLIC HEARING:

PC 25-054 LDC Amendment – Infill & Flag Lot Development Standards [Code Amendment] Russ Holley/Logan City is requesting an amendment to the Land Development Code, Chapter 17.30.180 to clarify road standards and access specifications for single-family and multi-family infill and flag lot development.

Staff/Proponent: Russ Holley, Logan City Planner, reviewed the proposed amendments to Land Development Code Chapter 17.30.180 *Flag Lot and Middle of the Block Infill Development Standards:*

- A. Standards in this section will only apply to new single and multi-family residential developments within the interior of existing Logan blocks, where development exists around at least 50% of the block perimeter, and the proposed project site is below the lot width or frontage requirements. The project must include at least one new residential building that is not adjacent to a public street. A proposed project large enough to create standard city blocks and new public street connections would not be considered infill.
- B. Single Family Detached Flag Lots.
Single-family detached residential flag lot subdivisions of up to two lots total shall meet the following standards:
 - 1. The minimum size of the proposed new flag lot **and existing base lot shall both** meet the **minimum standard lot size** ~~be~~ 150% of the zone.
 - 2. Shared Driveways providing access to the new flag lot shall be a minimum of 20 feet wide. The driveway shall maintain a two-foot setback from adjoining property lines and an eight-foot setback from existing residential structures.
 - 3. Building setbacks for new homes shall include a 20-foot front setback from the shared driveway, with side and rear setbacks equal to ~~150%~~ **125%** of the zone's standard.
- C. Single Family Detached Middle of the Block Infill.
Single-family detached subdivisions of three to six lots shall meet the following standards:
 - 1. The minimum size of the each new lot shall be 125% of the minimum lot size in the zone.
 - 2. The private road accessing the new single-family homes shall be provided with a separate, commonly owned property and may terminate with a cul-de-sac, loop, or emergency vehicle turnaround. The private access road shall contain two travel lanes, each 10 feet wide, and one on-street parking lane, 8 feet wide. The parking lane may be removed from up to 30% of

the road length to address narrow sections ("pinch-points") of the project site. Curb and gutter shall be provided along both sides of the access road with a 4-foot-wide sidewalk along one side. The private road and sidewalk shall maintain a minimum 2-foot setback from property lines and an 8-foot setback from existing residential structures.

3. New construction shall comply with the minimum setbacks required in the zone.

D. Single Family Detached Middle of the Block Infill resulting in 7 or more new single-family lots shall comply with standard public specifications and zoning regulations.

E. Multi-Family Flag Lots.

Multi-family residential development resulting in 1 new building lot and up to a maximum of 2 new dwelling units (duplex) shall meet the following standards:

1. The minimum lot size shall be based on the maximum density and minimum required open space for the zone.

2. Access shall be provided via a shared driveway at least 20-feet-wide, maintaining a 2-foot setback from adjoining property lines and an 8-foot setback from existing residential structures.

3. New buildings shall have a 20-foot front setback from the shared driveway. Side and rear setbacks shall be 150% of the standard setback in the zone.

F. Multi-Family Middle of the Block Infill.

Multi-family residential development resulting in 3 to 20 new dwelling units shall meet the following standards:

1. The minimum lot size shall be based on the maximum density and minimum required open space for the zone.

2. Private road access shall be provided within a separate, commonly owned property and may terminate with a cul-de-sac, loop, or emergency vehicle turnaround. The access road shall contain two travel lanes, each 10-feet-wide, and one 8-foot-wide parking lane. The parking lane may be removed from up to 30% of the road length to address narrow sections ("pinch-points") of the project site. Curb and gutter shall be provided along both sides of the access road with a 4-foot-wide sidewalk along one side. The private road and sidewalk shall maintain a minimum 2-foot setback from property lines and an 8-foot setback from existing residential structures.

3. New residential structures shall meet 125% of the minimum setbacks required in the zone.

G. Multi-Family Middle of the Block Infill resulting in 21 or more new dwelling units shall comply with standard public specifications and zoning regulations.

Commissioner Peterson asked whether the shared driveway setbacks would make flag lots accessible and whether any of the proposed changes would affect ADUs. R. Holley responded that the proposed changes would not impact ADUs and explained that 20 feet is the minimum driveway width required for fire access, the 8-foot setback maintains the privacy of existing homes, and the 2-foot property line setback is the standard driveway setback.

Public: Steve Coppieters, developer, recommended maintaining 5-foot and 2-foot setbacks and cautioned against increasing infill lot sizes, noting that larger setbacks and lot size requirements can make infill projects infeasible.

Joshua Gardynik stated that he supports the proposed infill code and the 8-foot setback from existing structures for safety purposes. He suggested reducing driveway setbacks to 5 and 2 feet for single-family developments only, not for multi-family projects.

Adam Machelprang, project engineer, requested that the sidewalk be allowed within the 8-foot setback to assist their project.

Commission: Commissioner Heare stated that single-family flag lots should not be required to be 150% of the minimum lot size for the zone, suggesting that flag lots should be the same size as the

standard minimum lot. He also recommended that side and rear setbacks be 125% of the zone standard.

Mike DeSimone, Community Development Director, explained that the increased lot size requirement is intended to provide a buffer for existing homes.

Commissioner Lewis stated that as a resident in an area where infill is possible, he appreciates the 150% minimum lot size as a means to provide additional buffering for neighboring properties.

MOTION: Commissioner Heare made a motion to **forward a recommendation of approval** to the Municipal Council for **PC 25-054** regarding an amendment to Land Development Code Chapter 17.30.180, incorporating the amendments as discussed and summarized above, along with the findings for approval as listed below. Commissioner Duncan seconded the motion. The motion was approved 4-1.

FINDINGS FOR APPROVAL

1. Utah State Law authorizes local Planning Commissions to recommend ordinance changes to the legislative body (Municipal Council).
2. The Code Amendments are done in conformance with the requirements of Title 17.51 of the Logan Municipal Code.
3. The proposed Code Amendments are consistent with the Logan City General Plan.
4. The proposed Code Amendments are consistent with UCA Title 10, Chapter 9a, Part 5 & Part 6.
5. No public comment has been received regarding the proposed amendments.

Moved: K. Heare

Second: J. Duncan

Approved: 4-1

Yea: Peterson, Heare, McNamara, Duncan

Nay: Lewis

Abstain:

R. Holley reviewed the upcoming projects for the November 13, 2025 meeting.



Project #25-054 Infill and Flag Lot Development Code Amendment

REPORT SUMMARY...

<i>Project Name:</i>	Infill and Flag Lot Code Amendment
<i>Proponent/Owner:</i>	Community Development Department
<i>Project Address:</i>	Citywide
<i>Request:</i>	Code Amendment
<i>Type of Action:</i>	Legislative
<i>Date of Hearing:</i>	October 23, 2025
<i>Submitted By:</i>	Russ Holley, Senior Planner

RECOMMENDATION

Staff recommend that the Planning Commission recommend **approval** to the Municipal Council of the proposed amendments to Chapters 17.29 and 17.30 of the Land Development Code.

SUMMARY OF CHANGES

This is a proposal to amend two sections within the Land Development Code that regulate driveways, connectivity standards, and residential infill development standards. Slight modifications are proposed to the driveway and connectivity standards, while the infill section is proposed with significant amendments. Two categories, one for single-family and one for multi-family, are proposed with different access and setback standards for each. This proposed amendment takes the general term of infill as defined in LDC 17.62 and creates two further refined categories of either flag lot or middle of the block infill depending on the number of units, surrounding context, access widths and overall project size. This proposal is a result of prior projects and neighborhood concerns about compatibility and access limitations to infill development.

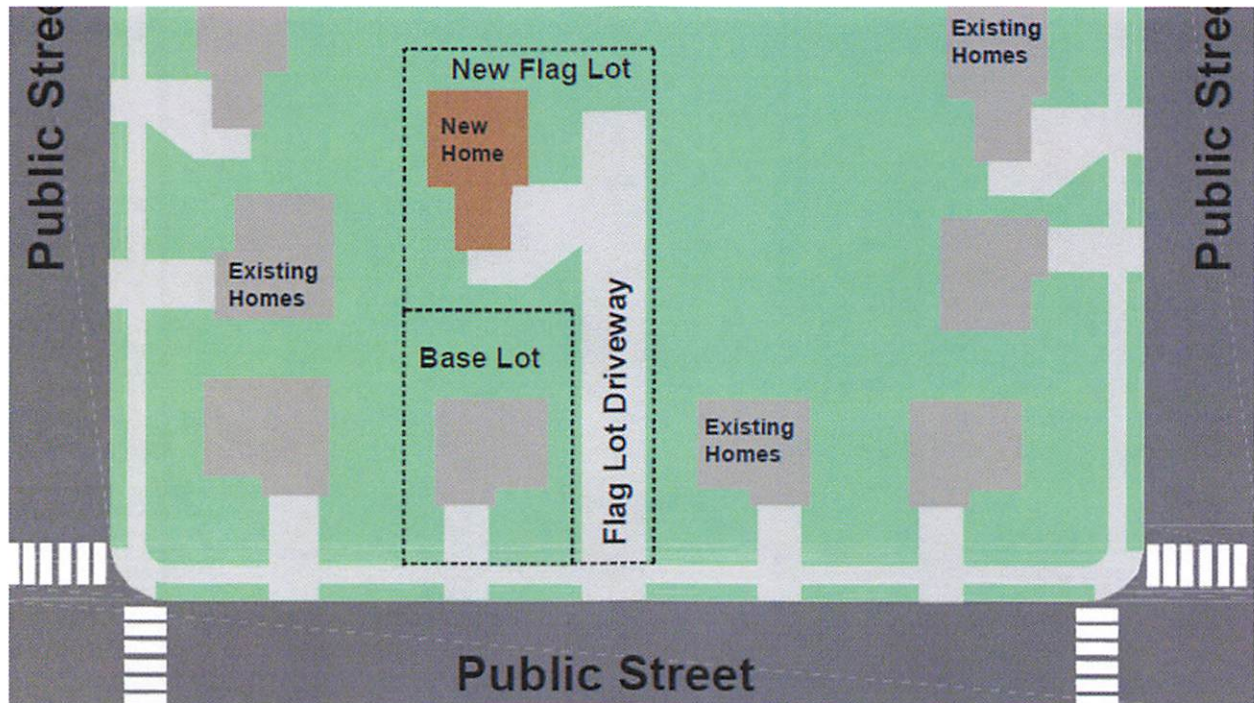


Figure 1 shows a flag lot diagram behind an existing home.

Flag Lots

The proposed changes include flag lots being defined as one additional home behind an existing home or up to a two (2) lot subdivision with one building lot not having public street frontage. For multi-family zones, a flag lot is defined in the same fashion but can be created for up to one new duplex (two units) and must comply with base zoning density. . Flag lots may be accessed via a 20-foot-wide shared driveway. Flag lots are required to have larger setbacks and lot size minimums to ensure better compatibility and spacing with the existing surrounding homes.

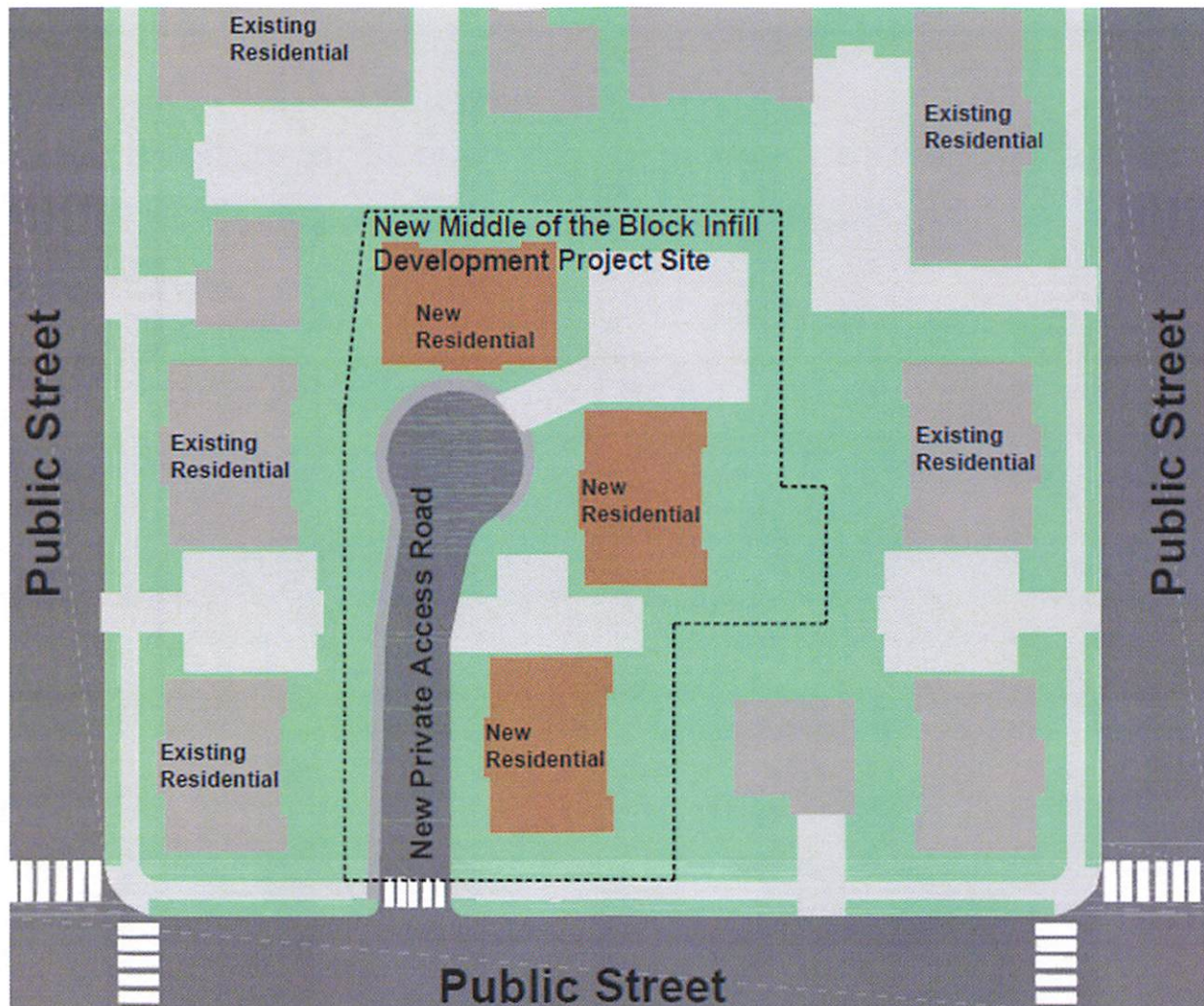


Figure 2 shows middle of the block infill with a new private shared access road.

Middle of the Block Infill

The proposed changes include a new category of infill, "Middle of the Block Infill," that caps the total number of new units for single-family at six (6) and new multi-family at twenty (20) units. These types of projects are required to build a new private access road with sidewalk and on-street parking. Private access roads are not required to be as wide as a public street. Slight increases in setbacks ensure better compatibility but still allow for efficient project layout. Parking, building height, density and other similar development standards default to base zone standards. For larger infill projects containing more than six (6) single family homes and twenty (20) multi-family units, standard public streets, setbacks, and density are required.

STAFF SUMMARY

The purpose of these changes is to continue to encourage and accommodate infill development projects to better utilize existing public infrastructure, minimize outward suburban sprawl patterns, and reduce vehicle miles traveled daily. But middle of the block infill is typically harder to access, has tricky project sites, and existing conditions, so unique regulations are required in these circumstances to ensure they are done in the manner that minimizes impacts to existing homes and residents on the block. The additional setbacks and lot size requirements will help to accomplish compatibility and maintain privacy. Access should be sized for the anticipated additional residential traffic associated with new dwelling units and emergency vehicles.

PUBLIC COMMENTS

As of the time the staff report was prepared, no comments were received.

PUBLIC NOTIFICATION

Legal notices were published in the Herald Journal on 10/11/2025 and posted on the City's and Utah Public Meeting website on 10/13/2025.

AGENCY AND CITY DEPARTMENT COMMENTS

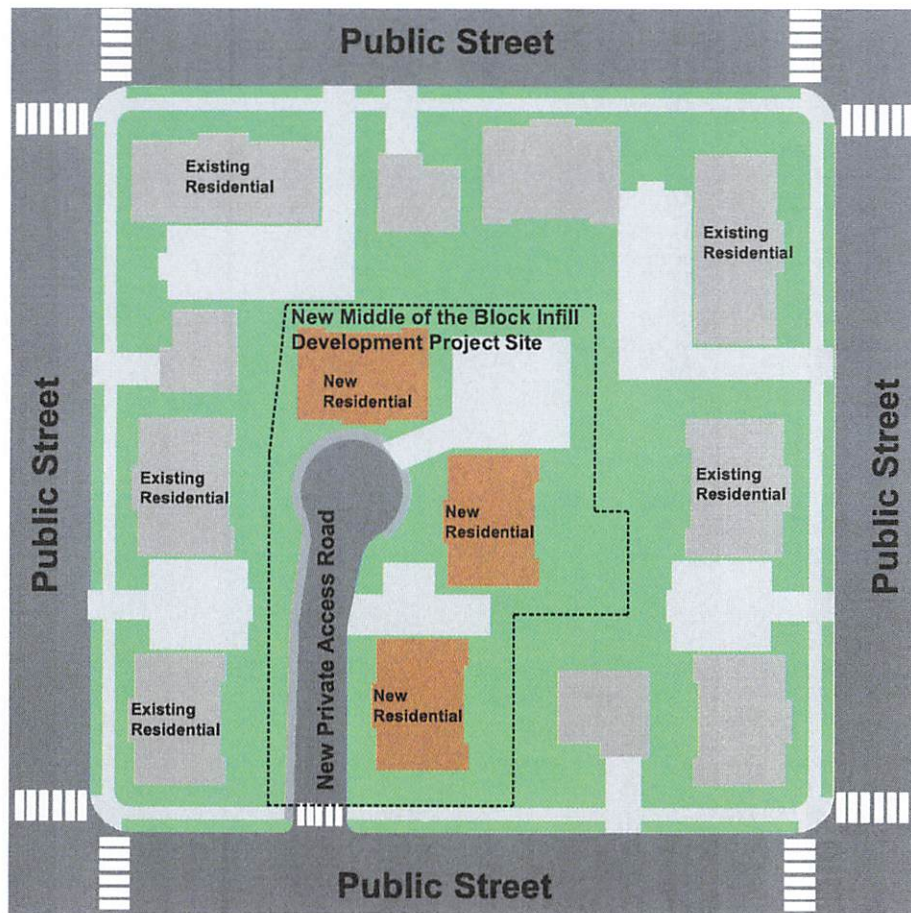
As of the time the staff report was prepared, no comments were received.

RECOMMENDED FINDINGS FOR APPROVAL

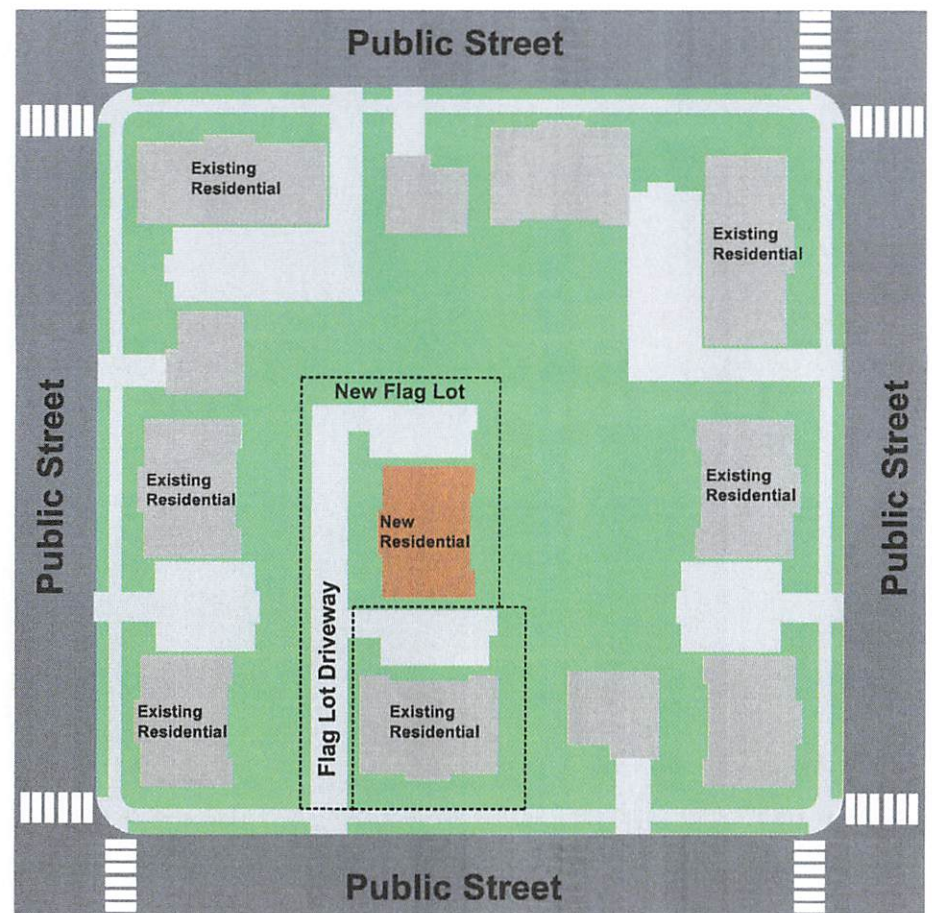
The Planning Commission bases its decisions on the following findings:

1. Utah State Law authorizes local Planning Commissions to recommend ordinance changes to the legislative body (Municipal Council).
2. The Code Amendments are done in conformance with the requirements of Title 17.51 of the Logan Municipal Code.
3. The proposed Code Amendments are consistent with the Logan City General Plan.
4. The proposed Code Amendments are consistent with UCA Title 10, Chapter 9a, Part 5 & Part 6.
5. No public comment has been received regarding the proposed amendments.

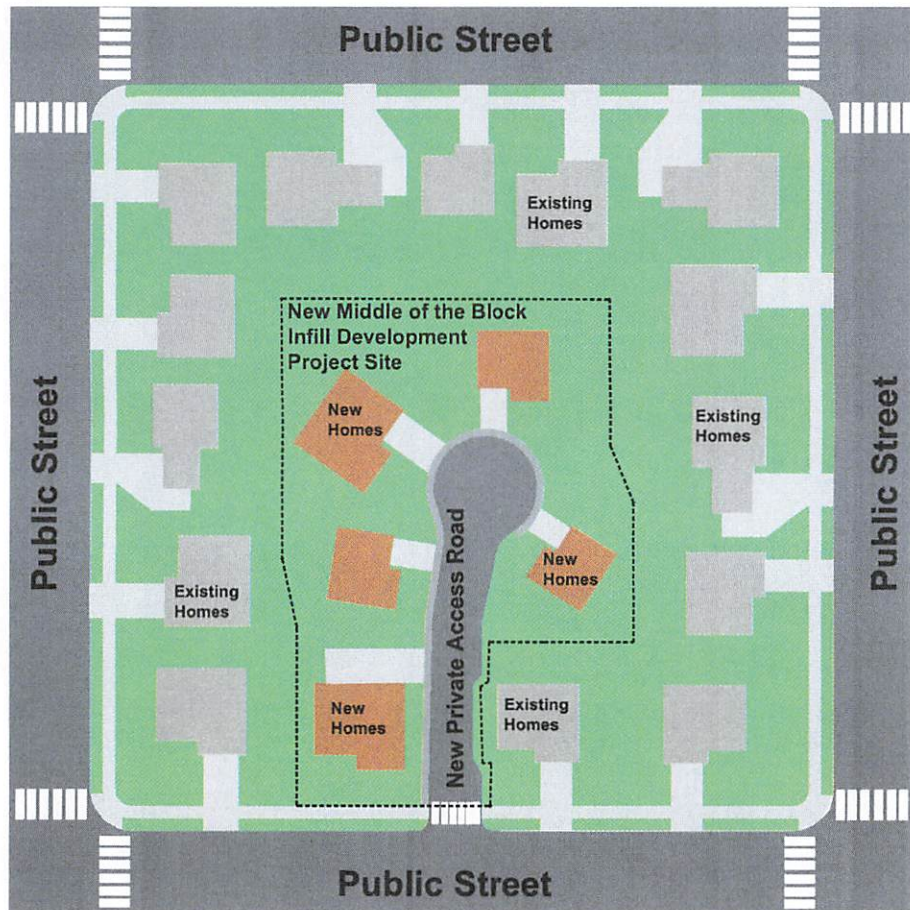
This staff report is an analysis of the application based on adopted city documents, standard city development practices, and available information. The report is to be used to review and consider the merits of the application prior to and during the course of the Planning Commission meeting. Additional 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.



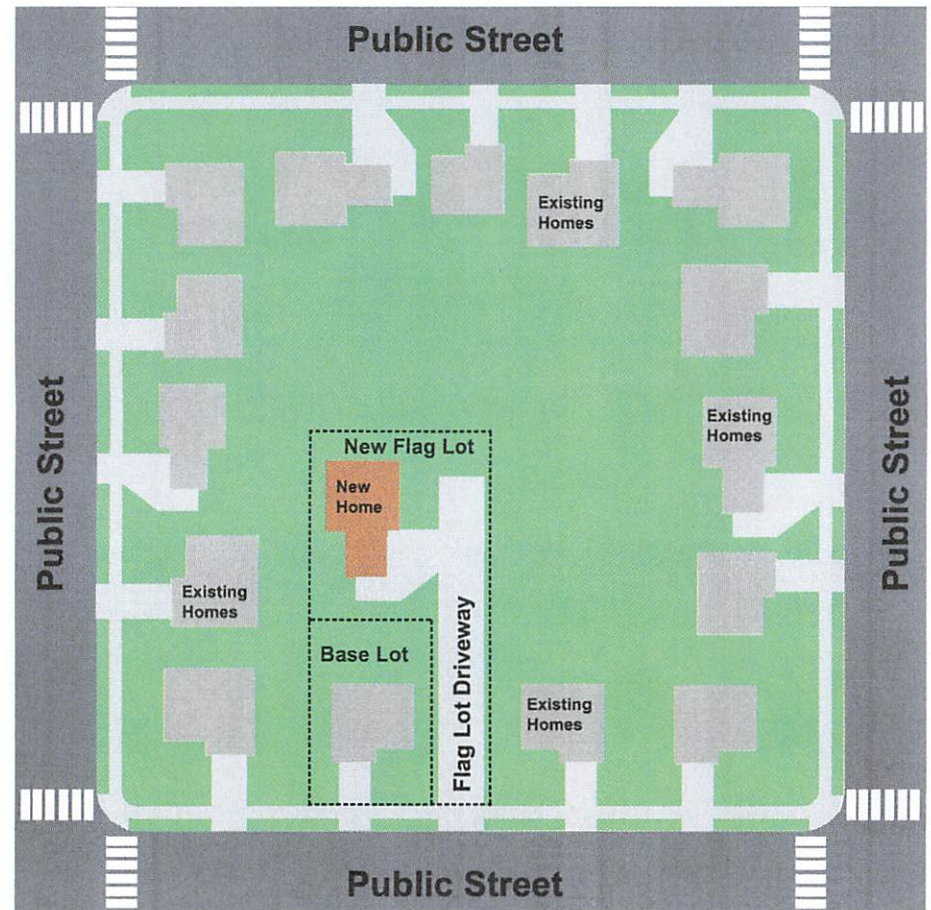
Multi-Family Middle of the Block Infill



Multi-Family Flag Lot



Single Family Middle of the Block Infill



Single Family Flag Lot