

CITY OF LOGAN, UTAH
ORDINANCE NO. 19-09

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 map or maps entitled "Zoning Map of Logan City, Utah" is hereby
amended and the following properties in the Ellis Neighborhood and as specifically identified in
Exhibit A, as attached, are hereby zoned from Commercial (COM) to Mixed Use (MU).

SECTION 3: This ordinance shall become effective upon publication.

PASSED BY THE LOGAN MUNICIPAL COUNCIL, STATE OF UTAH, _____
THIS DAY OF _____, 2019.

AYES:

NAYS:

ABSENT:

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 _____, 2019.

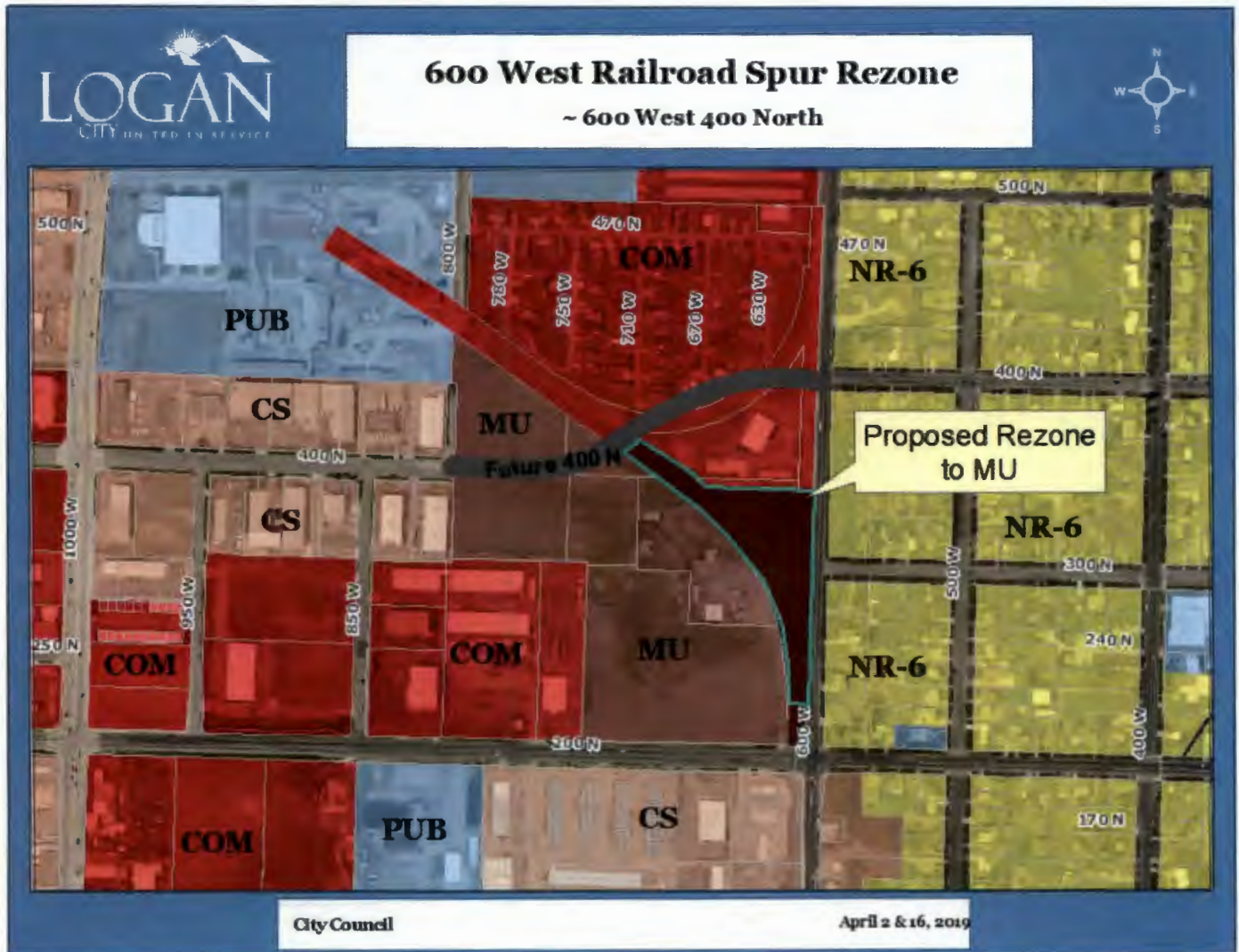
Jeannie F. Simmonds, Chair

MAYOR'S APPROVAL OR DISAPPROVAL

The foregoing ordinance is hereby _____ this ____ day of
_____, 2019.

Holly Daines, Mayor

EXHIBIT A





MEMORANDUM TO MUNICIPAL COUNCIL

DATE: April 2, 2019
FROM: Russ Holley, Senior Planner
SUBJECT: Ordinance #19-09

Summary of Planning Commission Proceedings

Project Name: 600 West Railroad Spur Rezone
Request: Official Zoning Map Amendment
Project Address: ~400 N 600 W
Recommendation of the Planning Commission: **Approval**

On March 14, the Planning Commission recommended that the Municipal Council **approve** the 600 W. Railroad Spur Rezone project that amends the Official Zoning Map.

Planning Commissioners vote (5-0):

Motion: D. Newman

Second: S. Goodlander

recommend denial: none

recommend approval: T. Nielson, R. Croshaw, R. Dickinson, S. Goodlander, D. Newman

abstain: none

Attachments:

Staff Report

Ordinance #19-09

Planning Commission Meeting Minutes from March 14, 2019

Project Slides



Project #19-008
600 West Railroad Spur Rezone
Located at 400 North 600 West

REPORT SUMMARY...

Project Name: 600 West Railroad Spur Rezone
Proponent/Owner: Logan City / Logan City
Project Address: 400 North 600 West
Request: Rezone from COM to MU
Current Zoning: Commercial (COM)
Date of Hearing: March 14, 2019
Type of Action: Legislative
Submitted By: Russ Holley, Senior Planner

RECOMMENDATION

Staff recommends that the Planning Commission recommend **approval** to the Municipal Council for a Rezone of approximately 3.40 acres of property located at 400 N 600 W (TIN# 05-062-0035; -0037) from Commercial (COM) to Mixed Use (MU).

Land use adjoining the subject property

<i>North:</i>	COM: Mobile Home Park	<i>East:</i>	NR6: Residential Use
<i>South:</i>	CS: Commercial Uses	<i>West:</i>	MU: Commercial Uses/Vacant

REQUEST

The proponent is requesting to rezone two (2) parcels that total approximately 3.40 acres of property from COM to MU. The residual properties, resulting from the 400 North street dedication, are part of the original 8.01-acre railroad spur property acquired by the City of Logan in 2012. The other remaining areas of the 8.01-acre property to the north will likely be combined with the mobile home park as 400 North continues to develop. Because of the current misalignment between the 600 West and 800 West blocks, 400 North will require a curved alignment for connection. This 3.40-acre property has limited accessibility because of the railroad tracks along the eastern border and the awkward and narrowing shape.

The City is currently in the process of selling this 3.40-acre property to the owners of the approximately 19.84-acre adjacent Meatpacking property. This would create an approximate 23-acre comprehensive project site with better accessibility and re-development potential. With the recent rezone of the Meatpacking property to MU, it is anticipated that a mixed project will be proposed in the near future. If the sale of this 3.40-acre property is finalized and rezoned to MU, it would be anticipated that this property would also be included in that mixed-use project.

GENERAL PLAN

The Future Land Use Plan (FLUP) adopted in 2008 identifies this property as Commercial Service (CS). Commercial Service areas are described as being designations that fill the need between industrial and commercial land uses. CS areas provide locations for light manufacturing, construction support and commercial service industries.

The MU designation in the General Plan is described as having high concentrations of commercial and residential uses. Structures would typically be multi-story with projects laid-out in a compact fashion that allows residents to work, play and live all within a walkable center. The MU designation can be applied to encourage re-development, especially in areas that have old or out dated one-story shopping centers.

LAND DEVELOPMENT CODE

The Land Development Code (LDC) allows for up to 30 residential units per acre of land in the MU zone. It allows for a “horizontal” mixed use pattern, which does not require every building to contain ground floor commercial and upper story residential, but does specifically require both commercial and residential uses to be established on the project site. The MU zoning regulations do not specify where and how much commercial space is required. The ratios between residential and commercial would be approved as part of a project request with a Design Review Permit. The MU zoning district permits a wide range of commercial uses that include, but are not limited to, restaurants, offices, retail, hospitality and personal commercial services. The current zoning designation of COM does not allow horizontal mixed-use buildings or projects.

ZONING HISTORY

From 1950-1999 the property was zoned M1, which is a manufacturing or industrial zoning district. From 2000-2018 the property was zoned CG/COM, which are both general commercial zoning districts.

SUMMARY

Given the proximity to existing single-family residential areas to the east and north and the light manufacturing and commercial service areas to the west and south, a multi-family mixed-use commercial project would act as a buffer or transition between these two incompatible land use areas. Given the access difficulties the tracks pose on this awkwardly shaped property, it makes sense to consolidate this property with a larger adjacent property. A large comprehensive project on this site can be designed in a better manner than that of smaller “piece-meal” projects, and typically result in better overall traffic circulation, usable open space and strategic commercial/residential interfacing. This location, immediately adjacent to Logan City’s gridded core, offers better mobility and transportation choices for future residents and employees. This location also efficiently utilizes infrastructure and surrounding utilities as compared to the outskirt areas of Logan that excessively burden the transportation and infrastructure networks with inferior logistics, higher vehicle miles driven and longer pipes and lines required for connection.

AGENCY AND CITY DEPARTMENT COMMENTS

No comments.

PUBLIC COMMENTS

Notices were mailed to property owners within 300 feet of the subject property. As of the time of this report, one comment has been received and is attached for review.

PUBLIC NOTIFICATION

Legal notices were published in the Herald Journal on 3/2/19, posted on the City’s website and the Utah Public Meeting website on 3/5/19, and noticed in a quarter page ad on 2/23/19, and a Public Notice mailed to property owners within 300’ were sent on 2/25/19.

RECOMMENDED FINDINGS FOR APPROVAL

The Planning Commission bases its decision on the following findings supported in the administrative record for this project:

1. Although not in accordance with the FLUP, a MU designation in this location will act as a better buffer between light manufacturing to the west and single-family to the east because of the quieter nature of multi-family and smaller scale commercial developments.

2. The subject property can fulfill the purpose of the General Plan and Land Development Code by providing commercial services and residential opportunities in core areas with infrastructure and utilities nearby.
3. The subject property is in an area that is considered efficient infill and will offer better transportation modal options and thus becoming less of a strain on the overall network.
4. The proposed MU zoning designation along with future review and approval of Design Review Permits with sufficient open space, off-street parking, pedestrian orientation and landscaping will ensure neighborhood compatibility.

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.

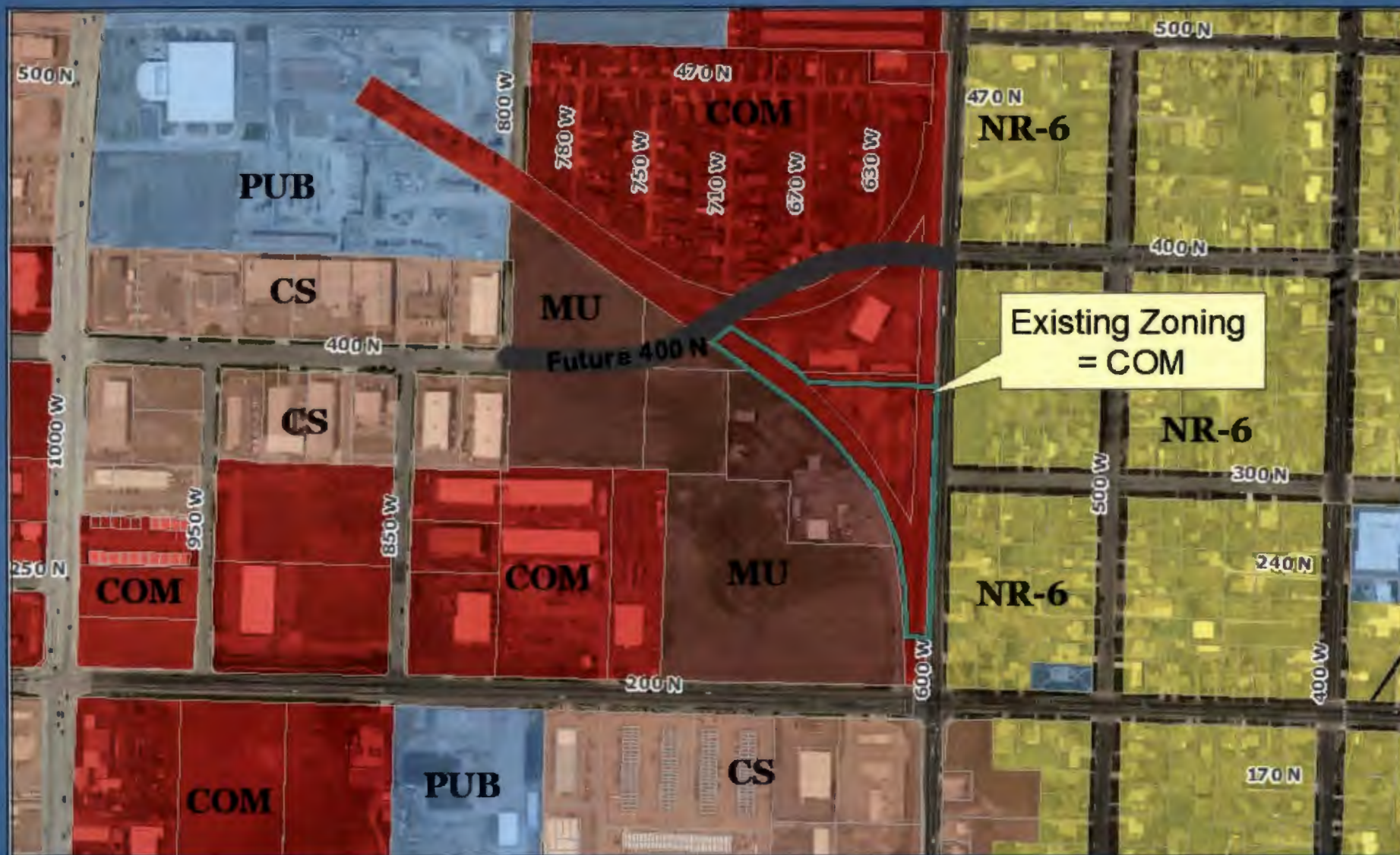
600 West Railroad Spur Rezone

~ 600 West 400 North



600 West Railroad Spur Rezone

~ 600 West 400 North



600 West Railroad Spur Rezone

~ 600 West 400 North



600 West Railroad Spur Rezone ~ 600 West 400 North





PLANNING COMMISSION MINUTES

Meeting of March 14, 2019

Logan City Council Chambers (290 North 100 West Logan, UT 84321)
www.loganutah.org

Minutes of the meeting for the Logan City Planning Commission convened in regular session on Thursday, March 14, 2019. Vice-Chairman Nielson called the meeting to order at 5:30 p.m.

Commissioners Present: Roylan Croshaw, Regina Dickinson, Sandi Goodlander, Dave Newman, Tony Nielson

Commissioners Excused: David Butterfield, Eduardo Ortiz

Staff Present: Mike DeSimone, Russ Holley, Debbie Zilles, Kymber Housley, Bill Young, Paul Taylor

PC 19-008 600 West Railroad Spur Rezone [Zone Change] Logan City requests to rezone ~3 acres of residual railroad spur property, located at 600 West 400 North, from Commercial (COM) to Mixed Use (MU) subsequent to the dedication of the new section of 400 North between 600 West and 800 West; TIN 05-062-0035;-0037. (Ellis Neighborhood)

STAFF: Mr. Holley reviewed the request to rezone two (2) parcels that total approximately 3.40 acres of property from Commercial (COM) to Mixed Use (MU). The residual properties, resulting from the 400 North dedication, are part of the original 8.01-acre railroad spur property acquired by the City of Logan in 2012. The other remaining areas of the 8.01-acre property to the north will likely be combined with the mobile home park as 400 North continues to develop. Because of the current misalignment between the 600 West and 800 West blocks, 400 North will require a curved alignment for connection. This 3.40-acre property has limited accessibility because of the railroad tracks along the eastern border and the awkward and narrowing shape.

The City is currently in the process of selling this 3.40-acre property to the owners of the adjacent Meatpacking property. This would create an ~23-acre comprehensive project site with better accessibility and re-development potential. With the recent rezone of the Meatpacking property to MU, it is anticipated that a mixed project will be proposed in the future. If the sale of this 3.40-acre property is finalized and rezoned to MU, it would be anticipated that this property would also be included in that mixed-use project.

Given the proximity to existing single-family residential areas to the east and north and the light manufacturing and commercial service areas to the west and south, a multi-family mixed-use commercial project would act as a buffer or transition between these two incompatible land use areas. Given the access difficulties the tracks pose on this awkwardly shaped property, it makes sense to consolidate this property with a larger adjacent property. A large comprehensive project on this site can be designed in a better manner than that of smaller "piecemeal" projects, and typically result in better overall traffic circulation, usable open space and strategic commercial and residential interfacing. This location, immediately adjacent to Logan City's gridded core, offers better mobility and transportation choices for future residents and employees. This location also efficiently utilizes infrastructure and surrounding utilities as compared to the outskirt areas of Logan that excessively burden the transportation and infrastructure networks with inferior logistics, higher vehicle miles driven and longer pipes and lines required for connection.

PUBLIC: Sue Sorenson, Chairman of the Ellis Neighborhood Council, said residents would prefer to see this zoned as single-family as Logan City is currently at 55% rentals. A development in this location could potentially house up to 600 dwelling units (as allowed in the zone) which would impact the area. The west side of Logan is overloaded with high-density, multi-family housing, which impacts the school system with transient students. The desire of the school district is to have more long-term family housing available. Development in this location will increase traffic, which will impact surrounding roads. There should be thought put in for more access points and she encouraged consideration for a traffic impact survey to be done. During busy times, both 200 North and 400 North are quite congested. The residents would like consideration for a park and/or trail and a guarantee that a development will meet the intent of Mixed-Use. There is concern about the future development of 400 North and what provisions there will be for pedestrian traffic, especially with elementary children to cross 400 North and 400 West and 600 West and 200 North to get to school (Ellis is considered a 'walking school' with no bussing). There is a currently a crossing guard and a light on 200 North to help. The trailer park in the area was supposed to be front-facing trailers with backyards, sidewalks and street lights. There are trailers situated sideways and there are no sidewalks or street lights. The residents would like input on the development design. She has many written comments from neighbors who could not be in attendance. Chairman Nielson encouraged her to send the comments to the City Council for review before a decision is made.

Lyle Lundberg lives on 500 West, as a neighbor, he does not want to see more apartments put in and is puzzled that the City would provide an opportunity for a developer to put in more high-density housing in this part of Logan. He does not see how this will be a benefit to the area.

Janice Evans lives on 200 North and said traffic problem is horrendous, it is impossible to cross on foot and it is very difficult to back out of her driveway. There are no sidewalks from the apartments next to her to 600 West and there is quite a bit of pedestrian traffic in the area. She asked about the property on the south side along 600 West (pointed out on the map). Mr. DeSimone said it is zoned Commercial Services (CS). She asked if it could be re-zoned; Mr. DeSimone said it could be, however, it would be up to the property owners.

COMMISSION: Commissioner Croshaw asked about density, to change the small specifically the possibility for up to 600 dwelling units. Ms. Sorenson said that 30 units/acre are allowed in the Mixed-Use zone and this area has 20 acres. Commissioner Croshaw questioned the difference if it were zoned to NR-6. Mr. Holley explained that NR-6 allows 6 units/acre. Mr. DeSimone pointed out that the Future Land Use Plan identifies this area as multi-family, this request is only for the 3-acre piece as the City has no use for that parcel.

Commissioner Dickinson asked if mixed-use could be all residential. Mr. Holley explained that although there is no specific ration defined, it does have to contain both commercial and residential. The Riverwoods, Blue Square and Morty's are all good examples of mixed-use developments. The commercial component must be accessible to the public.

Commissioner Newman asked if there is an existing cross over the railroad tracks for the future 400 North road development. Mr. Holley said the City is working UPRR on a consolidation plan; UPRR requires a 2-1 exchange (one crossing in exchange for giving up two). The Spendlove project will need to be accessed via 400 North, which may require some layout redesign, which is why the City is saving property along the northern spur for future mitigation and/or property exchange if necessary.

Chairman Nielson explained that when the Meatpacking District was rezoned in August 2018, it was publicly noticed and that property is not up for discussion in this request. It is unknown what will be developed or how it will be designed. The project will be reviewed by the Planning Commission when it is submitted. The property has been purchased and it is up to the land owner

to use the property based on the allowed uses of the zone. Consideration for this request only includes the 3-acre parcel.

Commissioner Goodlander said the concerns that have been raised would be addressed during a design review process. The large area has already been zoned Mixed-Use and adding this small piece to that large parcel makes sense. Commissioner Dickinson asked why this parcel was not rezoned when the other property was. Mr. DeSimone said it was not part of the previous request and the property was not owned by that property owner at the time, it was owned by the City. Mr. Housley said the during negotiations for the alignment of the road, it was determined that selling the property made sense, so the area could be accessed internally rather than trying to put in access from 600 West.

Commissioner Dickinson said if it is kept zoned Commercial, the City could put a small building on the property. Mr. DeSimone said it would be impossible to access with the railroad tracks. It was initially purchased because it was unutilized property and the City needed to maintain it. Mr. Housley also pointed out that plans for 400 North required the City to acquire property when it became available.

Chairman Nielson encouraged residents to attend the City Council meetings and follow projects on the City's website.

MOTION: Commissioner Newman moved to **forward a recommendation for approval** to the Municipal Council for a zone change as outline in PC 19-008 with the findings for approval as listed below. Commissioner Goodlander seconded the motion.

FINDINGS FOR APPROVAL

1. Although not in accordance with the Future Land Use Plan (FLUP), a Mixed-Use (MU) designation in this location will act as a better buffer between light manufacturing to the west and single-family to the east because of the quieter nature of multi-family and smaller scale commercial developments.
2. The property can fulfill the purpose of the General Plan and Land Development Code by providing commercial services and residential opportunities in core areas with infrastructure and utilities nearby.
3. The property is in an area that is considered efficient infill and will offer better transportation modal options, thus becoming less of a strain on the overall network.
4. The proposed MU zoning designation along with future review and approval of Design Review Permits with sufficient open space, off-street parking, pedestrian orientation and landscaping will ensure neighborhood compatibility.

Moved: D. Newman **Seconded:** S. Goodlander **Approved:**5-0

Yea: Croshaw, Dickinson, Goodlander, Nielson, Newman **Nay:** **Abstain:**

MEETING ADJOURNED: 6:35 pm