



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

Minutes from the February 28, 2019 meeting were reviewed. Commissioner Croshaw moved that the minutes be approved as submitted. Motion seconded by Commissioner Goodlander. Approved unanimously.

PUBLIC HEARING

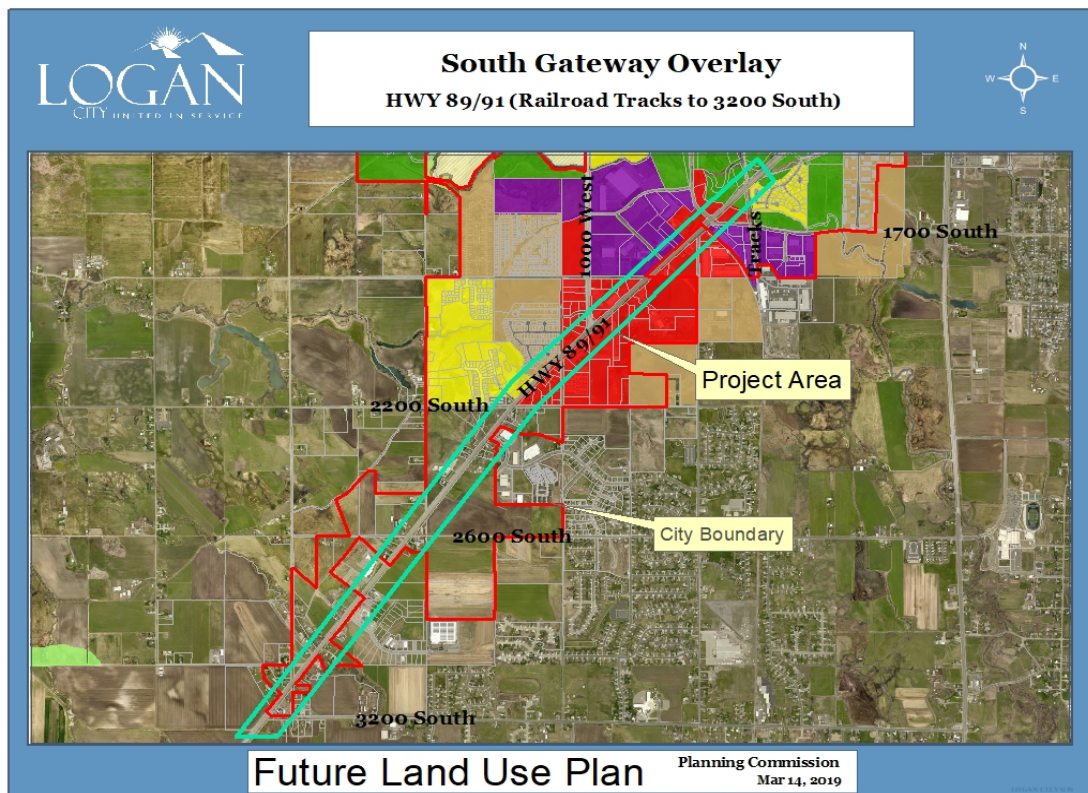
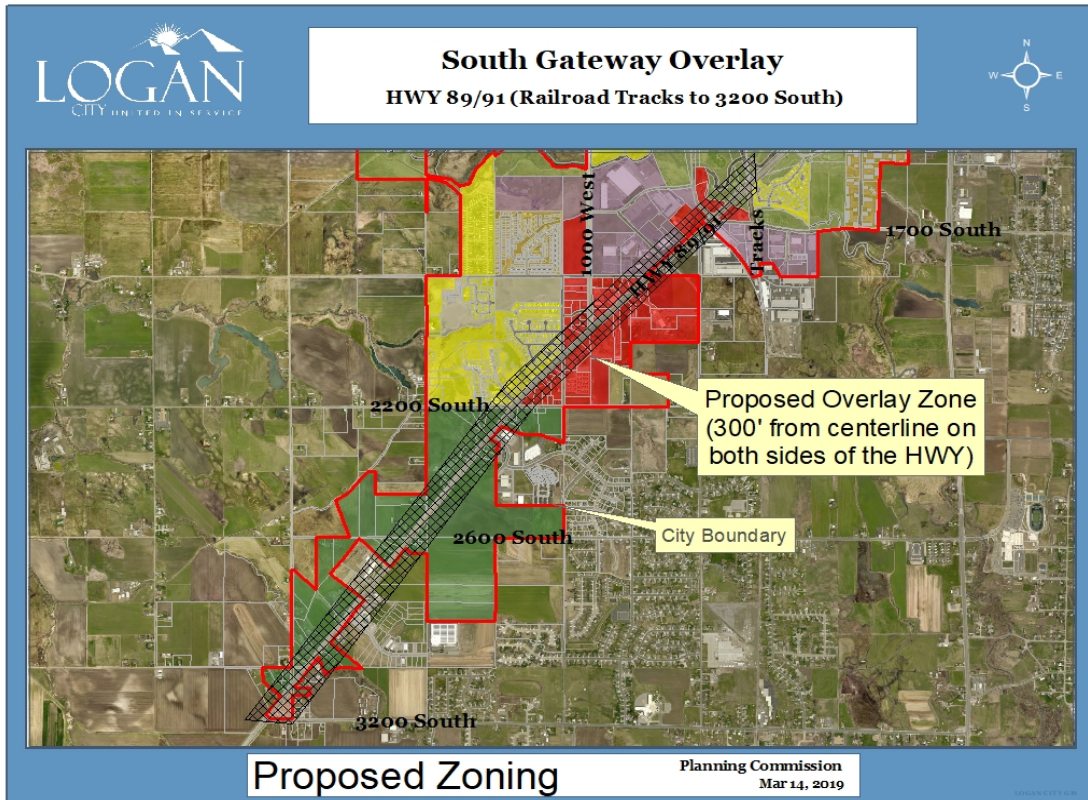
PC 19-005 LDC Amendment & Zone Change – Chapter 17.21 (South Gateway Overlay)

continued from February 28, 2019 – Logan City requests to amend the existing South Gateway Overlay standards to better align the South Gateway with the Cache Valley South Corridor Development Plan (“South Corridor Plan”) by identifying specific commercial nodes, instituting a greater building setback from the highway, limiting the range of uses adjacent to the highway by directing commercial activity towards the commercial nodes, and collaborating with neighboring jurisdictions to implement the South Corridor Plan uniformly. This action also is considered a rezone as it proposed to expand the overlay zone beyond its current boundaries.

STAFF: Mr. DeSimone explained the purpose of this request is to amend the existing South Gateway Overlay standards to better align the South Gateway with the Cache Valley South Corridor Development Plan by identifying specific commercial nodes, instituting a greater building setback from the highway, limiting the range of uses adjacent to the highway by directing commercial activity towards the commercial nodes, and collaborating with neighboring jurisdictions to implement the South Corridor Plan uniformly. This action is considered a rezone or zoning amendment as it proposes to expand the overlay zone beyond its current boundaries. It does not change the actual zoning underneath; rather, it applies additional zoning or land use regulations on top of the existing zoning.

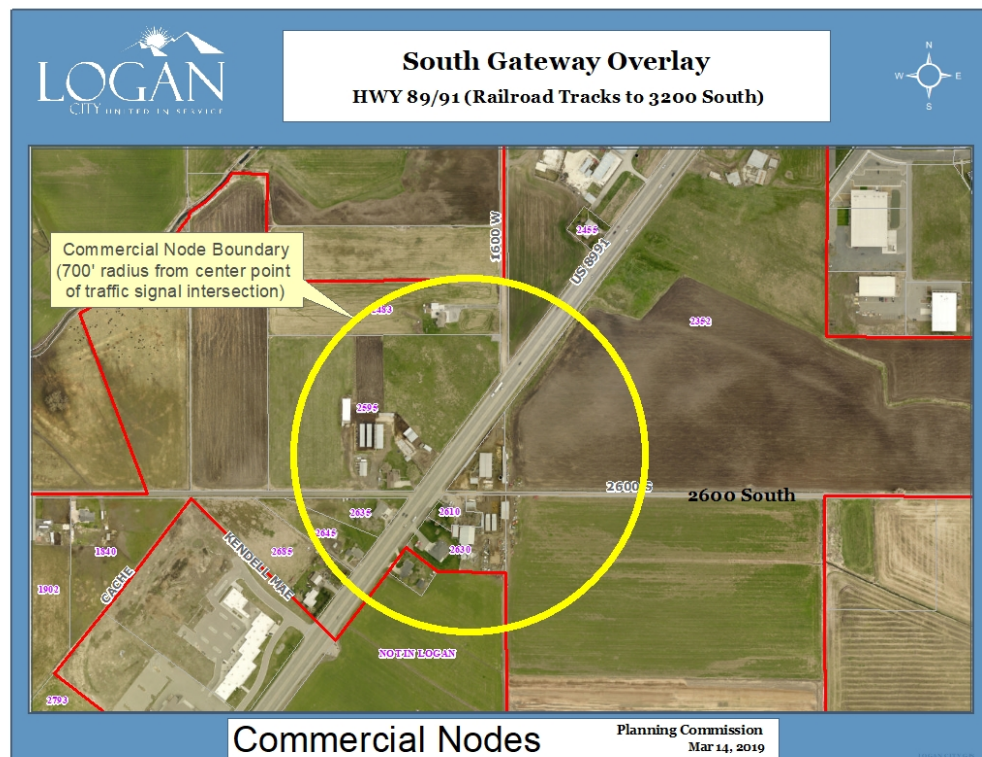
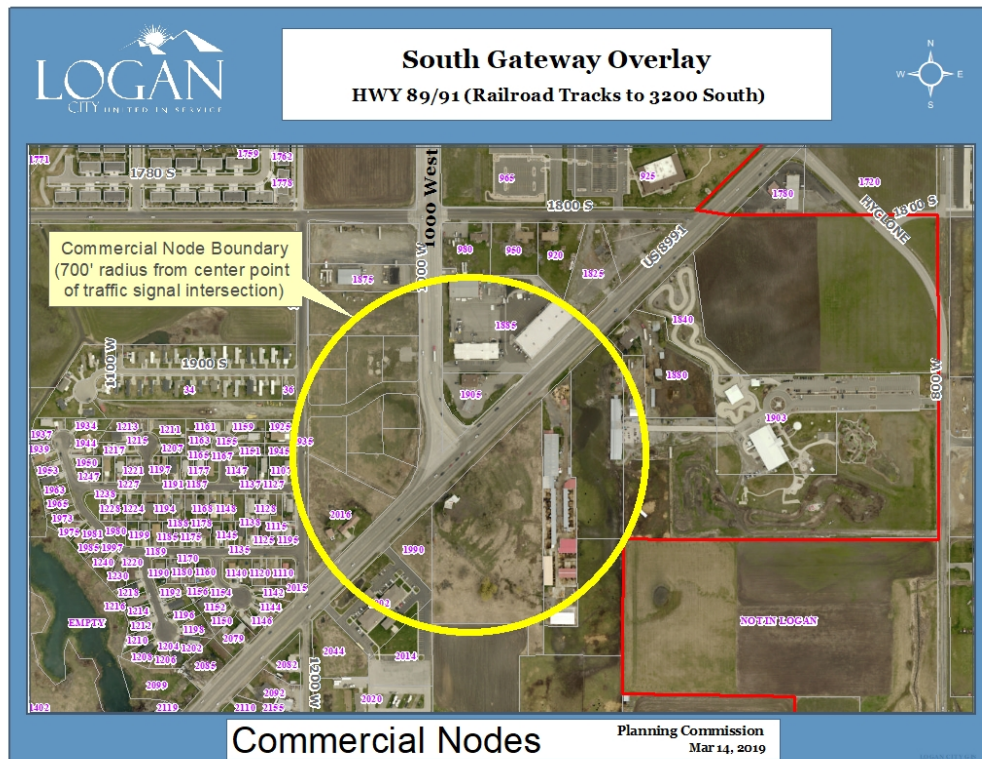
The SR 89/91 South Gateway is the most heavily traveled gateway into Logan and is currently home to a variety of uses, many of which are highway-related commercial uses. The South Corridor Plan was adopted in 2013 and is a long-term coordinated plan to move new development away from the highway, consolidate commercial uses into commercial nodes around the major intersections, promote a high-quality site and building design, manage/limit highway access, and facilitate the flow of through traffic while protecting the significant views and natural areas within the corridor. Logan, Nibley, Wellsville, and Cache County have all agreed to implement various elements of the South Corridor Plan.

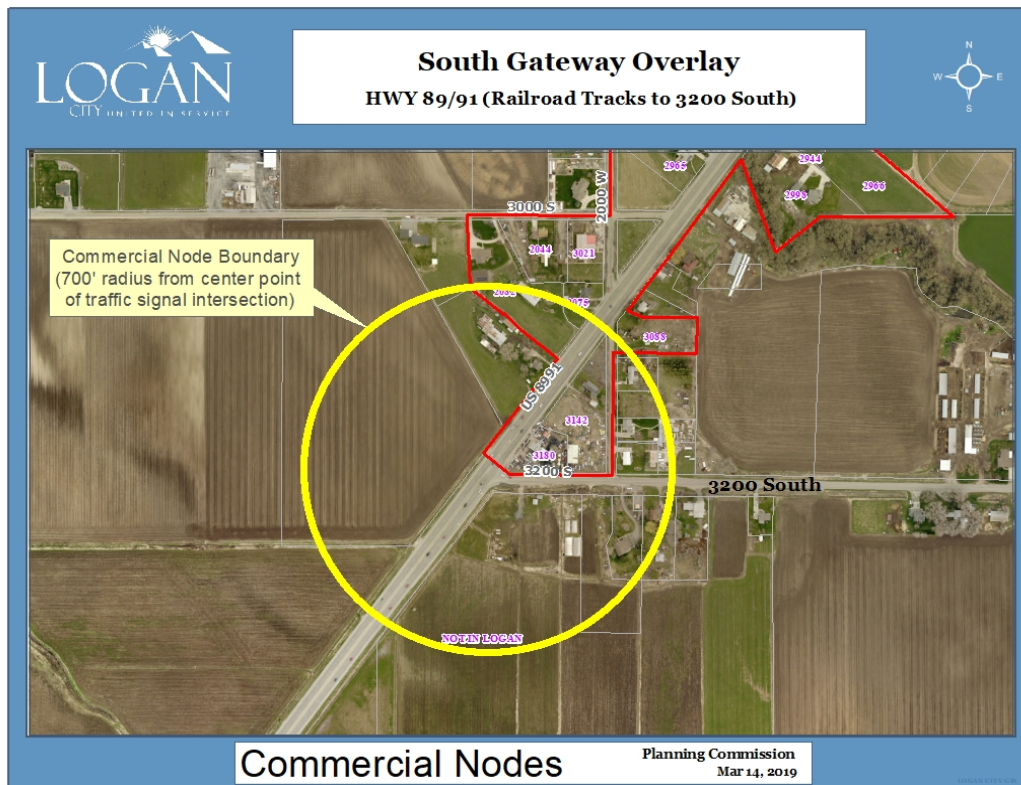
The current boundaries of the South Gateway Overlay Zone run from the Union Pacific Railroad tracks to 2200 South. The proposal is to extend this overlay zone south to 3200 South. The width of the overlay remains unchanged at 300' from the centerline of SR 89/91.



Commercial Nodes

Three nodes are identified in the South Corridor Plan and are specified in this proposal: 1000 West, 2600 South and 3200 South. 1000 West is signalized; the other two are planned to be signalized. The commercial node includes all land within 700' of the radius of the center of the actual intersection. The yellow lines represent a ~700' boundary.





Setbacks

The proposal specifies different building setbacks from the edge of the highway based on the location in the overlay zone. The setbacks are as follows:

Setbacks for properties located adjacent to Hwy 89/91 (outside the commercial node):

- Between the UPRR Tracks and 2200 South - 100' from the Hwy 89/91 right-of-way.
- Between 2200 South and 3200 South - 150' from the Hwy 89/91 right-of-way.

Setbacks for properties adjacent to Hwy 89/91 and within one of the following commercial nodes:

- 1000 West and Hwy 89/91 node - 50' from the Hwy 89/91 right-of-way.
- 2600 South and Hwy 89/91 node - 75' from the Hwy 89/91 right-of-way.
- 3200 South and Hwy 89/91 node - 75' from the Hwy 89/91 right-of-way.

Other Site Design/Development Standards

- Other setbacks from property lines default to the underlying zoning district
- Landscaping – defaults to the LDC
- Parking – side/rear of buildings
- Building Height – defaults to the LDC
- Open Space – 25% open space required
- Lot Frontage – 100' along SR 89/91
- Outdoor Storage – prohibited in the front yard
- Signs – no pole signs, only monument signs setback 50' from SR 89/91
- Fencing – no chain link or razor wire

Permitted Uses

In addition to the range of uses permitted in the underlying zone, the overlay zone allows for some additional uses, e.g., golf courses, agricultural uses, nurseries, etc.

Prohibited Uses

The purpose of a Gateway is to promote aesthetically pleasing, high-quality, and functional highway entrances to the City. Uses that contribute to this principle are encouraged and generally permitted and uses that detract from this goal are prohibited. The following is a listing of different uses that, in addition to those uses specifically prohibited in the underlying zoning district, are specifically prohibited in the entire overlay zone:

- Wireless Telecommunication Facilities within the first 100' of Highway 89/91;
- Wrecking yard, junk yard, and salvage yards;
- New single family residential dwellings within the first 100' of Highway 89/91;
- Commercial parking lots;
- Vehicle, recreational vehicle, heavy equipment, tractor trailer, and mobile home sales, service, rental, repair, or storage;
- Sales or storage of sand, gravel, stone, rock, landscaping materials, etc.;
- Commercial storage units;
- Mobile Home or Recreational Vehicle (RV) parks;
- Adult oriented businesses;
- Concrete or asphalt batch plants;
- Group living facilities;
- Contractors storage yards;
- Waste related uses; and
- ATV, Motorcycle or Snowmobile sales, service and rentals.

The long-range plan for properties south of 2200 South are uncertain. This Plan will establish a refined FLUP and zoning approach for this area based on growth projections, the South Corridor Plan, environmental constraints and long-range infrastructure plans. The proposed expanded overlay considered under this amendment is consistent with the direction that Plan is taking.

PUBLIC: None

COMMISSION: Mr. DeSimone confirmed for Commissioner Newman that the North and West Gateways are still to be determined and will be reviewed by the Planning Commission.

Commissioner Goodlander asked about land trades with Nibley City. Mr. DeSimone said the owner of the property on the east side of the highway at the 2600 South has approached the City about either extending services or being able to de-annex into Nibley. There has been talk of having the highway serve as the boundary line between Logan and Nibley, however, that has not happened. There are still negotiations going on regarding adoption of a similar approach for the gateway corridor.

Mr. DeSimone explained the 300' setback is from the center line of the road, on either side, the right-of-way is approximately 100'; the actual setback will extend from the edge of the right-of-way line outward.

Chairman Nielson asked about the current uses and whether they are considered legally existing nonconforming. Mr. DeSimone said the underlying zone defines the allowed uses.

MOTION: Commissioner Goodlander moved to **forward a recommendation for approval** to the Municipal Council to amend the existing South Gateway Overlay standards to better align the South Gateway with the Cache Valley South Corridor Development Plan and expand the overlay zone beyond its current boundaries. Commissioner Croshaw seconded the motion.

Moved: S. Goodlander **Seconded:** R. Croshaw **Approved:** 5-0

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

PC 19-006 Schaefer Bed & Breakfast [Conditional Use Permit] Mike Schaefer, authorized owner/agent, requests a permit to operate a bed & breakfast located at 206 North 200 East, in the Mixed Residential (MR-20) zone; TIN 06-063-0010. (Adams Neighborhood)

MOTION: Commissioner Newman moved to **continue** PC 19-006 to the meeting of April 11, 2019. Commissioner Dickinson seconded the motion.

Moved: D. Newman **Seconded:** R. Dickinson **Approved:** 5-0

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

PC 19-007 Essex Vintage Cars [Conditional Use Permit] Edward Jarvis/Gibbon Family Investment Properties LLC, authorized agent/owner, request a permit for a used car dealership, specializing in vintage sports cars. The dealership will be an indoor sales showroom that can hold approximately 5 cars and advertising/selling will be primarily online located at 1125 West 400 North #170 in the Commercial (COM) zone; TIN 05-093-0108. (Ellis Neighborhood)

STAFF: Mr. Holley reviewed the request for vehicle sales in the Commercial zone. Vehicle sales are allowed only within the Commercial and Commercial Service zoning districts.

The location is within an ~ 2-acre commercial development with 23 suites. The proposed use is for an indoor 1,000 SF suite in the northeast part of the development to accommodate five (5) cars. The applicant is also proposing that two (2) parking spaces in the shared central parking be used to display two (2) cars.

PROPONENT: Ed Jarvis said this will be sales of vintage sports cars; most sales will be handled online and cars will be shipped or picked up by the purchaser. There will be no traffic impact with this use. Commissioner Croshaw asked if vandalism is a concern for the two outdoor spaces; Mr. Jarvis said that is a potential concern, however, the area is well lit and secure.

PUBLIC: Brenda Sun asked what type of impacts are considered. Mr. DeSimone explained that projects are reviewed based on the type of use or activity. This request is an allowed use and is appropriate for this location. Ms. Sun asked if approving this would set a precedent for other requests. Mr. DeSimone said that each project is processed and reviewed individually.

COMMISSION: Commissioner Dickinson asked if an auto garage would be allowed in this area. Mr. Holley said there are categories for vehicle repair and vehicle service. A small lube/tire service would be an allowable use, however, a long-term, heavy repair use would not.

Commissioner Goodlander asked if there would be any vehicle restoration or only display. Mr. Holley said this request is for vehicle sales only, there may be minor detailing.

Commissioner Croshaw asked if the vehicles would all be under one roof. Mr. Holley said there is room for five vehicles inside with another two spaces available outside.

Commissioner Dickinson asked about enforcement of the type of use and how to ensure that it does not change or grow. Mr. DeSimone said business licenses are reviewed annually, if there is a change of use or ownership, it requires a review. Vehicle dealerships are also regulated by State licensing. Mr. Holley also pointed out that a Conditional Use Permit is recorded on the property and a new owner and/or business would be required to abide by what has been approved. Commissioner Newman noted that a property owner would likely help mitigate any concerns.

MOTION: Commissioner Croshaw moved to **conditionally approve** a Conditional Use Permit as outlined in PC 19-007 with the conditions of approval and findings as listed below. Commissioner Newman seconded the motion.

CONDITIONS OF APPROVAL

1. All standard conditions of approval are recorded and available in the Community Development Department.
2. A minimum of two (2) on-site parking stalls shall be provided for the business.
3. A maximum of two (2) parking stalls may be used for display of vehicles. The vehicle display stalls shall not count toward meeting on-site parking requirements.
4. Vehicles shall not be displayed for sale in landscaped areas or within the public right-of-way.
5. No signs are approved with this Conditional Use Permit. All signage shall be approved and permitted by staff in accordance with the Land Development Code.
6. No fences are approved with this Conditional Use Permit. All fences shall be approved and permitted by staff in accordance with the Land Development Code.
7. Prior to issuance of a building permit, the Director of Community Development shall receive a written memorandum from each of the following departments or agencies indicating that their requirements have been satisfied:
 - a. **Fire**
 - i. Indoor vehicle display shall conform with International Fire Code (IFC) section 314.4.
 - ii. Vehicles. Liquid or gas fueled vehicles, boats, or other motor craft shall not be located indoors except as follows: batteries are disconnected, fuel in tanks does not exceed one-quarter tank or 5 gallons (whichever is least), fuel tanks and fill openings are closed and sealed to prevent tampering, vehicles, boats or other motor craft equipment are not fueled or de-fueled in the building.
 - b. **Business License**
 - i. Business license required.

FINDINGS FOR APPROVAL

1. The use conforms to the requirements of Logan Municipal Code Title 17 and is listed as a conditional use in the Use Table.
2. The use is compatible with the surrounding land uses and will not interfere with the use and enjoyment of adjoining or area properties.
3. The streets providing access and other infrastructure to the subject property have adequate capacities and level of service for the conditional use.
4. The use is compatible with neighborhood uses and character while preserving and enhancing the character of the neighborhood.
5. As conditioned, the use provides adequate off-street parking in conformance with Title 17 of the Logan Municipal Code.

Moved: R. Croshaw **Seconded:** D. Newman **Approved:** 5-0

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

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 ratio 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 with 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 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 outlined 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