CITY OF LOGAN, UTAH
ORDINANCE NO. 18-11

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 Woodruff Neighborhood and as specifically
identified in Exhibit A, as attached, are hereby zoned from Traditional Neighborhood Residential
(NR-6) to Mixed Residential Transitional (MR-9)

SECTION 3: This ordinance shall become effective upon publication.

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

AYES: 7
NAYS: 0
ABSENT: 0

ATTEST:

Chairman Thomas C. Jensen

PRESENTATION TO MAYOR

The foregoing ordinance was presented by the Logan Municipal Council to the Mayor for
approval or disapproval on the 7 day of August, 2018.

Chairman Thomas C. Jensen

MAYOR'S APPROVAL OR DISAPPROVAL

The foregoing ordinance is hereby approved this 7 day of
August, 2018.

Holly Daines, Mayor
EXHIBIT A

Woodmoore Pointe Rezone
1800 South 1100 West

Legal Description

BEG ON S LN OF CO ROAD AT A PT 2 RDS S OF NE COR OF NW/4 SEC 17 T 11N R 1E & TH S 30 RDS TH W 60 RDS TO SPRING CREEK CANAL TH S 8 RDS TH S'L Y ALG W SIDE OF SPRING CREEK CANAL 50 FT M/L TH W 310 FT M/L TO PT 20 FT E OF W LN OF E/2 OF NW/4 OF SE SEC TH N 38 RDS 50 FT TO CO ROAD TH ALG SD ROAD 1300 FT TO BEG CONT 17.07 AC M/L TAX DESC LESS THE WEST 33 FT OF THE FOLL: BEG AT N/4 COR SEC 17 T 11N R 1E & TH S 0°27'46" E 33.0 FT TO TRUE POB ON S LN OF 1800 S ST TH N 89°46'30" W 500.38 FT TO S LN OF 1800 S ST TH N 89°46'30" E 33.0 FT TO TRUE POB CONT 0.73 AC NET 0.38 AC (0055) NET 16.69 AC M/L
Project #18-024
Woodmoore Pointe Rezone
Located at 1800 South 1100 West

REPORT SUMMARY...
Project Name: Woodmoore Pointe Rezone
Proponent/Owner: Visionary Homes / Wesethel, LLC
Project Address: 1800 South 1100 West (approx.)
Request: Rezone from NR-6 to MR-9
Current Zoning: Traditional Neighborhood Residential (NR-6)
Date of Hearing: May 24, 2018
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 16.69 acres of property located at approximately 1800 South 1100 West (TIN# 03-005-0003) from Traditional Neighborhood Residential (NR-6) to Mixed Residential Transitional (MR-9).

REQUEST
The proponent is requesting to rezone approximately 16.69 acres of property from NR-6 to MR-9 with the intention of developing the property as multi-family attached housing. The property is currently vacant and fronts both onto 1800 South and 1100 West along the north and east side of the parcel. The generally flat property has a canal that bisects the piece running north and south, along with an area of standing water near the south border. Both 1800 South and 1100 West streets do not have curb, gutter and sidewalk along the property frontage. The property has primarily been used for agricultural and grazing purposes in the past.

GENERAL PLAN
The Future Land Use Plan (FLUP) adopted in 2008 identifies this property as Mixed Residential (MR). The FLUP does not distinguish between the different MR zoning districts in the General Plan. MR is described as areas that provide a range of housing options for all stages of life and levels of income. MR areas should be located near employment centers and service areas, allowing for transportation options and walk-ability.

ZONING
The MR-9 zone is described in the Land Development Code (LDC) as providing transitional areas between higher intensity commercial and lower intensity residential. A variety of housing types and designs are encouraged to promote neighborhood stability and a sense of community. This zone allows numerous structure types, including townhomes, twin-homes and courtyard homes. Densities are limited to 9 units per acre of land and building heights are capped at 35'. Open space and landscaping is required at 30% of the overall project site.

SUMMARY
The FLUP indicates this area as MR. This area could be considered transitional, with commercial and industrial employment centers located east of the site and existing multi-family homes to the north. With single family developments located to the south and west, the proposed MR-9 zone could help to further buffer or transition away from these existing
neighborhoods. Based on draft Woodruff Neighborhood Plan information, the Woodruff Neighborhood has approximately 140 total acres currently zoned as mixed residential uses out of the total neighborhood 2,219 acres (6%). Commercially zoned properties total 170 acres, or approximately 7% with the majority of the neighborhood zoned NR, REC and RC.

With the addition of a new traffic signal at Highway 89/91 and 1000 West (approximately ¼ mile away), it’s anticipated that new commercial uses will develop adjacent to this intersection. MR-9 developments on this site would further the argument of locating MR-9 developments within walking distance to service and employments centers.

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, no comments have been received.

PUBLIC NOTIFICATION
Legal notices were published in the Herald Journal on 5/13/18, posted on the City’s website and the Utah Public Meeting website on 5/15/18, and noticed in a quarter page ad on 5/16/18, and a Public Notice mailed to property owners within 300’ were sent on 5/8/18.

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

1. The location of the subject property is compatible in land-use with the surrounding Commercial areas to the east and MR-12 areas to the north.
2. The subject property can fulfill the purpose of the General Plan and Land Development Code by providing a range of housing types for all stages of life.
3. The subject property is in an area and surrounded by streets and infrastructure that can handle and appropriately serve MR-9 developments.
4. The proposed MR-9 zone is limited in density, height and required to provide sufficient open space and landscaping to ensure neighborhood compatibility.
Woodmoore Pointe Rezone
1800 South 1100 West

Subject Property
Current Zoning = NR-6

Planning Commission
June 14, 2018
The Logan City Planning Commission will hold a public hearing to receive input on the following:

**PC 18-023 Woodmoore Pointe Rezone** Sterling Land Holdings, LLC/Wesethel, LLC, authorized agent/owner, request a zone change from Neighborhood Residential (NR-6) to Mixed Residential (MR-9) on 16.69 acres located at approximately 1100 West 1800 South.

The Municipal Council is tentatively scheduled to hold a workshop on **Tuesday, June 5, 2018** and a public hearing on **Tuesday, June 19, 2018**. Both meetings will be held in the Logan City Municipal Council Chambers at 290 North 100 West at 5:30 pm.

Contact the Department of Community Development at 716-9023 or [www.loganutah.org](http://www.loganutah.org) for more information.
**APPLICATION FOR PROJECT REVIEW**

**PROJECT REVIEW**

<table>
<thead>
<tr>
<th>Planning Commission</th>
<th>Land Use Appeal Board</th>
<th>Administrative Review</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PROJECT NAME</strong></td>
<td><strong>Woolmoore Pointe</strong></td>
<td></td>
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<tr>
<td><strong>PROJECT ADDRESS</strong></td>
<td><strong>Approximately 1820 South, 150 West, Logan, UT 84321</strong></td>
<td></td>
</tr>
<tr>
<td><strong>AUTHORIZED AGENT FOR PROPERTY OWNER (must be accurate and complete)</strong></td>
<td><strong>Stering Land Holdings, LLC</strong></td>
<td></td>
</tr>
<tr>
<td><strong>MAILING ADDRESS</strong></td>
<td><strong>CITY: South, STATE: UT, ZIP: 84321</strong></td>
<td></td>
</tr>
<tr>
<td><strong>MAILING ADDRESS</strong></td>
<td><strong>CITY: Eden, STATE: UT, ZIP: 84310, 5005</strong></td>
<td></td>
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<tr>
<td><strong>EMAIL ADDRESS</strong></td>
<td><strong><a href="mailto:craig@visionaryhomes.com">craig@visionaryhomes.com</a></strong></td>
<td></td>
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<tr>
<td><strong>PROJECT ADDRESS</strong></td>
<td><strong>Prop. Owner of Record</strong></td>
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<tr>
<td><strong>MAILING ADDRESS</strong></td>
<td><strong>Soring Land Holdings, LLC</strong></td>
<td></td>
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<tr>
<td><strong>MAILING ADDRESS</strong></td>
<td><strong>Wolseley LLC</strong></td>
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<tr>
<td><strong>EMAIL ADDRESS</strong></td>
<td><strong>Zollinger <a href="mailto:512@gmail.com">512@gmail.com</a></strong></td>
<td></td>
</tr>
<tr>
<td><strong>PROJECT REVIEW</strong></td>
<td><strong>Type of Application (Check all that apply):</strong></td>
<td></td>
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<tr>
<td></td>
<td>- Design Review</td>
<td></td>
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<td></td>
<td>- Conditional Use</td>
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<td></td>
<td>- Subdivision</td>
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<td></td>
<td>- Zone Change</td>
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<td></td>
<td>- Administrative Review</td>
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<td><strong>PROJECT ADDRESS</strong></td>
<td><strong>Prop. Owner of Record</strong></td>
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<td><strong>MAILING ADDRESS</strong></td>
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<td><strong>Zollinger <a href="mailto:512@gmail.com">512@gmail.com</a></strong></td>
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</tbody>
</table>

**DESCRIBE THE PROPOSED PROJECT AS IT SHOULD BE PRESENTED (Include as much detail as possible - attach a separate sheet if needed):**

- MR-9 Zoning being requested for Townhome and Twin home project.
- Rezone from NR-6 to MR-9

**NO SITE ACTIVITY MAY OCCUR UNTIL AFTER APPROPRIATE COMMITTEE APPROVAL:**

| **Total Lot Size (acres)** | 0.64  |
| **Size of Proposed New Building (square feet)** | 140 to 150  |
| **Number of Proposed New Units/Lots** | 140 to 150  |

*Signatures of Property Owner's Authorized Agent and Property Owner*

- Council Workshop: June 5
- Council hearing: June 19
MEMORANDUM TO MUNICIPAL COUNCIL

DATE: August 7, 2018
FROM: Mike DeSimone, Director
SUBJECT: Woodmoore Pointe Rezone #18-024

This is to follow up on the proposed Woodmoore Pointe Rezone. The Council originally tabled this item until the second week of October until the signal at SR 89/91 and 10th West was installed, and to see how this interacted with the intersection at 10th West & 1800 South. The Chair put this back on the agenda as there is sufficient data for the Council to make a decision on this application.

As requested, Chief Jensen provided to the Council accident data for the intersection at 10th W/18th S:

2017
Five (5) Property Damage Accidents
Three (3) Injury Accidents
One (1) Hit and Run Accident

2018
Two (2) Property Accidents
Two (2) Injury Accidents
One (1) Hit and Run Accident

Councilman Bradfield asked for a comparison of the accident for several different intersections.

<table>
<thead>
<tr>
<th>Intersection</th>
<th>2017</th>
<th></th>
<th></th>
<th>2018</th>
<th></th>
<th></th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>PD</td>
<td>PI</td>
<td>HR</td>
<td>PD</td>
<td>PI</td>
<td>HR</td>
<td></td>
</tr>
<tr>
<td>400 N Main</td>
<td>27</td>
<td>2</td>
<td>4</td>
<td>8</td>
<td>3</td>
<td>2</td>
<td>46</td>
</tr>
<tr>
<td>200 N Main</td>
<td>21</td>
<td>3</td>
<td>0</td>
<td>7</td>
<td>1</td>
<td>0</td>
<td>32</td>
</tr>
<tr>
<td>1800 S 1000 W</td>
<td>5</td>
<td>3</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>14</td>
</tr>
<tr>
<td>1200 E Hwy 89</td>
<td>6</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>10</td>
</tr>
<tr>
<td>200 N 1000 W</td>
<td>5</td>
<td>2</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>10</td>
</tr>
<tr>
<td>1000 N 600 W</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>1000 S 1000 W</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>1000 S Park Ave</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
</tbody>
</table>

PD = Property Damage Only, PI = Personal Injury, HR = Hit and Run (no injury)

We looked at the UDOT's AADT counts, and this segment of 10th West between SR 89/91 and 6th South has an average of approximately 11,000 vehicular trips per day (AADT is the annual average daily traffic counts of a specific roadway) over the 4 plus 1 lanes. The following table compares the AADT for the selected intersection listed above:
## Traffic Counts (UDOT – 2016 AADT)

<table>
<thead>
<tr>
<th>Location</th>
<th>UDOT – 2016 AADT</th>
</tr>
</thead>
<tbody>
<tr>
<td>400 N Main (West of intersection)</td>
<td>2,500</td>
</tr>
<tr>
<td>400 N Main (East of intersection)</td>
<td>18,000</td>
</tr>
<tr>
<td>400 N Main (North of intersection)</td>
<td>35,000</td>
</tr>
<tr>
<td>400 N Main (South of intersection)</td>
<td>42,000</td>
</tr>
<tr>
<td>200 N Main (West of intersection)</td>
<td>10,000</td>
</tr>
<tr>
<td>200 N Main (East of intersection)</td>
<td>No UDOT data</td>
</tr>
<tr>
<td>200 N Main (North of intersection)</td>
<td>42,000</td>
</tr>
<tr>
<td>200 N Main (South of intersection)</td>
<td>40,000</td>
</tr>
<tr>
<td><strong>1000 W 1800 W (West/East of intersection)</strong></td>
<td><strong>350 – 2,000</strong></td>
</tr>
<tr>
<td><strong>1000 W 1800 W (North of intersection)</strong></td>
<td><strong>11,000</strong></td>
</tr>
<tr>
<td><strong>1000 W 1800 W (South of intersection)</strong></td>
<td><strong>11,000</strong></td>
</tr>
<tr>
<td>1200 E Hwy 89 (West of intersection)</td>
<td>11,000</td>
</tr>
<tr>
<td>1200 E Hwy 89 (East of intersection)</td>
<td>4,600</td>
</tr>
<tr>
<td><strong>1000 W 200 N (West of intersection)</strong></td>
<td><strong>7,200</strong></td>
</tr>
<tr>
<td><strong>1000 W 200 N (East of intersection)</strong></td>
<td><strong>10,000</strong></td>
</tr>
<tr>
<td><strong>1000 W 200 N (North of intersection)</strong></td>
<td><strong>17,000</strong></td>
</tr>
<tr>
<td><strong>1000 W 200 N (South of intersection)</strong></td>
<td><strong>16,000</strong></td>
</tr>
<tr>
<td><strong>1000 W 600 S (South of intersection)</strong></td>
<td><strong>11,000</strong></td>
</tr>
<tr>
<td><strong>1000 W 600 S (North of intersection)</strong></td>
<td><strong>16,000</strong></td>
</tr>
<tr>
<td><strong>1000 W 1000 S (South/North of intersection)</strong></td>
<td><strong>11,000</strong></td>
</tr>
<tr>
<td><strong>1000 W 1000 S (East of intersection)</strong></td>
<td><strong>1,100</strong></td>
</tr>
<tr>
<td><strong>1000 N 600 W (West of intersection)</strong></td>
<td><strong>2,800</strong></td>
</tr>
<tr>
<td><strong>1000 N 600 W (East of intersection)</strong></td>
<td><strong>6,500</strong></td>
</tr>
<tr>
<td><strong>1000 N 600 W (North of intersection)</strong></td>
<td><strong>9,900</strong></td>
</tr>
<tr>
<td><strong>1000 N 600 W (South of intersection)</strong></td>
<td><strong>9,900</strong></td>
</tr>
<tr>
<td><strong>1000 N Park Ave (West of intersection)</strong></td>
<td><strong>1,100</strong></td>
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<tr>
<td><strong>1000 N Park Ave (East of intersection)</strong></td>
<td><strong>1,100</strong></td>
</tr>
<tr>
<td><strong>1000 N Park Ave (North of intersection)</strong></td>
<td><strong>6,700</strong></td>
</tr>
<tr>
<td><strong>1000 N Park Ave (South of intersection)</strong></td>
<td><strong>6,700</strong></td>
</tr>
</tbody>
</table>

Comparing the intersection of 10th West & 18th South with other areas around town shows that it is a busy intersection, as are other areas. But many of those same intersections have gone through formal engineering and budgetary processes where a need is identified, warrants are established, solutions are evaluated, the project gets placed on the City's Capital Improvements Plan (CIP), and eventually funding is made available to improve the intersection and/or install improvements.

Looking past a rezone request from NR-6 to MR-9, a specific project on this site will be required to perform a Traffic Impact Study (TIS) to determine what the specific traffic problems are, what specific impacts the project, at build-out, will have on the immediate traffic systems, and what, if any, specific mitigating conditions will be placed on the project in order for it to proceed. Waiting on a decision for a rezone request until the traffic signal is installed at 10th West and Highway 89/91 sometime this fall won't provide any immediate or measurable results that relate back to this project site, the intersection, or any solutions to any of the perceived problems.
The reason why numbers and factual analysis, as opposed to anecdotal analysis, is so important is that they factually establish those conditions that "warrant" some type of traffic control device or improvement based on traffic volumes, conditions, or roadway characteristics. From the City's perspective, this warrant validates the need for an improved roadway or traffic control device which then leads to inclusion into future engineering evaluation & design processes, CIP programming and budgeting process, and eventually funding and construction. It also establishes a legal basis for further improvements.

Logan City and UDOT have entered into a Corridor Agreement for 10th West outlining future intersection locations (attached), and 10th West and 18th South is not on the list of agreed upon intersections. The nearest potential intersection location is 10th West and 16th South. So as the area continues to develop, at some point an intersection may be "warranted" at 10th West and 16th South that serves the areas west.

We have also met with the landowner of the parcels west of 10th West and north of 18th South, and they are aware of the access limitations directly onto 10th West as well as the potential need for a future intersection at 16th South. So, if and when we see a project there, they will also be required to do a TIS.

If you any questions about this matter, please let me know.
CORRIDOR AGREEMENT

THIS CORRIDOR AGREEMENT, made and entered into this _29_ day of 2008, by and between the UTAH DEPARTMENT OF TRANSPORTATION, hereinafter referred to as "UDOT," and the cities of LOGAN, and NORTH LOGAN, and the county of CACHE, hereinafter referred to as the "MUNICIPALITIES,

WITNESSETH

WHEREAS, UDOT and the MUNICIPALITIES desire to facilitate traffic flow along the subject corridor of SR-252 within Cache County, Utah, by identifying and stipulating the locations of existing and future traffic signal installations and major access points; and

WHEREAS, in order to manage traffic flow and improve safety, other considerations will be necessary within the corridor as described herein; and

WHEREAS, UDOT and the MUNICIPALITIES agree to enter into this CORRIDOR AGREEMENT to accomplish this common goal; and

WHEREAS, UDOT has determined by formal finding that said work on public right-of-way is not in violation of the laws of the State of Utah or any legal contract with the MUNICIPALITIES.

This CORRIDOR AGREEMENT is made to set out the terms and conditions where under said corridor preservation shall be accomplished.
NOW, THEREFORE, it is agreed by and between the parties hereto as follows:

1. The parties hereto agree that the following intersections are identified as locations for existing, future or relocation of signalization:

a) SR-252 (1000 West) and 1600 South (future)
b) SR-252 (1000 West) and 600 South (existing)
c) SR-252 (1000 West) and 200 South (future)
d) SR-252 (1000 West) and SR-30 (200 North) (existing; to be removed and relocated to the future alignment of SR-30)
e) SR-252 (1000 West) and the future alignment of SR-30 (future relocation from 200 North)
f) SR-252 (1000 West) and 1000 North (future)
g) SR-252 (1000 West) and 1400 North (future)
h) SR-252 (1000 West) and 1800 North (future)
i) SR-252 (1000 West) and 2500 North (future) (requires relocation of airport main entrance to become north leg of the intersection)
j) SR-252 (2500 North) and 600 West (future)

2. The Parties hereto agree that traffic signals will only be installed at those intersections within the CITY limits that are listed above subject to meeting minimum traffic signal warrants as defined by the Manual of Uniform Traffic Control Devices (MUTCD) and satisfying a UDOT field review.

3. The MUNICIPALITIES agree that other locations along the SR-252 corridor will not be considered for future signalization.

4. The MUNICIPALITIES agree that future signalization of the intersection at SR-252 (1000 West) and 200 South can only occur if the signal relocation listed as items 1d and 1e above has already happened.

5. The MUNICIPALITIES agree to support the current version of UDOT's access management rule and to master plan with respect to the identified signals and access spacing's required along these corridors.

6. With respect to future access points that may not be consistent with the required spacing in the current version of the access management rule, the UDOT variance process will be used to determine the proposed access disposition and the MUNICIPALITIES agree to support this process.

7. The MUNICIPALITIES acknowledge that, at UDOT's discretion, it may become necessary to restrict certain types of movements at any and all un-signalized
intersections or access points within the corridor. Any such restriction shall only be implemented based on a public safety need.

8. The MUNICIPALITIES agree to support the current version of UDOT’s access management rule with respect to development occurring within the subject corridor, variance requests, and related issues.

9. The MUNICIPALITIES agree that this agreement may be amended at any time to reflect changes which would not degrade the safety, operations, desired level of service as determined by UDOT, or functional classification as certified by a traffic engineering study performed by a licensed engineer certified and qualified to perform this analysis in the State of Utah, and as agreed upon in writing by UDOT and all of the MUNICIPALITIES.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their duly authorized officers as of the day and year first above written.

ATTEST:

LOGAN CITY CORPORATION, a Municipal Corporation in the State of Utah

By: Randy Wall
Title: Mayor
Date: 4/29/08

ATTEST:

NORTH LOGAN CITY CORPORATION, a Municipal Corporation in the State of Utah

By: City Administrator
Title: Mayor
Date: 5/30/08
SR-252 in Cache County Corridor Agreement
Cache County, Logan City and North Logan City
Utah Department of Transportation

******************************************************•*****

CACHE COUNTY CORPORATION, a
Municipal Corporation in the State of Utah
By: M. Garner, Assistant Attorney General
Title: Attorney Executive
Date: 5/29/08

****************************

RECOMMENDED FOR APPROVAL:

Amy F. Hamm
Region Traffic and Safety Engineer
Date: 5/18/08

 APPROVED AS TO FORM:

As evidence by the signature below, the Attorney General’s Office has reviewed this Agreement pursuant to Utah Code Annotated, Section 11-13-9, and authorizes and approves it.

UTAH ATTORNEY GENERAL MARK L. SHURTLEFF

Date

****************************

UTAH DEPARTMENT OF TRANSPORTATION:

Region Director

Date

****************************

UDOT COMPTROLLER’S OFFICE:

Contract Administrator

Date

****************************

Bruce Garner, Assistant Attorney General
SUMMARY OF AN ORDINANCE - The following ordinances were adopted and approved by the Logan Municipal Council, Logan, Utah on August 7, 2018.

ORD. 18-07 - An ordinance to rezone multiple parcels on approximately 173 acres from Town Center (TC), Neighborhood Residential (NR-6) and Public (PUB) to Town Center 1 (TC-1), Town Center 2 (TC-2), Public (PUB) and Recreation (REC).

ORD. 18-08 - An ordinance to amend and update the Logan Land Development Code as follows: Delete Chapters 17.07-17.11; re-number and update 17.12-17.61; consolidate 17.12 & 17.15; consolidate 17.16 & 17.19; divide Town Center Zone into TC-1 & TC-2 and add TC-1/TC-2 language into 17.10-17.12; amend 17.09 & 17.12 to add building orientation, massing, length and articulation standards; update 17.36 Home Occupations; amendment includes minor grammatical corrections throughout the entire document; update 17.60 Administrative Enforcement to increase civil fee for over occupancy.

ORD. 18-11 - An ordinance to rezone approximately 16.89 acres located at 1100 West 1800 South from Neighborhood Residential (NR-6) to Mixed Residential (MR-9).

ORD. 18-12 - An ordinance amending Sections of the Logan Municipal Code regarding Mobile Food Vendors.

ORD. 18-13 - An ordinance to amend the Land Development Code to change the maximum building height in the Commercial (COM) zone from 36' to 85' for construction of a new 60,000 SF office building on 3.43 acres located at 86 West 1200 South in the Commercial (COM) zone.

These ordinances are effective immediately upon publication. Full text of the ordinances can be reviewed at the office of the Logan City Recorder, City Hall, 290 North 100 West, Logan, Utah during regular business hours.

Teresa Harris, City Recorder
Published August 12, 2018

On this 17th day of August, 2018 personally appeared before the undersigned, Jennifer Birch, the Principal Legal Clerk, and subscribed to the following notices that is the Principal Legal Clerk of the PNG Media, LLC, publishers of The Herald Journal a daily newspaper published in Logan, Cache County, Utah, that the legal notice, a copy of which is here attached, was published in said newspaper on the same day(s) as publication in said newspaper.