



**Project #20-019  
Homestead  
Located at approximately 607 West 200 North**

**REPORT SUMMARY...**

<i>Project Name:</i>	Homestead
<i>Proponent / Owner:</i>	Brent Skinner / 200 North Land Holdings LLC / Direct Homes LLC
<i>Project Address:</i>	607 West 200 North
<i>Request:</i>	Design Review Permit
<i>Current Zoning:</i>	Mixed Use (MU)
<i>Type of Action:</i>	Quasi-Judicial
<i>Hearing Date</i>	April 23, 2020
<i>Submitted By:</i>	Russ Holley, Senior Planner

**RECOMMENDATION**

Staff recommends that the Planning Commission **conditionally approve** a Design Review Permit for Project #20-019, Homestead, in the Mixed Use (MU) zone located at approximately 607 West 200 North., TIN #05-062-0029; -0031; -0032; -0033; -0008; 0007.

*Current Land use adjoining the subject property*

<i>North:</i>	COM: Mobile Home Park	<i>East:</i>	NR: Residential Uses
<i>South:</i>	CS: Commercial Uses	<i>West:</i>	COM: Commercial Uses

**Location**

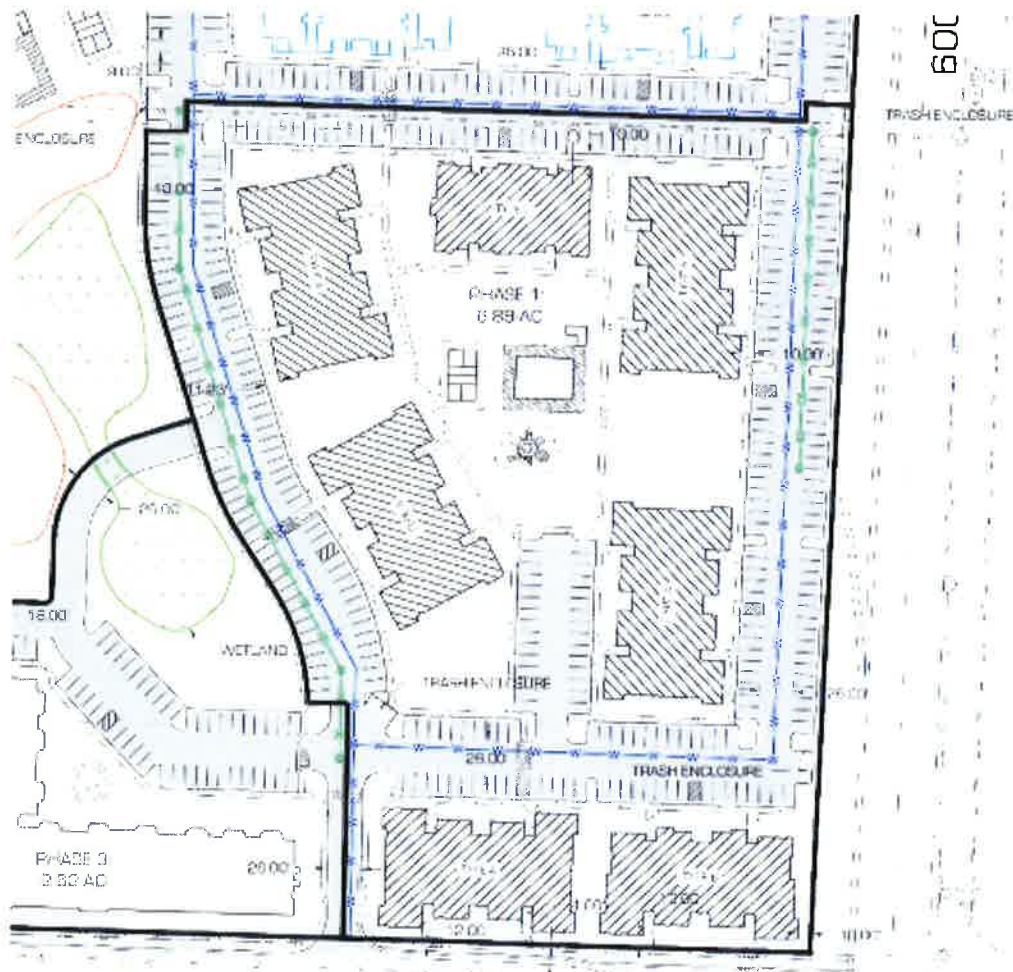


### ***History & Project Proposal***

This property was recently rezoned from Commercial to Mixed Use and a property exchange between the City of Logan and the previous property owner resulted in the acquisition of some of the old railroad rights-of-way. At that time the 400 North and 800 West street extensions were established as currently configured with 400 North stubbing into the mobile home park to the north and not yet connecting at a future 600 West intersection.

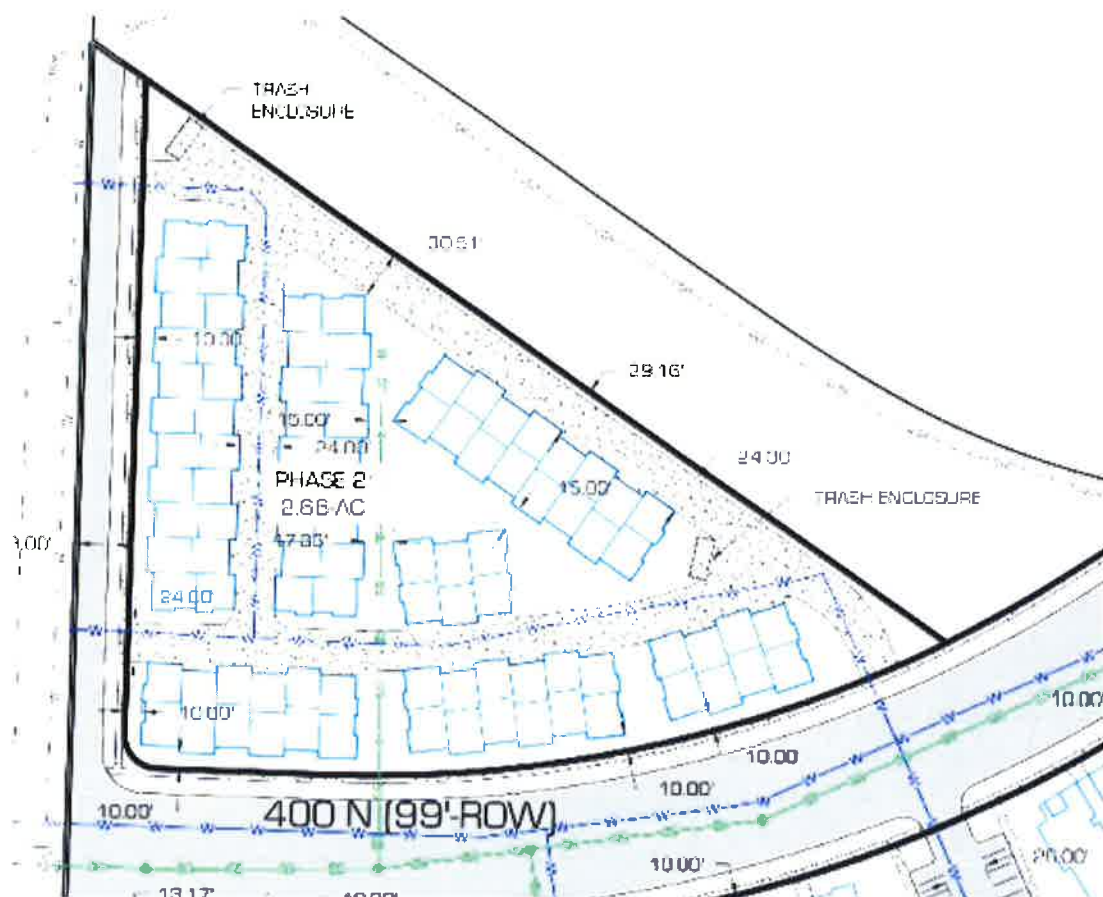
This proposal is for a mixed-use project containing 479 residential dwelling units and 7,900 SF of commercial building space in four phases on a total project site of 23.90 acres. The housing unit types are a mix of senior housing, tax-credit (subsidized) and market-rate housing.

The 6.89-acre Phase-1, located near the southeast corner of the property, is proposed with 164 residential dwelling units in seven (7) three-story buildings (six 24-plexs and one 20-plex). Phase-1 is proposed with surface parking lots generally encircling the perimeter of the buildings with green space and amenities located in the interior spaces. The proposed density of Phase 1 equals 23.8 dwelling units per acre.



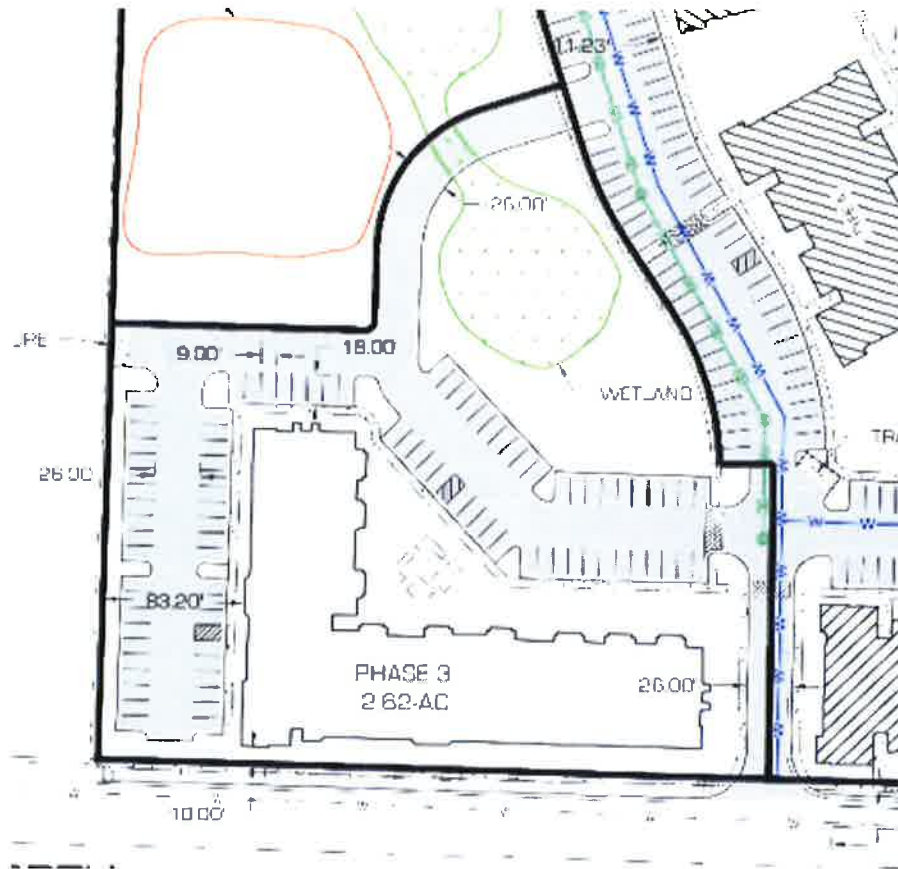
Phase 1

The 2.66-acre Phase-2, located north of 400 North, is proposed with 47 residential dwelling units in seven (7) townhome buildings ranging from three units to eleven units with alleyway access to rear-loading two-car garages. Phase-2 is generally laid out into rows of townhome buildings with alternating greenspace between. The proposed density of Phase 2 equals 17.6 dwelling units per acre.



The 2.62-acre Phase-3, located near the southwest corner of the property, is proposed with 60 residential dwelling units located in one large three-story “L” shaped building placed near 200 North (one 60-plex). Phase-3 is proposed as senior housing with surface parking lots wrapping the north and western side of the building with open space and delineated wetlands located to the north of the parking lot. The proposed density of Phase 3 equals 22.9 dwelling units per acre.

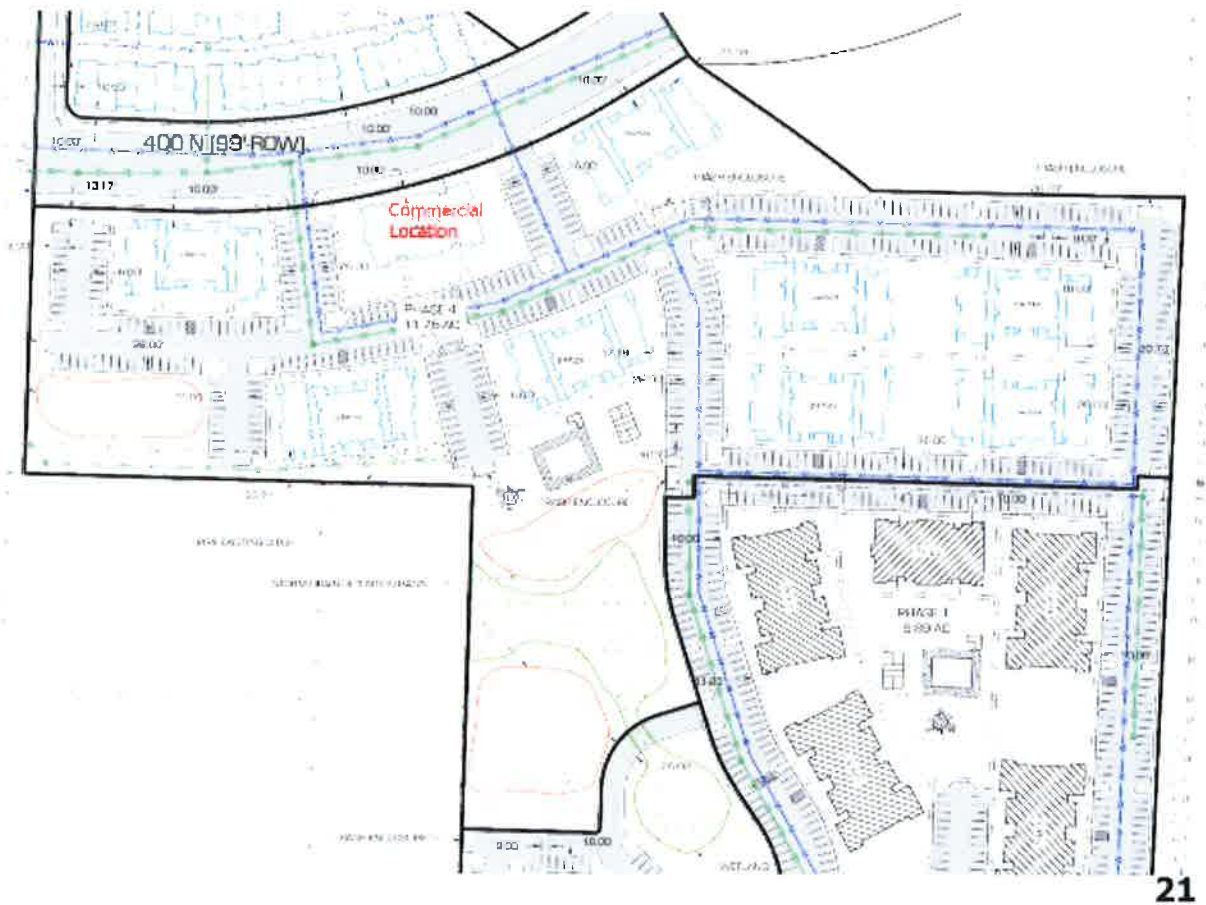




20

Phase 3

The 11.76-acre Phase-4 is centrally located and proposed with 208 residential dwelling units and 7,900 SF of commercial space in nine buildings (eight 24-plexs and one 16-plex). Phase-4 is proposed with surface parking lots weaving through the residential buildings with the project's largest open space area and storm water detention basins shown near the eastern property border. Residential unit breakdowns for the entire 4-phase project total 144 studio/one-bedroom units and 332 two/three-bedroom units. The 7,900 SF of commercial building space is shown in the ground-floor of the middle building near 400 North. The proposed density of Phase 4 equals 17.6 dwelling units per acre.



Phase 4

### **Land Use & Density**

The Land Development Code (LDC) Table 17.10.100 allows up to 30 dwelling unit per acre in the Mixed Use (MU) zone. The LDC requires a minimum of 7,500 SF of commercial space for a project containing 20 or more acres. Mixed use project shall provide at least five (5) dwelling units per acre of project area. The majority of the proposal is for residential land uses (479 units and over 600,000 SF of residential space).

The commercial space is proposed at 7,900 SF and located in a Phase-4 building along 400 North. The overall project (all phases) residential density is proposed at 20.04 dwelling units per acre. As proposed, the project complies with maximum density and minimum commercial space in the MU zoning district.

### **Setbacks**

The Land Development Code (LDC) requirements for setbacks in the **MU** zone are as follows (as measured from property lines):

Front (min-max):	0-10'
Side:	8'
Rear:	10'
Parking (front):	10'
Parking (side/rear):	5'

The following setbacks are proposed for the (as measured from the exterior property lines of the project site, at closest points):

Front:	10'
Side:	8'
Rear:	10'
Parking (fronts):	13'
Parking (side/rear):	3'

With public street proposed as shown, the project meets building and parking setbacks except for a 3' side parking setback along the western property border adjacent to the railroad tracks. As conditioned, the project meets setback requirements in the LDC.

### **Lot Coverage**

The LDC 17.10.100 establishes a maximum lot coverage of 60% (building(s) footprint) in the MU zone. The proposed 23-building project on 23.90 acres has a lot coverage of approximately 30% and well below the maximum of 60%.

### **Parking Requirements**

The LDC requires 1.5 parking stalls for dwelling units containing one-bedroom or less and 2.0 parking stalls for dwelling units containing two bedrooms or more in the MU zone. Commercial parking requirements are based on the commercial uses within the building. Common commercial parking requirements are 1.0 parking stalls per every 300 SF of office space and 1.0 parking stalls per every 250 SF of retail space. The LDC 17.31.040 requires bike racks/parking areas for multi-family residential development at a ratio of one slot per every two bedrooms.

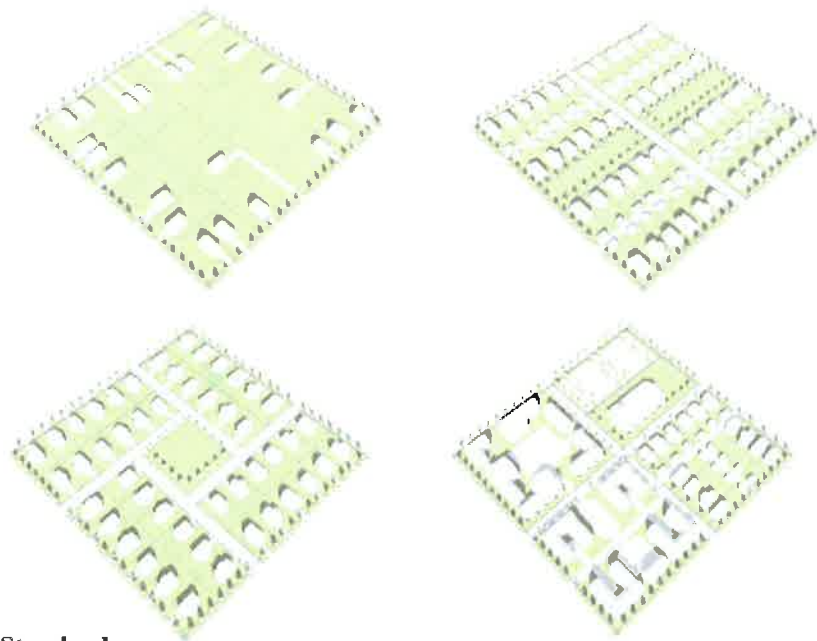
#### **Proposed Parking Per Phase**

<b>Phase</b>	<b>Parking Stalls</b>	<b>Bike Racks/Parking Areas</b>
Phase-1 (164 units)	313	0
Phase-2 (47 units)	94	0
Phase-3 (60 units)	90	0
Phase-4 (208 units)	454	0

The proposed entire project provides 951 total parking stalls. 27 parking stalls are dedicated to commercial uses and 924 parking stalls are dedicated to residential dwelling units. Based on unit sizes, 880 parking stalls are required. All phases, as proposed, provide minimum residential and commercial automobile parking requirements per each phase but no bike parking is proposed. As conditioned with 404 bike slots, the project meets the minimum requirements of the LDC.

### **Site Layout & Pedestrian Circulation**

The LDC 17.30 require projects to provide pedestrian and street connectivity. The LDC requires new projects to connect streets forming blocks and grid patterns. Modifications to blocks may be made where pre-existing or site-specific constraints limit practical block connectivity. Depending on the land use, block dimensions (333', 660' & 1320') are applied to new developments for the creation of better city/neighborhood transportation and infrastructure connectivity. Mini-blocks are deemed appropriate for residential land uses because they help to properly scale development (building mass) with land uses, organize building orientation and ensure better neighborhood connections and walkability. Contiguous sidewalk networks are required in new developments for equitable and accessible walkability throughout the entire development and adjacent neighborhood areas.



- **§17.30.170 Connectivity Standards**

A. All streets must connect to other streets, forming a grid street pattern that extends Logan's historic street grid. Mini-blocks are the preferred road configuration (See Figure 17.30.170 A.1), except where physical conditions of the site or abutting properties preclude street connections. Wherever the street layout cannot conform exactly to the grid pattern due to topographic constraints, pre-existing development patterns, or the presence of critical areas, a modified grid which provides a close match shall be achieved.

**Table 17.30.170.E.1: Street and Pedestrian Connection Spacing**

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

The proposed project does not propose any new street connections or blocks. Before this applicant, 400 North and 800 West rights-of-way acquisitions were aligned and completed last year creating a larger area similar to a super-block size. Because of limited crossings over railroad tracks, wetlands, and the existing commercial buildings along the westside, practical east/west street connectivity is limited. North/south street connectivity seems practical with fewer constraints or pre-existing limitations. The project site is an irregular shape, but general overall dimensions are approximately 750' wide (east/west) by 1000' long (north/south). With these dimensions, pre-existing conditions and context a "modified grid" would be warranted. The code does not define a modified grid and would need to be defined by the decision-making body (Planning Commission).

Because the proposal does not include additional blocks, the project struggles to provide contiguous walkway systems from phase to phase and to adjacent neighborhood areas. With the railroad tracks eastward, neighborhood connectivity is limited to 200 North and 400 North (when completed), making connections to those points should a priority for neighborhood connectivity. With parking lots encircling the intermittently placed buildings and acting as the



transportation network rather than traditional streets, intersections where cars and pedestrians interact are random and less predictable and safe. Some of the sidewalk crossings occur in the middle of parking lots surrounded by perpendicularly parked cars creating visibility and safety hazards. Sidewalks are shown in areas without proper curb-cuts, ramps and widths between parked cars to accommodate all pedestrian user types. The graphic below shows the less-safe and less-convenient pedestrian connectivity through parking lots as compared to mini-block streets with 4-way cross walks located at every intersection.



22

The proposed project layout with the parking lots encircling the buildings provides some nice areas of semi-private and sheltered green space on the interior housing clusters. The Planning Commission will need to determine if these tradeoffs of enclosed greenspace and alternative asphalt paving better serve the project and the neighborhood in this situation as opposed to more street/pedestrian connectivity and structured building orientation. The proposal lacks any pedestrian crosswalks or connections to Phase-2. As proposed Phase-2 appears disconnected and lacks many of the characteristics of the other three phases. Crosswalks over 400 North may need bulb-outs, refuge medians and other similar elements to achieve the overall mixed-use project walkability required in the code. As conditioned with site layout and pedestrian connectivity as per the Planning Commissions modified grid, the project meets the standards in the LDC.

### ***Building Orientation & Elevations***

The LDC 17.12 indicates that buildings in the MU zone shall vary from one another, have four-sided architecture and a mix of materials. Acceptable building materials are masonry, stucco, fiber-cement board, wood and metal. Material mixes shall wrap all four sides of buildings and blank walls exceeding 40 linear feet are prohibited. Vertical dimensions of blank wall shall not exceed 12 feet and roof forms should be varied for visual interest. Buildings shall be oriented to

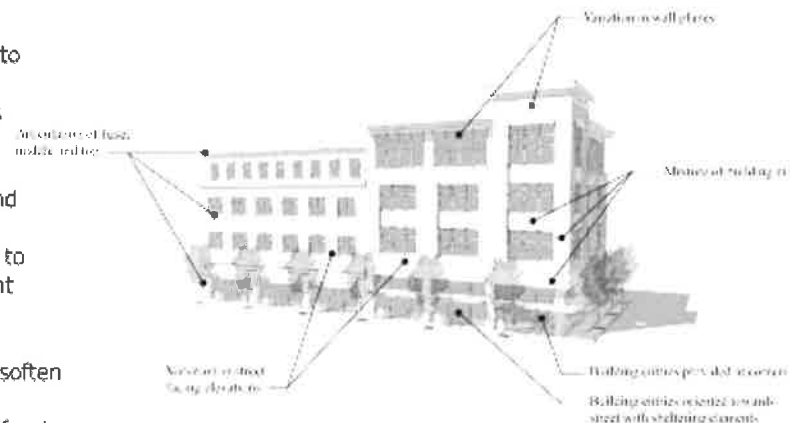


the street with primary entrances facing towards the street. Secondary entrances should face the side or rear. Alternatively, in cases where the primary entrance is not facing the street, the street facing façade shall closely mimic that of the primary entrance façade. Surface parking lots are prohibited between the street and the building (front yard areas) and required to be at the side or rear of the building. Commercial buildings are required to have 50% transparency (fenestration) along ground-floor street frontages and residential buildings are required to have 15% transparency along street frontages.

#### **LDC 17.09.040**

##### **Building Placement and Orientation Standards.**

- a. This section establishes building placement and orientation requirements for new multi-family residential buildings. It is intended to ensure that new development is pleasant and inviting to pedestrians by placing building closer to the street and where primary building entrances are visually prominent and easily accessible.
- b. In cases where it is not practical to orient buildings to streets, the intent of these standards is to use a combination of setbacks, low-level screening and building variation to soften the visual impact of side or rear facing façades and to create street frontages that are inviting and pleasant for residents and passersby.
- c. Buildings and their primary entrances shall be oriented to streets or common courtyards unless prohibited by unique site conditions.



## **18**

As proposed, buildings are placed and generally oriented to 200 North and 400 North. The street-adjacent townhomes in Phase-2 face forward to 400 North and 800 West and the street-adjacent 24-Plexs in Phase-1 & 4 are double-fronted buildings that alternate orientation along 200 North and 400 North. The Phase-3 60-plex does not orient to the street with the primary entrance and additional architectural features placed on the rear (north) façade near the parking lot. The street facing south façade does not mimic the north façade in design as proposed. The commercial building space in Phase-4 orients to 400 North and contains the minimum 50% transparency. All residential buildings contain at least 15% transparency on street facing elevations. The material mixes and color schemes are similar on Phase-1,3 & 4 with brick, stone, fiber cement board and stucco shown. The Phase-2 townhomes have different color schemes and material compositions creating a unique look. Stone, brick and stucco are shown, but the siding material is not called out as fiber cement board (lap siding). As conditioned with adjustment to the street facing façade in Phase-3 and material specifications for Phase-3, the project meets the building design requirements in the LDC.

### ***Building Heights***

The MU zone allows building heights at 58'. The two and three-story buildings throughout the project range in height from 28'-42' above finish grade. Pitched roofs are measure to the mid-point in the gable for building height calculations. As proposed the project meets building height requirements in the LDC.

### **Open Space**

The LDC 17.07.090 requires 10% open space and an additional 10% useable outdoor space in the MU zone. The LDC 17.35 generally describes open space as vegetation or landscaped areas, while useable outdoor space is typically decks, patios and other similar outdoor amenities. The 23.90-acre overall project site would require 104,108 SF of open space and 104,108 SF of outdoor space totaling 208,216 SF of open and outdoor space. Each phase will be required to provide open and outdoor space proportionate to project area of the phase. For MU projects, 20 trees and 50 shrubs/grasses are required per each acre of project area. For 23.90 acres, 478 trees and 1,195 shrubs/perennials/ornamental grasses would be required as per the PDC. The project only shows conceptual open space and landscaping areas for this submittal. As conditioned with open space and landscaping provided proportionately per phase, the project meets the requirements of the LDC.

### **Lighting**

The LDC 17.37.090 requires adequate lighting that adds aesthetic quality and improves safety while mitigating unnecessary glare, sky glow and light trespass. The LDC limits freestanding pole height to 32 feet and luminaire fixtures on buildings and canopies to be concealed source, down-cast and shielded from neighboring properties. Light measurements are required to range between 0.5 – 4.0-foot candles, so areas are sufficiently safe, but not excessively bright. As submitted, no exterior lighting has been shown. As conditioned, the project meets the requirements of the LDC.

### **AGENCY AND CITY DEPARTMENT COMMENTS**

Comments were solicited from the following departments or agencies:

• Fire	• Water
• Engineering	

### **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 4/14/20, posted on the City's website and the Utah Public Meeting website on 4/15/20, and mailed to property owners within 300 feet on 3/30/20.

### **RECOMMENDED CONDITIONS OF APPROVAL**

*This project is subject to the proponent or property owner agreeing to comply with the following conditions as written, or as may be amended by the Planning Commission.*

1. All standard conditions of approval will be recorded with the Design Review and are available in the Community Development Department.
2. This permit authorizes 479 residential dwelling units and 7,900 SF of commercial space located in four phases of the 23.90-acre Homestead project site.
3. Each phase shall provide 1.5 parking stalls per studio/one-bedroom units and 2.0 parking stalls per every two-bedroom or larger unit. Bike racks shall be provided for multi-family residential buildings at one slot per every two bedrooms.
4. Surface parking lots cannot contain more than 20 stalls in a row without a landscape or sidewalk break as per LDC 17.31.140.
5. The Planning Commission will determine if a modified grid is warranted at this location given the pre-existing conditions. The specifications of the modified grid will be determined by the Planning Commission.
6. In areas where the modified grid is not required, all parking lot intersections shall have four-way pedestrian crosswalks with adequate parking stall setbacks for visibility safety.

7. Sidewalk connections shall be made from all areas of the project to 200 North and 400 North for neighborhood walkability.
8. To connect Phase-2 to the rest of the project site, crosswalks with bulb outs and pedestrian island refuges shall be included in the 400 North street crossings.
9. The 7,900 SF of commercial space shall be provided prior to any final certificates of occupancy in Phase-4.
10. Open space shall be designed to take advantage of the native wetland areas as an overall project amenity. Stormwater basins in these areas should be designed to blend in seamlessly and become part of the amenity.
11. Open space shall be provided and completed proportionately per every phase and landscape design and long-term maintenance shall have continuity throughout all phases with similar plant palates and amenities for overall project continuity.
12. The Phase-3 (60-plex) building south elevation shall mimic the north (primary entrance) façade for building orientation compliance with the LDC.
13. Building materials and compositions shall match the submitted elevations and the Phase-2 townhomes shall have fiber cement board in areas labeled as "lap siding"
14. Side parking setbacks shall be a minimum of five (5) feet.
15. The required amount of open space and landscaping for each phase shall completed or bonded for before the beginning of the next phase.
16. A performance landscaping plan, prepared in accordance with §17.39 of the LDC, shall be submitted for approval to the Community Development Department prior to the issuance of the building permit. The plan shall include the following:
  - a) Open Space and Useable Outdoor areas shall total a minimum of 10% and 10% for the gross project areas with at least 20 trees and 50 shrubs/perennials per acre of land.
  - b) 18 SF of interior parking lot landscaping shall be provided per parking stall contained within the surface parking area as per LDC.
  - c) The landscaping plan shall include long-term maintenance programs that brings continuity to all four phases
  - d) Street trees shall be provided where they currently do not exist at every 30 feet on center. The City Forrester will determine tree species.
17. All dumpsters shall be visually screened or buffered from public streets by using fencing, walls and landscaping.
18. Rooftop mechanical and/or building wall mechanical equipment shall be placed out of view from the street or screen from view from the street.
19. Exterior lighting shall be concealed source, down-cast and shall not illuminate or cast light onto adjacent properties.
20. No signs are approved with this Design Review Permit. All signage shall be approved and permitted by staff in accordance with the Land Development Code.
21. No fences are approved with this Design Review Permit. All fences shall be approved and permitted by staff in accordance with the Land Development Code.
22. Surface storm-water retention and detention facilities shall be located at least 20 feet away from public streets and buffered from view.
23. 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—contact 716-9760*
    - Fire Sprinklers and Fire Alarms are required in 24-plex buildings and Senior Housing. Fire Hydrants will be required within 400 ft of all points around the exterior of commercial and R-2 buildings and 600 feet around the exterior of R-3 building. Fire Hydrants are required within 100 ft of all fire department connections (FDC).
  - b. *Engineering —contact 716-9160*
    - Provide water shares or in-leu fee for water shares
    - Provide storm water detention/retention of storm water per Logan City storm water design standards. This shall include the onsite retention of the 90% storm event



utilizing Low Impact Design Methods. This includes all necessary permits from the State and City and a storm water maintenance agreement.

- Provide a Army Corps approved Wetland Delineation and mitigation plan for all right of way to owned by Logan City prior to any road construction activities
- The west access to 400 North from the south is not acceptable as shown. This needs to align with 800 West from the north or be shifted approximately 200 feet further to the east.
- The accesses from the north and south developments to 400 North shall align with each other at 400 North.
- Provide private water utility agreement for all interior water main lines and sewer lines.
- Provide City with UDOT/CAMP approval for new access onto 200 North (SR-30)
- There are 3 underground water rights shown by the Utah Division of Water rights within the proposed construction of 800 West. Two of these rights are owned by Logan City and the other by the Church of Jesus Christ of Latter-day Saints. Coordinate with each of these entities to cap and divert these rights prior to road construction.
- Based on the recent transfer of property and property line modifications, there may need to be property line adjustments made prior to the issuance of building permits. Developer to address this issue.
- Provide a geotechnical report for soils in 400 North. This report shall at a minimum address historical high ground water depths and a CBR at subgrade elevation of proposed road pavement section and potential collapsible soils. The minimum pavement section for 400 North shall be 6" asphalt, 8" untreated base course, and 12' granular borrow. If subgrade CBR is 5 or less or if ground water will impact minimum pavement section, the geotechnical engineer shall provide an engineered pavement section that will support anticipated equivalent axle loads for design life of the pavement section. These same requirements apply to 800 West except the minimum pavement section shall be 5" asphalt, 4" untreated base course, and 12" granular borrow.
- Townhome driveway on 800 West nearest to the 400 N. intersection the City reserves the right to make a right in right out only.
- Maintain all existing irrigation and storm water drainage paths through new development.

*c. Water—contact 716-9627*

- All landscape irrigation that is connected to Logan City water must have high hazard backflow protection.
- Any fire suppression systems connected to Logan City water must have proper backflow protection.
- All commercial buildings water mains must have high hazard backflow protection for containment.
- Any residential buildings that are three stories high or higher above finish grade (low point) must have minimum DC (ASSE1020) backflow assembly installed and tested on the water mains.
- All backflow rules for water must be followed during and after construction.

**RECOMMENDED FINDINGS FOR APPROVAL FOR THE DESIGN REVIEW PERMIT**

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

1. The conditioned project will not interfere with the use and enjoyment of adjacent properties because of the building design, site layout, materials, landscaping, and setbacks.
2. The Design Review Permit conforms to the requirements of Title 17 of the Logan Municipal Code.
3. The conditioned project provides required off-street parking.

4. The project meets the goals and objectives of the MU designation within the Logan General Plan by providing services near high capacity roadways and is designed in way for easy circulation of both pedestrian and vehicles.
5. The conditioned project complies with maximum height, density and building design, open space standards and is in conformance with Title 17.
6. The project met the minimum public noticing requirements of the Land Development Code and the Municipal Code.
7. 200 North and 400 North are adequate in size and design to sufficiently handle infrastructure related to the land use.

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.



## MEMORANDUM TO PLANNING COMMISSION

DATE: May 5, 2020  
FROM: Russ Holley, Senior Planner  
SUBJECT: **Homestead Mixed Use Project**

---

Based on feedback provided at the April 23<sup>rd</sup> Planning Commission and a series of emails from Planning Commission members, the following summarizes comments and issues with the applicant's responses to those issues in red.

- *Fencing/barrier around the project for safety, security and buffering. Western and eastern border in particular. What is the appropriate material, design etc. We have discussed several options for fencing. There is a firm belief that we would want something that is a visual barrier on the West side of the property. There is discussion as to placing a non-visible barrier on the East side as we have been requested by some representatives of Logan city to allow for visual of our project from 6<sup>th</sup> west.*
- *Street connectivity through the project site vs parking lot connectivity through the site. Tradeoffs for both options, why is one better than the other? Which is better can be debated, but our management team likes how we have set it up as is allowing for the additional overflow stalls. They are willing to place speed barriers and other things through the site to help with any safety concern.*
- *Pedestrian walkability/safety throughout the entire project site We are and will work with city staff on safe crossings. We feel very comfortable with the walkability within each area and are working to address parking lot crossing.*
- *Is a Traffic Impact Study needed? Has UDOT or Logan City prescribed one? Udot is not requesting a study and they have verbally agreed to the location and separation of the entry.*
- *For project approval, multiple owners/partners are not prohibited by code, but what makes this one project and not four different projects. Can tenants from phase 2 access the open space and amenities in phase 1? Is every phase going to be named Homestead or will different names be proposed later? Building designs are different, but what unifies this into one overall project. Should this be proposed as four different projects? This project is the Homestead project, much like the Riverwoods. Having said that we may call the senior project the "Silo at the Homestead" like we have "the Falls at the riverwoods" Having different ownership groups within a master project is typical of any master planned project, once again if we go to the riverwoods every building has a different owners and are all a part of the Master HOA so that it can and is managed. This contains 4 different uses of housing allowing for mobility. And the retail will benefit all tenants and vice versa. Open space will be*



available to all, the pools and some exterior items will be contained to those who live in the complex for safety reasons.

- Multiple phases are common for projects this big, but why isn't the phasing geographically sequential. The phases jump around, and again, what unifies all the phases together into seamlessly in the end. *Phasing is not geographical due to the nature of the phases. This needs to be looked at as a master planned mix use not a housing development. The phase 2 happens in its sequence based on it not being similar use and can be completed in conjunction. Phase 1 and 3 are geographically sequenced as they will follow each other.*
- The applicant's proposal to run a sidewalk along the future 400 North alignment has some alignment issues. *That was a theory thrown out based on the neighbors comments* The railroad spur property, as currently configured, does not align with where the new road/sidewalk should go and would require immediate property purchases from Spendlove/mobile home park to align with the existing 400 North intersection position and future 400 N extension. The intersection at 400 N 600 W would require extensive upgrades (ADA, curb, gutter, new crosswalks, etc.) to be done immediately. Who pays for all of this right now to do it correctly or is this a sidewalk the weaves out of alignment with temp crossing improvements (not safe with liability issues) that will be all torn up in a few years when the 400 N extension project is fully funded and completed.
- The 200 North 600 West intersection is really the only viable pedestrian link to the existing neighborhood. What improvements are needed to make this safe and convenient. How do the interior building tenants conveniently access this southeast corner of the project site. *We are working with UDOT, Bill Young and the railroad to determine the crossing requirements.*
- A 300 North RR crossing is not feasible at this time (maybe sometime in the future so maybe don't block this future opportunity with a building). *We would welcome that crossing if it were to come.*
- Phase 2 appears more dense but is actually less dense. Because of the footprint size per unit compared to other building types it is approx. 17 units per acre. Phase 1, by comparison, is approx. 23 units per acre. Phase 2, does lack comparable open space and amenities. There are no real outdoor gathering or recreational opportunities in phase 2. No convenient or safe pedestrian connections from phase 2 to rest of the project site. *A crosswalk (800) should be discussed and instructed by the city.*
- Phase 3 building orientation focuses inward with the façade along the street lacking some architectural features. Four-sided architecture needs to be reviewed. *This will be addressed*
- MU zoning emphasizes walkability and reduced vehicle trips. This approach should be evident in the context of the project. *I feel that it is addressed with the sidewalks and paths.*
- Commercial components should be completed in a reasonable timeline. What assurance does the city need for the commercial space to be built. *The assurance is in the C of O requirements for phase 4 and that we are required to begin each phase within 2 years of the previous phase completion.*

Staff has reached out to UDOT concerning the 200 North access. They confirmed that the applicant had made contact, but officially can not rule on the issue until a formal CAMP meeting is conducted. As of the time of this memo, a CAMP meeting has not been scheduled.









## Rails With Trails

4/30/20

Dear Logan City Planning Committee,

The 600 West rail line adjacent to the proposed Homestead project has great potential as a bike/pedestrian urban trail and would be a much needed to our city trail system. The county Bicycle and Pedestrian Advisory Committee (BPAC) has been discussing this option for many years. In brief, there are very few in-tact public corridors in our valley or city. Such corridors are commonly used for bike/ped. trails around the country. Unfortunately, rivers running through our area have private properties extending to their banks. Thus, the railroad right-of-way offers a fine opportunity and would certainly be a non-motorized transportation and recreation asset to the proposed development.

As these photos show, trails can safely be placed adjacent to operating rail lines. Moreover, our local rail line carries a very low volume of train traffic that move at a very slow pace. Trains moving through our neighborhood move slower than cars on 600 West and they continually sound their loud horns. There is a 25 ft. opening on the west side of the track measuring from rail tie to fence. This allows ample space for designs like those shown here. Finally, for safety purposes, various types of fencing (or none at all) may be used to separate tracks from paths.

The railway company has been notoriously difficult to bargain with regarding use or crossing of right-of-way properties. However, a unified voice of Planning Committee, City government, BPAC, and other interested parties will present a powerful lobby, I think. This is something that our neighborhood could certainly support, would be conducive to ameliorating barrios presented by the project, and would be an asset to all parties.

Thank you for your consideration of this idea.

Paul Rogers  
397 N. 300 W.  
Logan, Utah 84321  
752-2544





Debbie Zilles &lt;debbie.zilles@gmail.com&gt;

---

**Rails With Trails - Homestead Project**

3 messages

**Paul Rogers** <p.rogers@aggiemail.usu.edu>

Thu, Apr 30, 2020 at 8:59 AM

To: debbie.zilles@gmail.com

Cc: Holly Daines &lt;holly.daines@loganutah.org&gt;, Amy Anderson &lt;azadeikanderson@hotmail.com&gt;, "Jeannie F. Simmonds" &lt;jfsimmonds@comcast.net&gt;, Sue Sorenson &lt;millisu@comcast.net&gt;, "Hedrich, Anne" &lt;anne.hedrich@usu.edu&gt;, Russ Holley &lt;russ.holley@loganutah.org&gt;

Hi Debbie, can you please pass this on to Planning Commission members (attached document)? The enclosed document addresses the issue of connectedness and the real possibility of utilizing the rail corridor if we present a unified City voice.

All parties: Please feel free to forward this document as you see fit.

Thank you! -paul



Paul C. Rogers  
Director, Western Aspen Alliance  
Department of Wildland Resources  
Utah State University  
5230 Old Main Hill  
Logan, Utah 84322  
PH: (435)797-0194  
WAA link: <http://www.western-aspen-alliance.org/>



**Rails With Trails\_600West.docx**  
2360K

---

**Holly Daines** <holly.daines@loganutah.org>

Thu, Apr 30, 2020 at 10:37 AM

To: Paul Rogers &lt;p.rogers@aggiemail.usu.edu&gt;, Bill Young &lt;bill.young@loganutah.org&gt;

Cc: debbie.zilles@gmail.com, Amy Anderson &lt;azadeikanderson@hotmail.com&gt;, "Jeannie F. Simmonds" &lt;jfsimmonds@comcast.net&gt;, Sue Sorenson &lt;millisu@comcast.net&gt;, "Hedrich, Anne" &lt;anne.hedrich@usu.edu&gt;, Russ Holley &lt;russ.holley@loganutah.org&gt;, Mike Desimone &lt;mike.desimone@loganutah.org&gt;

Hi all,

We have talked with Union Pacific(UP) several times in the past. Both Mayor Watts and Mayor Peterson (and I was in on that meeting as a council person) met with the regional UP Governmental Affairs VP about Rails to Trails, offering to fence the tracks for safety if they allowed us to put a trail in their ROW corridor. They always say no.

I have cc'd Bill Young on this email. I will ask him to get me contact information for the current UP Governmental Affairs rep in this region, and I can have a conversation with them again, but don't get your hopes up.

They are extraordinarily challenging to deal with. Everything has to go through Omaha. So even though they have a few regional folks, all requests go to headquarters. For an example, on the new pedestrian crossings we have done in the last few years (ie near the golf course, at Rendezvous Park, etc.), even when we have the money budgeted (they charge us about \$30K a crossing for the ped improvements) it generally takes about three years to give approval, get the work scheduled and done. They are the only ones who can do any work in their ROW.

And if I recall correctly, there are a grand total of 2-3 slow trains a week that use those tracks.

**Holly H. Daines**  
**Mayor**

City of Logan  
290 North 100 West  
Logan, UT 84321  
T 435.716.9002  
[holly.daines@loganutah.org](mailto:holly.daines@loganutah.org)



[Quoted text hidden]

---

**Holly Daines** <[holly.daines@loganutah.org](mailto:holly.daines@loganutah.org)> Tue, May 5, 2020 at 11:42 AM  
To: Paul Rogers <[p.rogers@aggiemail.usu.edu](mailto:p.rogers@aggiemail.usu.edu)>  
Cc: debbie.zilles@gmail.com, Amy Anderson <[azadeikanderson@hotmail.com](mailto:azadeikanderson@hotmail.com)>, "Jeannie F. Simmonds" <[jfsimmonds@comcast.net](mailto:jfsimmonds@comcast.net)>, Sue Sorenson <[millisu@comcast.net](mailto:millisu@comcast.net)>, "Hedrich, Anne" <[anne.hedrich@usu.edu](mailto:anne.hedrich@usu.edu)>, Russ Holley <[russ.holley@loganutah.org](mailto:russ.holley@loganutah.org)>

Hello all,

As promised, I followed up with Union Pacific. I spoke with their rep in SLC:

Nathan Anderson  
Senior Director of Public Affairs  
Phone: 801-212-5415  
email: [nanderson@up.com](mailto:nanderson@up.com)

He said UP has never granted permission for a trail in an active ROW, as their position is that it draws people to the RR, and if there was a derailment or some event, people could be hurt. There is a location in Idaho (near Boise, I believe) where the RR vacated a ROW, and a a trail was installed, but nothing on an active corridor.

I tried to argue that it would be a safety improvement to have a fenced trail, as people currently trespass on the tracks and that is unsafe. His response was an absolute NO.

Unfortunately it was the same answer we have been given in the past.

**Holly H. Daines**  
**Mayor**

City of Logan  
290 North 100 West  
Logan, UT 84321  
T 435.716.9002  
[holly.daines@loganutah.org](mailto:holly.daines@loganutah.org)



On Thu, Apr 30, 2020 at 8:59 AM Paul Rogers <[p.rogers@aggiemail.usu.edu](mailto:p.rogers@aggiemail.usu.edu)> wrote:

[Quoted text hidden]

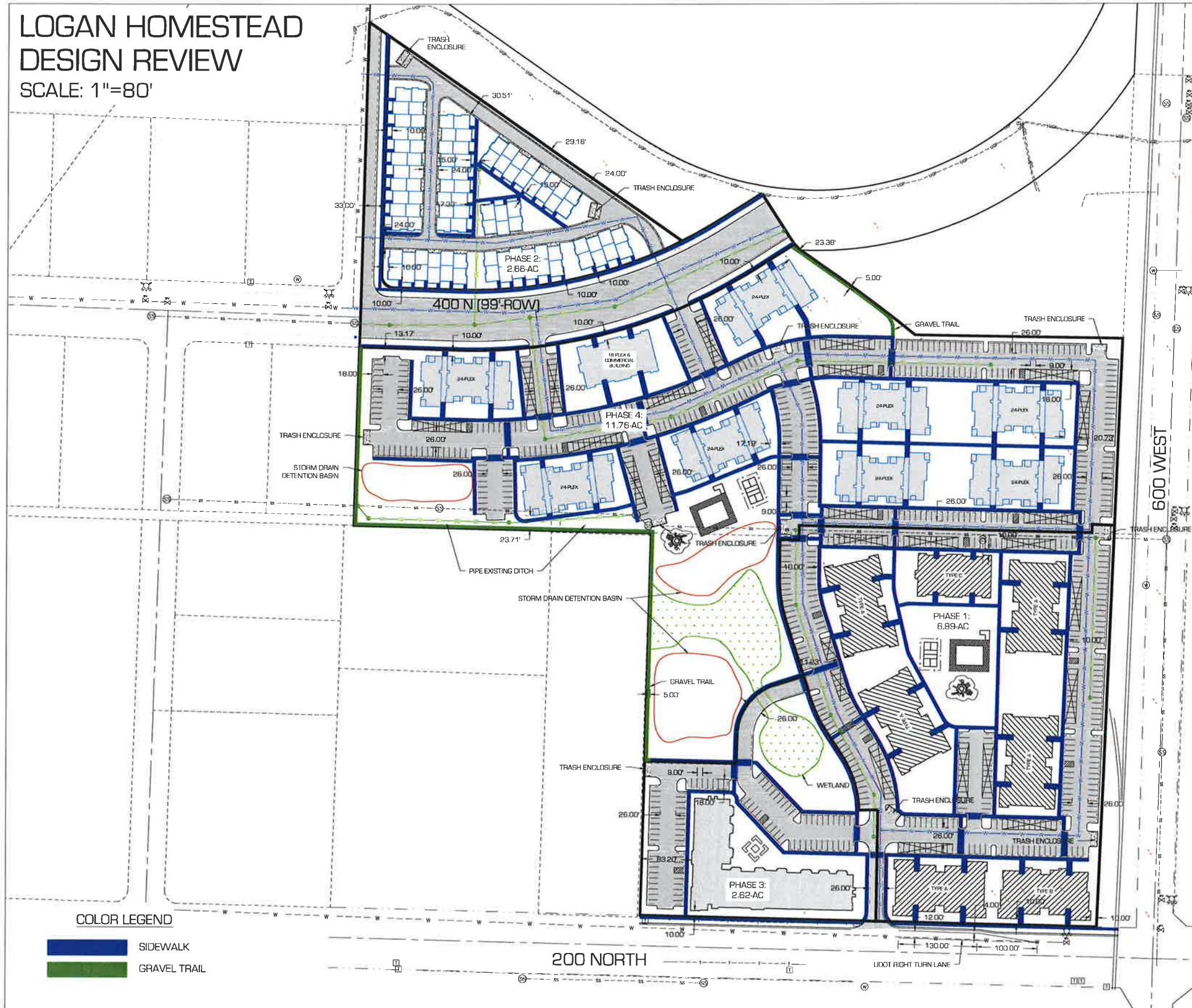


# LOGAN HOMESTEAD

## DESIGN REVIEW

SCALE: 1"=80'

SCALE: 1"=80'



















GENERAL NOTES:

- PROJECT (23.9 ACRES) WILL BE PHASED AS FOLLOWS:
  - \*\*\* PHASE 1 (5.9 ACRES):
    - \*\*\* 1-BED UNITS: 32
    - \*\*\* 2-BED + UNITS: 132
    - \*\*\* REQUIRED STALLS: 312
    - \*\*\* PROVIDED STALLS: 312
  - \*\*\* PHASE 2 (2.7 ACRES):
    - \*\*\* 2-BED + UNITS: 47
    - \*\*\* REQUIRED STALLS: 94
    - \*\*\* PROVIDED STALLS: 94
  - \*\*\* PHASE 3 (2.8 ACRES):
    - \*\*\* 1-BED UNITS: 60
    - \*\*\* REQUIRED STALLS: 90
    - \*\*\* PROVIDED STALLS: 90
  - \*\*\* PHASE 4 (11.8 ACRES)
    - \*\*\* APARTMENTS
      - \*\*\*\*\* 1-BED UNITS: 57
      - \*\*\*\*\* 2-BED + UNITS: 156
      - \*\*\*\*\* REQUIRED STALLS: 416
      - \*\*\*\*\* PROVIDED STALLS: 424
    - \*\*\* COMMERCIAL
      - \*\*\*\*\* BUILDING SIZE: 7,900 SF
      - \*\*\*\*\* REQUIRED STALLS (ASSUMING "OFFICE" USE): 27
      - \*\*\*\*\* PROVIDED STALLS: 27
- ALL STORMWATER FROM PHASES 1, 3, & 4 WILL BE OBTAINED IN A SERIES OF DETENTION PONDS LOCATED ON THE SOUTH-WEST PART OF THE PROJECT AND THEN RELEASED AT A CONTROLLED RATE INTO THE EXISTING POND/WETLAND AREA WHICH EVENTUALLY DISCHARGES INTO CUTLER RESERVOIR. THE 90TH PERCENTILE (0.60 - INCHES) WILL ALSO BE RETAINED.
- ALL STORMWATER FROM PHASE 2 WILL BE CAPTURED IN AN UNDERGROUND STORM WATER SYSTEM.
- PROJECT BOUNDARY PARCEL: 05-062-0007, 05-062-008, 05-062-0029, 05-062-0008, 05-062-0031, 05-062-0032, 05-062-0033. BOUNDARY LINE ADJUSTMENTS WILL BE EXECUTATED TO CONVEY PARCELS WITH PROJECT PHASE LINES. (SEE ALTA SURVEY FOR ADDITIONAL BOUNDARY INFORMATION).
- ANY EXISTING SEWER AND WATER SERVICES WILL BE REMOVED AND CAPPED AT THE MAIN.
- ZONE: MIXED USE (MU)
  - SETBACKS:
    - 10' REAR
    - 0'-10' FRONT
    - 0'-10' SIDE YARD (0' SHARED WALL)
    - PARKING 10' FROM STREET

LANDSCAPE SUMMARY:

- OPEN SPACE REQUIREMENT: 10%
- SITE TREES: 479 TREES WITH 5 OR MORE SPECIES
- SITE SHRUBS: 1,197 SHRUBS
- STREET TREES: PROVIDE @ 30-FT ON CENTER

**LEGEND**

	PROPERTY BOUNDARY
	EXISTING SEWER
	EXISTING STORM DRAIN LINE
	EXISTING WATER LINE
	EXISTING OVERHEAD POWER
	EXISTING CONCRETE
	EXISTING 30" CURB AND GUTTER
	EXISTING BUILDING
	EXISTING FENCE
	PROPOSED FENCE
	PROPOSED SEWER
	PROPOSED GAS LOCATION
	PROPOSED WATER LINE
	PROPOSED 30" CURB AND GUTTER
	PROPOSED BUILDING OUTLINE
	PROPOSED ASPHALT

### COLOR LEGEND

 SIDEWALK

 GRAVEL TRAIL



THESE PLANS AND SPECIFICATIONS ARE THE PROPERTY OF CIVIL SOLUTIONS GROUP, INC. AND SHALL NOT BE PHOTOCOPIED, RE-DRAWN OR USED ON ANY OTHER PROJECT OTHER THAN THE PROJECT SPECIFICALLY DESIGNED FOR. WITHOUT WRITTEN PERMISSION, THE OWNERS AND ENGINEERS OF CIVIL SOLUTIONS GROUP, INC. DISCLAIM ANY LIABILITY FOR ANY CHANGES OR MODIFICATIONS MADE TO THESE PLANS OR THE DESIGN THEREON WITHOUT THEIR CONSENT. THESE PLANS ARE DRAWN TO SCALE WHEN PLOTTED ON A 24" X 36" SHEET OF PAPER.

civilsolutionsgroup inc.



PROVIDENCE | P: 435.213.3762  
SALT LAKE CITY | P: 801.216.3192  
info@civilsolutionsgroup.net  
www.civilsolutionsgroup.net

WASATCH DEVELOPMENT  
LOGAN HOMESTEAD  
DESIGN REVIEW  
WASATCH PROPERTIES  
LOGAN, UT

[illegible]

PROJECT #:	19 022
DRAWN BY:	A. OCHSENBE
PROJECT MANAGER:	M. TAYLOR
ISSUED:	4/29/2020



## SITE PLAN

2 OF 2