

**Project #21-036
Hoggan Property
Located at 1800 South 1600 West**

REPORT SUMMARY...

<i>Project Name:</i>	Hoggan Property
<i>Proponent/Owner:</i>	Bradley Hoggan / Bradley and Cathy Hoggan
<i>Project Address:</i>	Approximately 1800 South 1600 West
<i>Request:</i>	Rezone from NR-6 to MR-12, Design Review & Subdivision
<i>Current Zoning:</i>	NR-6
<i>Date of Hearing:</i>	July 22, 2021
<i>Type of Action:</i>	Quasi-Judicial
<i>Submitted By:</i>	Tanya Rice, Planner

RECOMMENDATION

Staff recommends that the Planning Commission recommend denial of the rezone for Project #21-036 Hoggan Property. Pending the outcome of the rezone, staff recommends approval of the Design Review and Subdivision Permit for this project located on 6.62 acres at approximately 1800 South 1600 West; TIN #03-005-0048. Pending the outcome of the rezone, staff recommends approval of the Design Review

Land use adjoining the subject property

<i>North:</i>	Cache County / Single Family	<i>East:</i>	MR-9 Single Family Homes
<i>South:</i>	NR-6 Single Family Home	<i>West:</i>	Cache County / Vacant Land

Request

The proponent is requesting to develop 71 townhomes on a 6.62-acre property at the southeast corner of the intersection of 1800 South and 1600 West. The property is currently vacant and relatively flat with three open-water ponds near the west border. Historically, the property has been used for agricultural purposes. Both 1800 South and 1600 West streets are under-developed without curb, gutter, park-strip and sidewalk along the property frontage.



Figure 1 shows the project location

General Plan

The Future Land Use Plan (FLUP) adopted in 2008 identifies this property as Detached Residential (DR) and explains that designation as being areas for detached single-family homes

The map displays the Project Site, outlined in red, situated within a larger context of various zoning districts. The site itself is designated as a 'DR' (Detached Residential) district. Surrounding the site are several other districts, including 'MR' (Medium Density Residential) and 'RRA' (Residential Rural A). The map also shows a network of streets, including 12th St, 13th St, 14th St, 15th St, 16th St, 17th St, 18th St, 19th St, 20th St, 21st St, 22nd St, 23rd St, 24th St, 25th St, 26th St, 27th St, 28th St, 29th St, 30th St, 31st St, 32nd St, 33rd St, 34th St, 35th St, 36th St, 37th St, 38th St, 39th St, 40th St, 41st St, 42nd St, 43rd St, 44th St, 45th St, 46th St, 47th St, 48th St, 49th St, 50th St, 51st St, 52nd St, 53rd St, 54th St, 55th St, 56th St, 57th St, 58th St, 59th St, 60th St, 61st St, 62nd St, 63rd St, 64th St, 65th St, 66th St, 67th St, 68th St, 69th St, 70th St, 71st St, 72nd St, 73rd St, 74th St, 75th St, 76th St, 77th St, 78th St, 79th St, 80th St, 81st St, 82nd St, 83rd St, 84th St, 85th St, 86th St, 87th St, 88th St, 89th St, 90th St, 91st St, 92nd St, 93rd St, 94th St, 95th St, 96th St, 97th St, 98th St, 99th St, 100th St, 101st St, 102nd St, 103rd St, 104th St, 105th St, 106th St, 107th St, 108th St, 109th St, 110th St, 111th St, 112th St, 113th St, 114th St, 115th 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Land Development Code (LDC) - Zoning

Design Review Permit and Subdivision

Street Grid Connectivity, Building Orientation & Site Layout

Project #21-036 Hoggan Property

of 1900 South Street (east/west) for a total of three (3) street connections., with the east/west extension of 1900 South street to 1600 West through the property. As proposed, the project meets street connectivity requirements in the LDC.



Figure 3 shows the proposed project layout

Building Design

The LDC has pending legislation that was mandated from the Utah State Legislature prohibiting local jurisdictions from imposing design requirements on single-family homes and townhomes on individual lots. Previously, Logan City regulated building materials, fenestration, garage width and placement and façade variations from adjoining homes. Driveway width may still be regulated. The LDC requires driveways to be 12-22 feet in width and spaced at least 2 feet away from side property lines and 4 foot minimum spacing from adjacent driveway edges.

Setbacks

The Land Development Code (LDC) requirements for setbacks in the MR-12 zone are as follows (as measured from property lines):

Front:	10'
Corner	10'

Side: 8'
Rear: 10'

Setbacks vary from building to building across the site, but all fall within the range or minimums listed in the LDC. As conditioned the project meets minimum setback requirements of the LDC.

Lot Coverage

The LDC 17.10.080 limits lot coverage at a maximum of 40% (building(s) footprint) in the MR-12 zone. The total project site is 6.62 acres (288,367 SF) in size with total proposed building footprints at approximately 1.67 acres (72,745 SF), creating a lot coverage of approximately 25% which complies with the requirements in the LDC.

Pedestrian Circulation

The LDC 17.30.160 requires pedestrian circulation throughout neighborhood streets and within a project amenity or open space area for walkability and access. Pedestrian circulation should take a visually predominate role with safe, convenient and well-connected sidewalk networks. The conceptual site plan shows sidewalk along the gridded streets and intersections giving pedestrian multiple options for walkability. The site plan also shows some mid-block sidewalk connections for more pedestrian options. As submitted, the project meets pedestrian circulation requirements in the LDC.

Parking Stall Requirements

The LDC 17.31.040 requires two (2) parking stalls per every dwelling unit. The proposal includes a total of 142 parking stalls located within the two-car garages and four (4) additional surface parking stalls. (This will be confusing to PC so take out)As conditioned with a minimum of 142 parking stalls, the project meets the parking requirements in the LDC.



Figure 3 shows the townhome design

Open Space

The LDC 17.07.090 requires 20% open space and an additional 10% useable outdoor space of the project site. The LDC 17.28 generally describes open space as native vegetation or landscaped areas, while useable outdoor space is typically decks, patios and other similar amenities. The 6.62-acre (288,367 SF) site would require 57,673 SF of landscaping/open space and 28,836 SF of usable outdoor space for a total of 86,509 SF of open area. The proposal only shows conceptual landscaping and open space areas. As conditioned with minimum open space requirements, the project complies with the LDC.

Landscaping

The LDC 17.32 requires minimum landscaping for overall visual aesthetics, ecological reasons, visual screening, shading purposes and enhancement of the outdoor experience. The LDC requires a minimum of 20 trees and a combination of 50 shrubs, flowers and ornamental grasses per acre of land in the MR-12 zone. For 6.62 acre, 132 trees and 331 shrubs, flowers and ornamental plants would be required as per the LDC. The proposed project shows only

conceptual landscaping with approximate numbers. As conditioned with a detailed landscaping plan meeting minimum plant numbers, the project complies with the LDC.

Lighting

The LDC 17.30.090 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.

Staff Summary

The property was annexed into Logan City in 1999 and zoned Agricultural (very low density single-family). In 2012, the site was rezoned to NR-6 (single-family, 6 homes per acre). The FLUP has always indicated this area as single-family detached and the recently completed Woodruff Neighborhood Plan also shows this area as remaining in single-family land use. The two adjacent projects that are zoned MR-9, but are actually detached single-family homes, were approved as Planning Unit Developments with smaller lots in exchange for larger open space areas. When these two projects expired and the Planned Unit Development ordinance was eliminated, MR-9 was the only zone that would allow completion of the original approval in a similar manner. Deed restrictions were recorded that only allowed single family detached with a gross acreage density of more than 6 units per acre. As you move east towards the 1000 West commercial and industrial corridor, the MR areas exist as transition zones. This property is farther west and would not be considered as a transition zone. Staff finds that the rezone request is not consistent with the Future Land Use Plan, Woodruff Neighborhood Plan and would not fit in with the existing neighborhood pattern of higher density along 1000 West and lower densities further away from that commercial corridor. Staff recommends denial of this rezone request.

AGENCY AND CITY DEPARTMENT COMMENTS

Comments were solicited from the following departments or agencies:

• Environmental	• Water
• Fire	• Engineering

PUBLIC COMMENTS

Notices were mailed to property owners within 300 feet of the subject property. As of the time of this report staff has received numerous written comments expressing concerns and objections to the proposal. All comments are attached for review.

PUBLIC NOTIFICATION

Legal notices were published in the Herald Journal on 8/14/21, posted on the City's website and the Utah Public Meeting website on 8/16/21 and mailed out to adjacent property owners within 300' on 8/13/21. A quarter page ad in the Herald Journal was published on 8/12/21.

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. The project is approved for 71 townhome buildings lots and remainder non-buildable common area.
3. Three street connections shall be made for this project.

4. Sidewalks shall be established along all streets and/or alleyways so that every unit has pedestrian accessibility.
5. Building setbacks shall be reviewed and approved on an individual building basis and comply with the MR-12 requirements of 10' front yard, 8' side yard, 0' common wall side and 10' rear yard.
6. Townhome buildings within the MR-12 shall have a maximum occupancy of one family or no more than three (3) unrelated people within each dwelling unit.
7. Buildings placed adjacent to streets shall be oriented with primary entrances and front facades oriented towards the street.
8. A minimum of 2 parking stalls per unit shall be provided. Driveways shall be a minimum of 20' in length.
9. A performance landscaping plan, prepared in accordance with §17.32 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) Street trees along all adjacent streets provided every thirty (30) feet on center unless otherwise noted by the City Forrester.
 - b) Open Space and Useable Outdoor areas shall total a minimum of 57,673 SF
 - c) A total number 132 trees and 331 shrubs, perennials and grasses shall be provided. 25% of the trees shall be evergreen.
10. All dumpsters shall be placed outside of front setbacks and visually screened or buffered from public streets by using fencing, walls and landscaping.
11. Storm-water retention/detention surface ponds or basins shall be positioned outside of the front setback and screened with dense vegetation from street views.
12. All streets adjacent to or within the development shall be improved to current city standards and specifications.
13. Exterior lighting, including gas canopy lighting, shall be concealed source, down-cast and shall not illuminate or cast light onto adjacent properties.
14. 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.
15. 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.
16. 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. *Environmental—contact 716-9760*
 - Residential cart/cans will be provided.
 - Place all carts at or above the minimum separation distance and clear of all overhead obstacles.
 - b. *Water—contact 716-9622*
 - All landscape irrigation system's fed from Logan City water must have a high hazard rated backflow assembly installed and tested. All backflow assemblies must be tested within 10 days of turning water into them and annually thereafter.
All points of use of water must comply with the 2018 IPC and State of Utah Amendments and the Utah Admin Code 309-305 during and after construction.
 - Project shall comply with all current plumbing codes, Utah State Amendments and the Utah Division of Drinking Water rules and regulations including, but not limited to, those pertaining to backflow protection and cross connection prevention.
 - c. *Engineering – contact 716-9160*
 - Provide storm water detention/retention per Logan City Standards for this development. This includes the onsite retention of the 90% storm utilizing Low Impact Design methods

- Provide water rights for this development to the City in accordance with Land Development Code 17.29.210. The City will accept an in-lieu fee for this requirement as approved by the City Engineer.
- Coordinate with Community Development and Fire Marshall to ensure that the number of accesses to the site comply with City standards. Modify current site plan as required.
- No civil plans for utilities were provided with this submittal, Public Works will review and approve these plans as part of the Building Permit review process.
- Construct curb/gutter, park strip, sidewalk and a radius corner per City plans and design standards on 1600 West and 1800 South. This will require that the existing ponds be filled in, relocated, etc by the developer with all necessary approvals from the Army Corps of Engineers. This construction shall be within the current road right of way dedicated portions for right of way.
- Developer shall provide a geotechnical report that shows the historical high ground water level, historical high-water table, and a California Bearing Ration for the final subgrade depth for the proposed pavement section in 1600 West and 1800 South. These roads shall be constructed to meet the Gridded road section per the City's current road design standards.
- Dedicate any right of way necessary to ensure a 66' right of way on 1600 West and 1800 South
- Maintain existing irrigation ditch and piping along south side of 1800 South, this may also include head gates as necessary for flow diversion. Coordinate requirements with the Spring Creek Cache Irrigation Company for irrigation needs and requirements.
- Provide storm drain piping and ground water piping as required for connections to historical drainage route associated with the existing ponds
- Existing road section for 1600 West is a former gravel road with a chip seal for the current pavement surface. Developer shall construct a full road pavement section for 1600 West to the center line of the right of way.
- Dedicated a 10' minimum public utility easement on all property lines and road frontages. The 10' easement can be reduced to 5' on interior property lines if the adjacent property has a public utility easement already recorded.
- This development is not being considered for a subdivision; therefore, dedication plat for road dedications and public utility easements, must be submitted to the City for review and approval prior to being recorded at the County Recorder's office
- CC&R's addressing maintenance of the Storm Water ponds, swales, and other infrastructure outside of a dedicated street.

d. Fire – contact 716-9515

- Install fire apparatus turnarounds on all dead-end roads and driveways longer than 150 feet from a fire apparatus access point, (which is within 150 of all points on buildings as measured by an approved route around the exterior). Provide site plan. IFC 503
- Install all fire apparatus access roads to accommodate the following fire apparatus specifications: Inside turn 17 ft., curb to curb 32 ft., wall to wall 36 ft. Provide CAD drawing indicating two track. IFC 503
- All roads shall be maintained with 20 ft. clear width for emergency apparatus access. Roads without sufficient width to allow parking shall be signed "No Parking". IFC 503
- Install fire hydrants such that all points of buildings, as measured by an approved route around the exterior is within 600 feet of a fire hydrant. Provide site plan. IFC 507
- Provide a completed fire flow water supply analysis. 507

RECOMMENDED FINDINGS FOR DENIAL FOR THE REZONE

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

1. The proposed rezone to MR-12 does not comply with the adopted Logan City General Plan and Future Land Use Plan.
2. The proposed rezone does not comply with the recently adopted Woodruff Neighborhood Plan.
3. The proposed rezone does not follow the neighborhood pattern of reduced density and only permitting detached single-family homes in areas that are far away from the 1000 West corridor.

RECOMMENDED FINDINGS FOR APPROVAL FOR THE DESIGN REVIEW AND SUBDIVISION PERMIT

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

1. The proposed project is compatible with surrounding land uses and will not interfere with the use and enjoyment of adjacent properties because of the conditioned building design, site layout, materials, landscaping, building orientation, heights and setbacks.
2. The Design Review Permit conforms to the requirements of Title 17 of the Logan Municipal Code.
3. The proposed project provides adequate open space and useable outdoor space in conformance with Title 17.
4. The proposed project provides off-street parking in compliance with the LDC.
5. The project meets the goals and objectives of the MR-12 designation within the Logan General Plan by providing high quality projects designed in way for easy circulation of both pedestrian and vehicles.
6. The proposed project complies with maximum height, density and building design standards and is in conformance with Title 17.
7. The project met the minimum public noticing requirements of the Land Development Code and the Municipal Code.
8. The surrounding streets provide access, utilities and are adequate in size and design to sufficiently handle all traffic modes and 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.

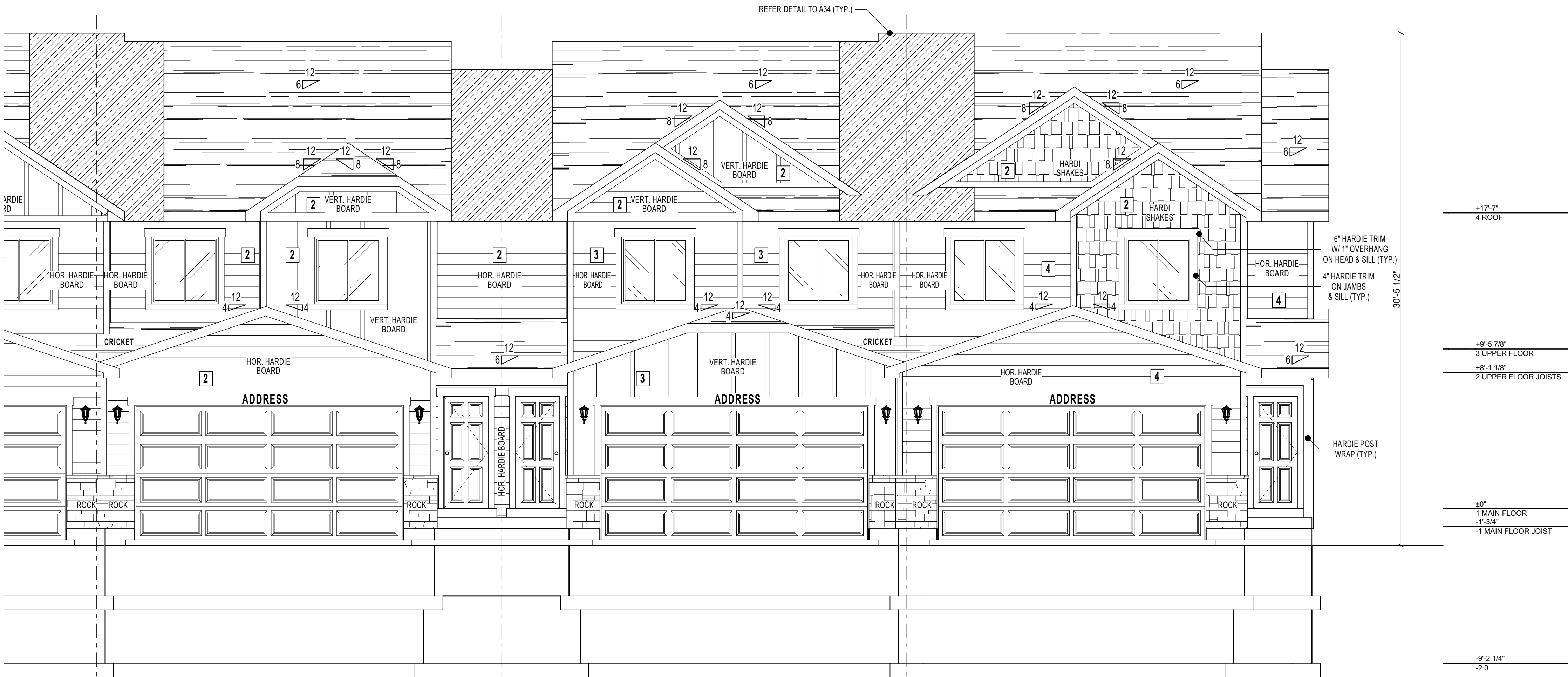


APPLICATION FOR PROJECT REVIEW

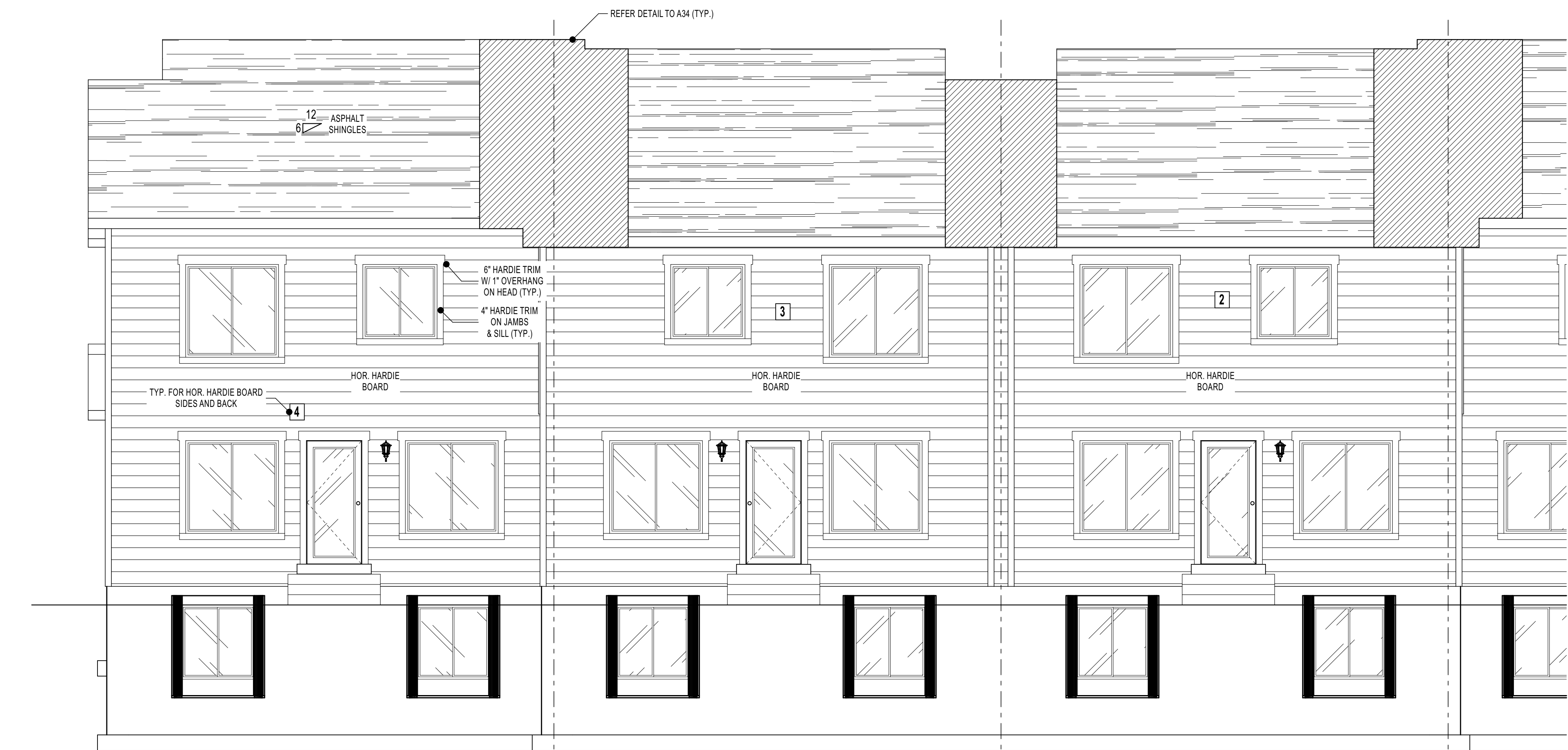
For Staff Only <input checked="" type="checkbox"/> Planning Commission		<input type="checkbox"/> Land Use Appeal Board		<input type="checkbox"/> Administrative Review
Date Received 6/11/21	Received By	Scheduled Meeting Date July 22	Zone NR-6	Application Number PC 21-036
Type of Application (Check all that apply): WOODRUFF				
<input checked="" type="checkbox"/> Design Review <input type="checkbox"/> Conditional Use <input type="checkbox"/> Subdivision <input type="checkbox"/> Administrative Design Review <input type="checkbox"/> Code Amendment <input type="checkbox"/> Appeal <input checked="" type="checkbox"/> Zone Change <input type="checkbox"/> Other				
PROJECT NAME Hoggan Property				
PROJECT ADDRESS 1800 South 1600 West			COUNTY PLAT TAX ID # 03-005-0048	
AUTHORIZED PROJECT REPRESENTATIVE FOR OWNER Bradley Hoggan			PHONE # 435-760-0885	
MAILING ADDRESS P.O.Box 174		CITY Fielding	STATE UT	ZIP 84311
EMAIL ADDRESS bhloft@gmail.com				
PROPERTY OWNER OF RECORD Owned by developer - BRADLEY K. + CATHY P. HOGGAN			PHONE #	
MAILING ADDRESS		CITY	STATE	ZIP
EMAIL ADDRESS				
DESCRIBE THE PROPOSED PROJECT AS IT SHOULD BE NOTICED AND PRESENTED (Include as much detail as possible - attach a separate sheet if needed) The developer is requesting that the parcel be rezoned from NR-6 to MR-12 to allow the development of a townhouse community.			Total Lot Size (acres) 6.62 Acres <hr/> Size of Proposed New Building (square feet) <hr/> Number of Proposed New Units/Lots 71 Units	
I certify that the information contained in this application and all supporting plans are correct and accurate. I also certify that I am authorized to sign all further legal documents and permit on behalf of the property owner.		Signature of Property Owner's Authorized Project Representative Brad Hoggan		
I certify that I am the property owner on record of the subject property and that I consent to the submittal of this project. I understand that all further legal documents and permits will be sent to my authorized agent listed above.		Signature of Property Owner Brad Hoggan		

APPLICATION MUST BE ACCURATE AND COMPLETE

NO SITE ACTIVITY MAY OCCUR UNTIL AFTER APPROPRIATE COMMITTEE APPROVAL -



FRONT ELEVATION



REAR ELEVATION

ROOF VENT NOTE:

SEE PAGE A02, LIGHT AND VENTILATION NOTES, PARAGRAPH #9

CEILING HEIGHTS			
(3) UPPER CEILINGS	TREY	8'-1 1/8"	
(2) MAIN CEILINGS		8'-1 1/8"	
(1) BASEMENT CEILINGS		7'-9 1/2"	

12" SOFFIT

- 1

SW 6244
NAVAL
- 2

SW 6234
UNCERTAIN GRAY
- 3

SW 7006
EXTRA WHITE
- 4

SW 7067
CITYSCAPE

ADDRESS:
1600 WEST 1800 SOUTH
LOGAN, UTAH 84321

HOGGAN - 6 PLEX - LOGAN

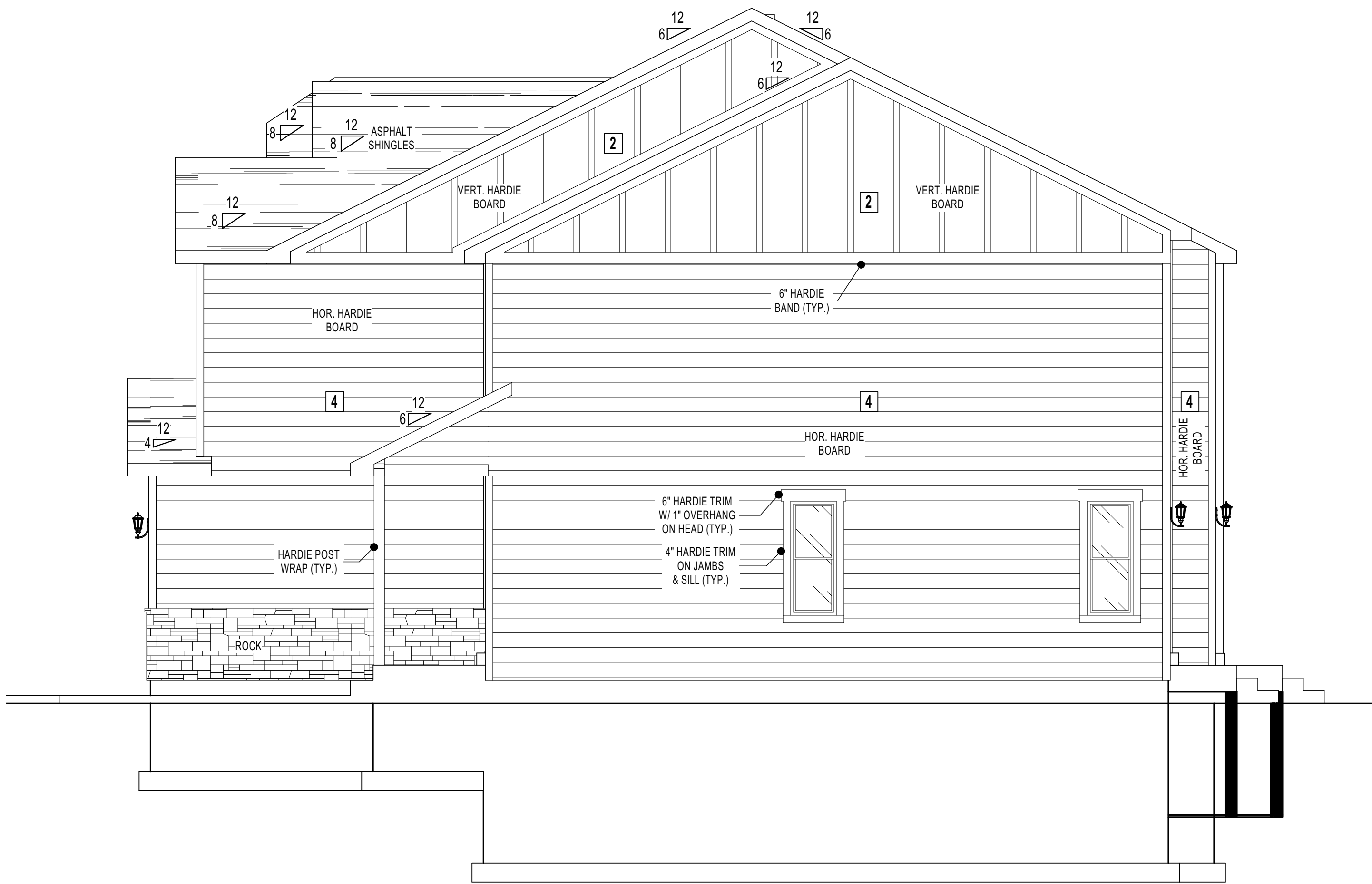
SIERRA
- H O M E S -
470 NORTH 2450 WEST
TREMONTON UT, 84337
CONTACT: SIERRA HOMES
(435) 257-4963

6/9/2021

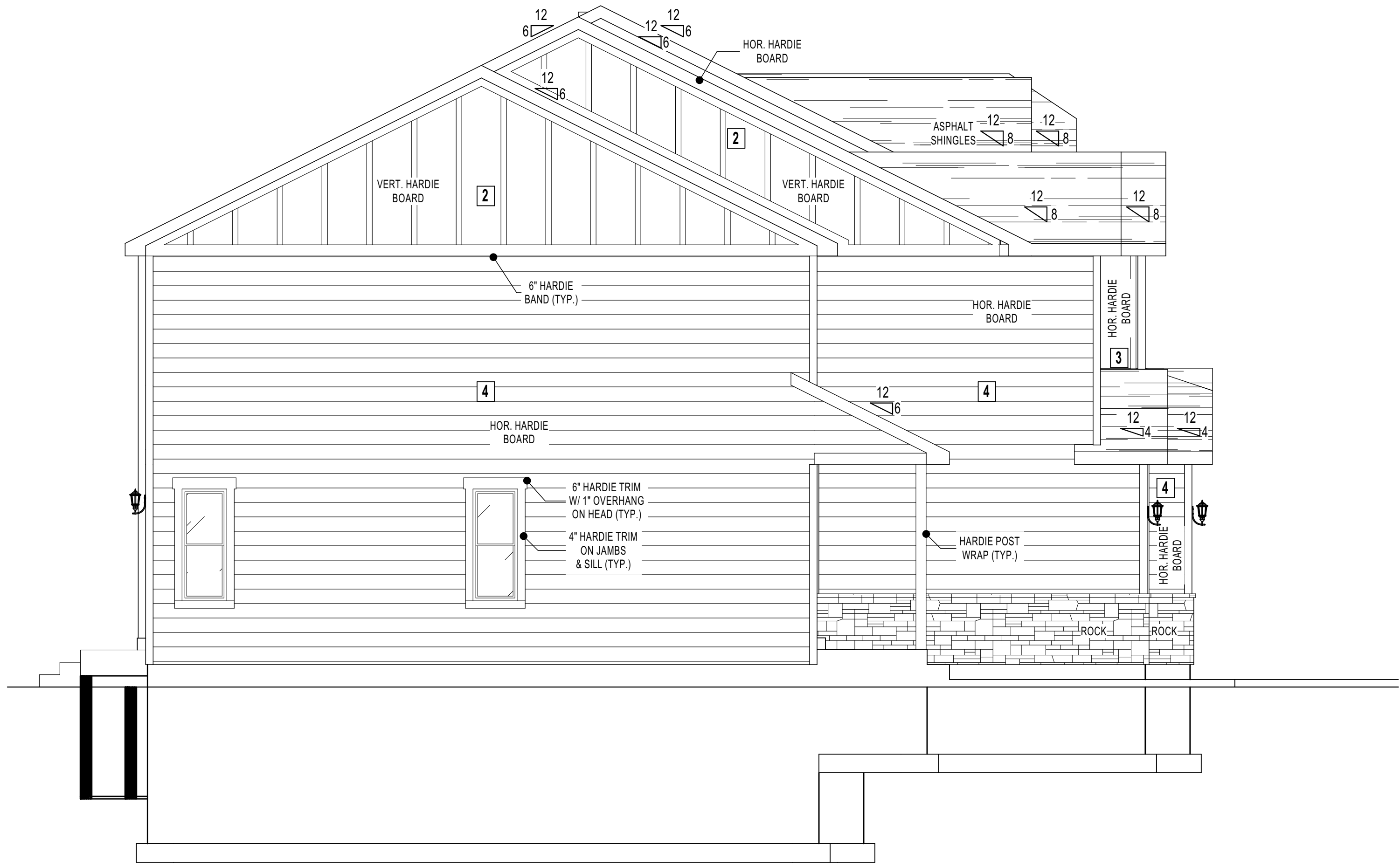
REVISION: R-1P

FRONT & REAR
ELEVATIONS 2-2

A06



RIGHT ELEVATION



LEFT ELEVATION

ROOF VENT NOTE:

SEE PAGE A02, LIGHT AND VENTILATION NOTES, PARAGRAPH #9

CEILING HEIGHTS		
(3) UPPER CEILINGS	TREY	8'-1 1/8"
(2) MAIN CEILINGS		8'-1 1/8"
(1) BASEMENT CEILINGS		7'-9 1/2"

12" SOFFIT

- 1

SW 6244
NAVAL
- 2

SW 6234
UNCERTAIN GRAY
- 3

SW 7006
EXTRA WHITE
- 4

SW 7067
CITYSCAPE

ADDRESS:
1600 WEST 1800 SOUTH
LOGAN, UTAH 84321

HOGGAN - 6 PLEX - LOGAN

SIERRA
- H O M E S -
470 NORTH 2450 WEST
TREMONTON UT, 84337
CONTACT: SIERRA HOMES
(435) 257-4963

6/9/2021

REVISION: R-1P

RIGHT & LEFT
ELEVATIONS

A07



REVISIONS	DESCRIPTION
DATE	CITY COMMENTS
7/19/21	

Hoggan Property

PART OF THE NW 1/4 OF SECTION 17, T.11N., R.1E., S.L.B. & M., U.S. SURVEY
LOGAN CITY, CACHE COUNTY, UTAH

Design Review Plan

Project Info.

Engineer: N. Reeve
Designer: C. Cave
Begin Date: Nov. 1, 2020
Name: HOGGAN PROPERTY
Number: 4597-51

Sheet	1
1	Sheets

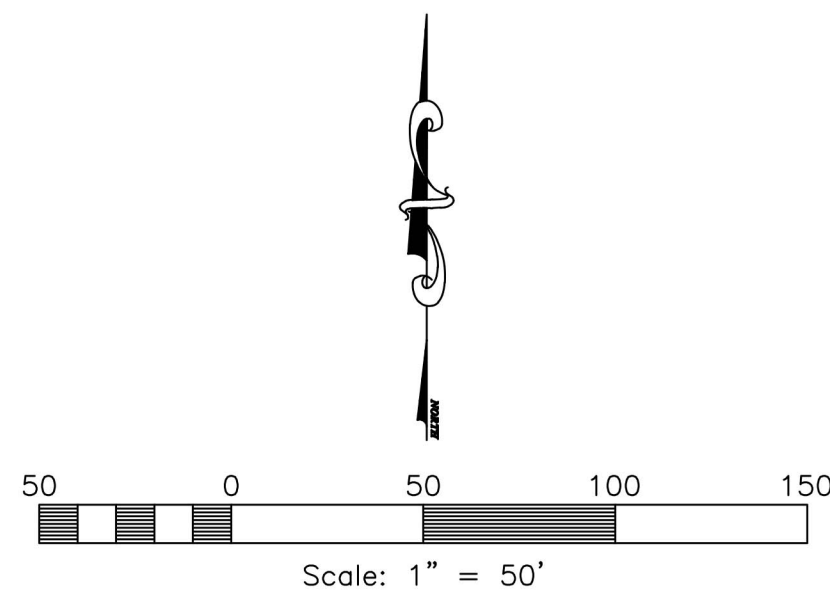
Revised: 7/19/21

Developer:

Kent & Brad Hoggan
(801) 706-5155



VICINITY MAP
SCALE: NONE



ZONE DATA

CURRENT ZONE: NR-6
PROPOSED ZONE: MR-12

CURVE TABLE

#	RADIUS	ARC LENGTH	CHORD LENGTH	TANGENT	CHORD BEARING	DELTA ANGLE
C1	150.00'	87.78'	86.53'	45.19'	S17°41'33"E	33°31'48"
C2	150.00'	87.57'	86.33'	45.07'	S17°43'58"E	33°26'57"

LEGEND

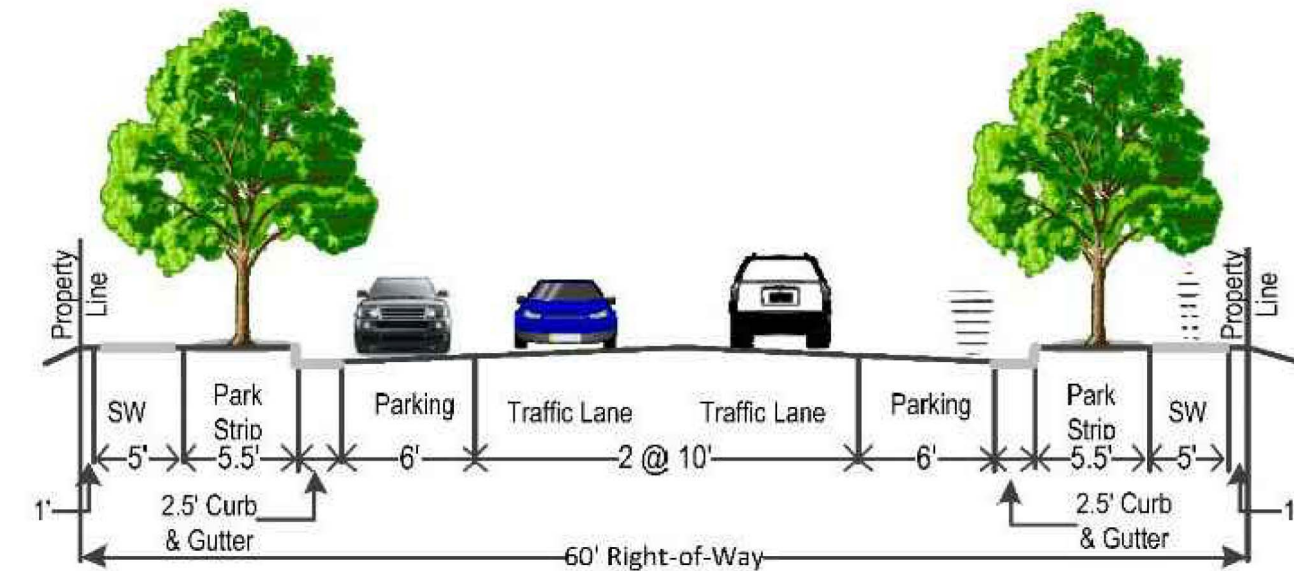
- SECTION CORNER
- BOUNDARY LINE
- LOT LINE
- ADJOINING PROPERTY
- SECTION TIE LINE
- ROAD CENTERLINE
- EXISTING PAVEMENT



NORTH QUARTER CORNER OF
SECTION 17, TOWNSHIP 11 NORTH,
RANGE 1 EAST, SALT LAKE BASE
AND MERIDIAN, U.S. SURVEY. FOUND
CACHE COUNTY SURVEY ALUMINUM
CAP AT ROAD SURFACE

Local Residential Street
Cross Section

- > 2000 Vehicles Per Day
- > 25 mph Design Speed



- Possible Section Additives:
(As approved by City Engineer)
- Striped bike lane - Add 5' each side
 - Buffered bike lane - Add 7' each side
 - Island - Add 14' to Center

Design Standards

ROW Width	Pavement Width	Number of Lanes	Design Speed	Pavement	Vehicle Design	Stopping Sight Distance	Horizontal Alignment & Radius	Vertical Curve Min "K" Sag/Crest Requirement	Grades
60	32	2	25	See minimum Pavement Section Table	Passenger, School Buses, Delivery Trucks	200	200	26/12	0.4 - 10

Intersection Sight Distance	Minimum Signalized Intersection Spacing	Minimum Full Movement Access Spacing	Corner Curb Radius	Minimum Un-signalized Full Movement Access Spacing (ft.)**	Minimum Right In/Right-out Access Spacing (ft.)**	Residential Driveways Permitted
280	N/A	125	13-25	N/A	N/A	Yes

**Distances to be measured from center of driveway to center of driveway

1900 SOUTH STREET DETAIL

BOUNDARY LINE DESCRIPTION

PART OF THE NORTHWEST QUARTER OF SECTION 17, TOWNSHIP 11 NORTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY. MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF 1800 SOUTH STREET, SAID POINT BEING N89°51'43"E 25.01 FEET AND S00°08'17"E 35.26 FEET FROM THE NORTHWEST CORNER OF SAID SECTION 17; THENCE N89°40'45"E ALONG SAID SOUTHERLY LINE 531.98 FEET TO THE BOUNDARY LINE OF ROSE HILL PUD PHASE 3; THENCE ALONG SAID WEST LINE THE FOLLOWING FOUR (4) COURSES: (1) S00°51'38"E 107.00 FEET; (2) S10°22'57"E 60.89 FEET; (3) S00°45'31"E 73.24 FEET; (4) S89°04'21"W 259.50 FEET; THENCE ALONG THE WEST LINE OF ROSE HILL PUD PHASE 3 AND ROSE HILL PUD PHASE 4, THE FOLLOWING TWO (2) COURSES: (1) S01°00'30"E 409.97 FEET; (2) S33°05'52"W 71.37 FEET; THENCE S89°20'18"W 20.95 FEET; THENCE S00°41'44"E 100.00 FEET; THENCE S89°09'51"W 232.57 FEET; THENCE N00°08'29"W 814.66 FEET TO THE POINT OF BEGINNING.

CONTAINING 288,293 SQUARE FEET OR 6.618 ACRES MORE OR LESS.

DESIGN DATA

TOTAL AREA.....6.62 ACRES
BUILDING PADs.....1.67 ACRES (25.2%)
OPEN SPACE.....2.19 ACRES (33.1%)
DENSITY 6.62 @ 12/AC = 79.44 UNITS
DENSITY PROPOSED 71 UNITS

Hoggan Property

Logan City, Cache County, Utah

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CONFIDENTIAL AND THE EXCLUSIVE
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DISCLAIMER:
ACTUAL SITE CONDITIONS MAY
VARY FROM WHAT PLANS SHOW.
PLANS SUBJECT TO CHANGE ON SITE.

ADDRESS:

1600 WEST 1800 SOUTH
LOGAN, UTAH 84321

HOGGAN - 6 PLEX - LOGAN

SIERRA
HOMES
470 NORTH 2450 WEST
TREMONTON UT, 84337
CONTACT: SIERRA HOMES
(435) 257-4963

6/9/2021

REVISION: R-1P

COVER SHEET

A01

DRAWING INDEX

- A01COVER SHEET
- A02GENERAL NOTES
- A03GENERAL STRUCTURAL NOTES
- A04SITE PLAN
- A05FRONT & REAR ELEVATIONS 1-2
- A06FRONT & REAR ELEVATIONS 2-2
- A07RIGHT & LEFT ELEVATIONS
- A08FOUNDATION PLAN 1-2
- A09FOUNDATION PLAN 2-2
- A10BASEMENT PLAN 1-2
- A11BASEMENT PLAN 2-2
- A12MAIN FLOOR JOIST 1-2
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- A14MAIN FLOOR PLAN 1-2
- A15MAIN FLOOR PLAN 2-2
- A16UPPER FLOOR TRUSSES 1-2
- A17UPPER FLOOR TRUSSES 2-2
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- A20ROOF PLAN 1-2
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- A22BASEMENT ELECTRICAL 1-2
- A23BASEMENT ELECTRICAL 2-2
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- A26UPPER ELECTRICAL 1-2
- A27UPPER ELECTRICAL 2-2
- A28MAIN FLOORING 1-2
- A29MAIN FLOORING 2-2
- A30UPPER FLOORING 1-2
- A31UPPER FLOORING 2-2
- A32WALL SECTION 1/2
- A33WALL SECTION 2/2
- SD1STRUCTURAL DETAILS
- SD2STRUCTURAL DETAILS



PROFESSIONALS

DRAFTSMAN:

SIERRA HOMES
DESIGN TEAM

GENERAL CONTRACTOR:

SIERRA HOMES CONSTRUCTION INC.
470 NORTH 2450 WEST
TREMONTON, UT 84337
(435) 257 - 4963

ENGINEER:

ACUTE ENGINEERING, INC.
1429 SOUTH STATE ST.
OREM, UTAH 84097
O: (801) 229 - 9020

SQUARE FOOTAGES

UNIT # TOTAL SQ. FT.	UNIT # TOTAL SQ. FT.	UNIT # TOTAL SQ. FT.	UNIT # TOTAL SQ. FT.	UNIT # TOTAL SQ. FT.	UNIT # TOTAL SQ. FT.
A1 - F UNFINISHED (1) BASEMENT UNFINISHED 608.62 (3) UPPER UNFINISHED 34.04 642.66 sq ft	A1 - E UNFINISHED (1) BASEMENT UNFINISHED 608.95 (3) UPPER UNFINISHED 34.04 642.99 sq ft	A1 - D UNFINISHED (1) BASEMENT UNFINISHED 608.95 (3) UPPER UNFINISHED 34.04 642.99 sq ft	A1 - C UNFINISHED (1) BASEMENT UNFINISHED 608.62 (3) UPPER UNFINISHED 34.04 642.66 sq ft	A1 - B UNFINISHED (1) BASEMENT UNFINISHED 608.62 (3) UPPER UNFINISHED 34.04 642.66 sq ft	A1 - A UNFINISHED (1) BASEMENT UNFINISHED 608.95 (3) UPPER UNFINISHED 34.04 642.99 sq ft
A2 - F FINISHED (2) MAIN FINISHED 603.35 (3) UPPER FINISHED 854.15 1,457.50 sq ft	A2 - E FINISHED (2) MAIN FINISHED 605.84 (3) UPPER FINISHED 855.24 1,461.08 sq ft	A2 - D FINISHED (2) MAIN FINISHED 605.84 (3) UPPER FINISHED 855.24 1,461.08 sq ft	A2 - C FINISHED (2) MAIN FINISHED 604.59 (3) UPPER FINISHED 855.24 1,459.83 sq ft	A2 - B FINISHED (2) MAIN FINISHED 604.59 (3) UPPER FINISHED 855.24 1,459.83 sq ft	A2 - A FINISHED (2) MAIN FINISHED 604.60 (3) UPPER FINISHED 854.15 1,458.75 sq ft
A4 - F GARAGE 2 CAR GARAGE 408.42 408.42 sq ft	A4 - E GARAGE 2 CAR GARAGE 407.50 407.50 sq ft	A4 - D GARAGE 2 CAR GARAGE 407.50 407.50 sq ft	A4 - C GARAGE 2 CAR GARAGE 408.42 408.42 sq ft	A4 - B GARAGE 2 CAR GARAGE 408.42 408.42 sq ft	A4 - A GARAGE 2 CAR GARAGE 407.50 407.50 sq ft
TOTAL UNFINISHED SQ. FT. (6PLEX)	TOTAL FINISHED SQ. FT. (6PLEX)	TOTAL GARAGE SLAB SQ. FT. (6PLEX)			
(1) BASEMENT UNFINISHED 3,652.71	(2) MAIN FINISHED 3,628.81	2 CAR GARAGE 2,447.76			
(3) UPPER UNFINISHED 204.24	(3) UPPER FINISHED 5,129.26	2,447.76 sq ft			
3,856.95 sq ft	8,758.07 sq ft				

GENERAL NOTES

THE GENERAL CONTRACTOR ASSUMES FULL RESPONSIBILITY TO VERIFY THE CONDITIONS, DIMENSIONS, AND STRUCTURAL DETAILS OF THE BUILDING. THE CONTRACTOR ASSUMES FULL LIABILITY FOR ANY PROBLEMS THAT MAY ARISE DUE TO POSSIBLE ERRORS ON THESE PLANS. USE OF THESE PLANS CONSTITUTES COMPLIANCE WITH THE ABOVE TERMS.

WORKMANSHIP THROUGHOUT SHALL BE OF THE BEST QUALITY OF THE TRADE INVOLVED AND THE GENERAL CONTRACTOR SHALL COORDINATE THE WORK OF THE VARIOUS TRADES TO EXPEDITE THE JOB IN A SMOOTH AND CONTINUOUS PROCESS.

ALL CONSTRUCTION SHALL BE IN ACCORDANCE TO THE 2015 INTERNATIONAL RESIDENTIAL CODE

UNLESS OTHERWISE NOTED, ALL DETAILS, SECTIONS AND NOTES SHOWN ON THE CONTRACT DRAWINGS ARE INTENDED TO BE TYPICAL AND SHALL APPLY TO SIMILAR CONDITIONS ELSEWHERE.

ALL OMISSIONS OR CONFLICTS BETWEEN THE VARIOUS ELEMENTS OF THE CONTRACT DRAWINGS AND/OR SPECIFICATIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER BEFORE PROCEEDING WITH ANY WORK INVOLVED.

THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF AND THE SAFETY IN AND AROUND THE JOB SITE AND OF ADJACENT PROPERTIES.

THE GENERAL CONTRACTOR AND/OR OWNER SHALL KEEP LOADS ON THE STRUCTURE WITHIN THE LIMITS OF THE DESIGN BOTH DURING AND AFTER CONSTRUCTION.

COMPLIANCE WITH CODES AND ORDINANCES GOVERNING THE WORK SHALL BE MADE AND ENFORCED BY THE GENERAL CONTRACTOR.

NOTE THAT ALL WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALE. MANUFACTURER'S SPECIFICATIONS FOR INSTALLATION OF MATERIALS SHALL BE FOLLOWED.

CEILING HEIGHTS

(3) UPPER CEILINGS	TREY	8'-1 1/8"
(2) MAIN CEILINGS		8'-1 1/8"
(1) BASEMENT CEILINGS		7'-9 1/2"



Planning Commission <planning.commission@loganutah.org>

Project Number 21-036 Hogan Property

1 message

Carolyn Jones <carolynljones@gmail.com>
To: planning.commission@loganutah.org

Tue, Jul 13, 2021 at 8:57 AM

My name is Carolyn Jones and I live at 1800 South on 26 acres across the street from this property. I have major concerns about this proposed project.

I had thought this land was set aside as preserved wetlands when previous developments were done in this area. There are three large spring fed ponds on this property and it is a major wildlife habitat amid sprawling development. It seems short sighted to change this wetland area. The recent collapse of the Florida condominium on previous wetland shows similar poor planning.

There has already been considerable development along 1800 South in recent years without any improvements in infrastructure. Cars park on both sides of the road leaving it very narrow for the considerable traffic. There is no traffic light on the intersection of 1800 S and 10th West which is often congested and dangerous.

When Logan City accepted the proposal for development of Logan River Estates which is on my fence line to the east, the plot plan showed a twenty foot living fence of trees and bushes on this border . Once approved this was never implemented and instead these neighbors throw their garbage over my fence as I am just agricultural land. Logan City completely lost interest in compliance to the plan.

The density proposed on these few acres seems excessive for this area and I would recommend wetland status be evaluated and approved density be reduced.

Carolyn Jonrd



Planning Commission <planning.commission@loganutah.org>

Hoggan Property Zone Change

1 message

Ed Jenson <ehjis1@gmail.com>

Thu, Jul 8, 2021 at 6:44 PM

To: planning.commission@loganutah.org

Thanks for the letter announcing a zone change for a property adjacent to my farm west of 1600 West. Here are my concerns: One, 1600 West traffic is getting worse by the day thanks to the developments along 1800 South and those east of 1600 West and south of 2200 South. Yet, so far nothing has been done to remedy the narrow farm road begun by my great grandfather which was to be a 16' wide farm road. At some point the City must insist the developers provide safe, sufficiently wide roadway along 1600 West. Let it be known, I have no intention of giving up an inch west of 1600 West to widen 1600 West, so all improvements will have to be east of 1600 West. Among the obstacles that must be accommodated are three ponds on the Hoggan property. Those are natural spring ponds, used by many as fishing ponds. The City must insist those ponds be protected and not encroached on by the proposed development, and that means any widening of 1600 West west of those ponds must be done by moving the street to the east of the ponds with the intersection onto 1800 South being east of the present stretch of 1600 West.. In other words, part of the approval of Mr. Hoggan's proposal must include a rerouting of 1600 West to the east along that portion bordering the three ponds. I suggest the City require US Core of Engineers review the proposal to assure the ponds are not adversely affected. The drainage from those ponds is part of the Spring Creek Irrigation water supply, and already construction east of 1600 West has blocked what was once natural drainage routes for the water from the ponds. Protection of the ponds and the wetlands they create is a major environmental concern. I am not alone in my concerns the ponds be protected and not degraded.

A second concern along this proposal is keeping 1800 South free from on-street parking. Already a stretch of 1800 South is a parking lot for cars, trailers, and recreation vehicles. I was not aware the City is obligated to provide parking for developments. I thought the developers are required to provide adequate parking space within their developments, not outside of the developments on City streets. Previous to the development along 1800 south, that street was a county road with a 45 mph limit. The hundreds of people living west that use 1800 south every day must be provided for, and the current on-street parking allowance jeopardizes everyone traveling along 1800 South. If you travel along 1600 West, South of 2200 South the asphalt surface turns to gravel. At the juncture of 1600 West onto Ut 89/91, the gravel has been spun away from the state roadway, leaving a 6-10" rut/trench cars and trucks must encounter in entering onto the highway or encounter coming off the highway. Gravel is simply inadequate and is quickly spun away by vehicles trying to climb the slope onto the highway. There needs to be an asphalt or concrete approach to the state highway to assure safety for the citizens served by the developments noted above and those Mr. Hoggan proposes adding. The City needs to just stop development along the streets noted and insist the developers provide adequate and safe transportation for those living in those developments and for those living to the west of those developments.

Thank you for your interest and protection of City interests and the interests of those living adjacent to the developments underway and to the Hoggan development.

Ed Jenson, 2165 S 1600 W, (435)225 2809



Planning Commission <planning.commission@loganutah.org>

PC 21-036

1 message

Frank Schofield <frank.schofield@loganschools.org>
To: planning.commission@loganutah.org

Tue, Jul 6, 2021 at 1:22 PM

Dear Planning Commission,

I am writing in regards to project # PC 21-036, the request for a zone change from NR-6 to MR-12 in order to allow a 71 unit townhouse development at [1800 South 1600 West](#).

The Logan City School District recognizes the importance of affordable housing options in our community, as well as the benefit townhouses can provide for families as an entry point into home ownership.

As we have seen a recent increase in the requests for Mixed Use designations, we would ask the Commission to strive to ensure that the number of new, high-density housing projects that are approved does not concentrate high-density housing in a single neighborhood, thereby creating challenges that are similar to those faced in the Bridger neighborhood.

Sincerely,

Frank Schofield
Superintendent, Logan City School District



The mission of the Logan City School District is to ensure all students leave our schools ready to create a positive future for themselves and their community.



Planning Commission <planning.commission@loganutah.org>

Zone Change Comments

1 message

Garrett Hinton <garrett.w.hinton@gmail.com>
To: planning.commission@loganutah.org

Sun, Jul 18, 2021 at 3:34 PM

To whom it may concern:

This letter is in response to the request for comments about the zone change for 1800 South 1600 West from NR-6 to MR-12.

We have some concerns, with some potential solutions, to the zoning change.

First, traffic going onto 1000 West is already bad. These small country roads are not meant to handle high density housing communities, and a stoplight on 10th would be necessary to turn left with the increase of population. There are some new townhomes going in on 1800 S and about 1200 W that are only about a fourth complete, and the impact on the traffic has still been felt. A stoplight is needed to help manage the traffic.

Second, traffic in the Rose Hill neighborhood would be impacted. Currently, there are no through streets that run through the neighborhood, which makes it safe for children. With the addition of townhomes on either side of the neighborhood, we worry that it will be a race track with a through street that goes East/West. It would be worth looking into speed bumps for entering and exiting the Rose Hill neighborhood.

Third, we worry the character of the neighborhood would be compromised. We (Rose Hill Residents) worry that being sandwiched between two high density housing communities would affect the current quality of our neighborhood. We aren't opposed to single housing development, but worry that with more townhomes going in we will lose the family oriented focus that our neighborhood currently enjoys.

In conclusion, we are not opposed to the development of the 1800 South 1600 West lot, but we ask that the current zoning stays. If it can not stay, we ask for these traffic management tools to be added.

Thank you for your time.

Garrett and Stephanie Hinton



Planning Commission <planning.commission@loganutah.org>

PC 21-036

1 message

Heather Tovey <httovey@gmail.com>
To: planning.commission@loganutah.org

Tue, Jul 20, 2021 at 9:59 PM

To whom it may concern,

We are residents in the Rose Hill development and would be directly impacted by the zone change requested. We strongly oppose the request and hope that the following items be taken into consideration. First, the traffic on 1800 S is already becoming an issue with the development of townhomes to the East of us. Turning on to 1000 W is extremely dangerous and is always congested--many of us are having to wait to turn there for a significant amount of time, especially during morning and evening rush hour traffic. Secondly, we were promised that that area would remain a traditional neighborhood residential area and we feel the value of our homes would quickly decrease as multi-family homes shoot up around us. More than anything, we love our quiet, quaint neighborhood and want our kids to be safe here. Adding a through street to that development would be horrifying as a mother of young kids who have been able to play safely up to this point. We ask that you please deny the request to change the zoning.

We appreciate all you do to make Logan City feel like home for us.

Heather Tovey

Amanda Hovey <amanda.hovey@loganutah.org>

Fwd: Comments for project development PC 21-036

Amanda Hovey <amanda.hovey@loganutah.org>
Draft

Thu, Jul 22, 2021 at 11:49 AM

From: **Janae Parks** <janae.sets@gmail.com>
Date: Tue, Jul 20, 2021 at 11:53 PM
Subject: Comments for project development PC 21-036
To: <loganplanreview@loganutah.org>

Hello to whom it may concern,

I am a resident near the proposed development PC 21-036 and I wanted to address some concerns. As we know, housing is a pressing issue within the city of Logan, as well as the rest of the state of Utah. And so builders are working fast and hard to make a dollar on the high demand. But it is IMPERATIVE to hold these builders to a high standard of community! What does this community bring to the neighborhood? Does it elevate the quality of life to it's residents and to those in close proximity?

I am looking over this proposal and see no park, no community center, no pool, or any amenities that would benefit the new town-home-owners. Perhaps offering such amenities them AND to the residents of Rose Hill might ease the blow of so many townhouses being built in our backyard. It's already devastating that there are so many townhouses being built on the east side of Rosehill that increases the traffic and business of our community. The value of a neighborhood decreases when townhouses are across the street, so having townhouses on both sides like getting shot in the foot twice! My neighbors are not happy with this proposal and I imagine you will get a large push back.

However, If the Hoggans must build, demand that they offer amenities to the surrounding neighborhoods. Come bearing gifts, not garbage.

Rosehill is a good neighborhood. Please increase the quality of living to our neighborhood and don't bring it down!

Please and thank you,
Janae Hatch

--

Russ Holley AICP

Senior Planner
City of Logan
290 North 100 West
Logan, UT 84321
435.716.9023
www.loganutah.org



Planning Commission <planning.commission@loganutah.org>

Comments on PC 21-036 - Hoggan Property

1 message

McKay Winkel <mckaywinkel@gmail.com>
To: planning.commission@loganutah.org

Tue, Jul 6, 2021 at 12:22 PM

Dear Planning Commission,

We, Logan River Estates located at [1798 S 1330 W, Logan](#) received notice of the above public hearing.

We are NOT in favor of the rezone to higher density at this property.

Thank you.

McKay Winkel
Owner/Manager



Planning Commission <planning.commission@loganutah.org>

Project Number PC21-036 - Hoggan Property

1 message

Melinda Burnham <melindamburnham@gmail.com>
To: planning.commission@loganutah.org

Wed, Jul 21, 2021 at 11:23 AM

To whom it may concern,

I'm writing in response to notification of a requested rezone for parcel 03-005-0048. I live adjacent to the subject parcel. I would ask the city to **not** rezone this property to any zone that allows attached dwellings. I realize there is a definite need for the city to provide housing of all types, for the community to be successful. The needs are a variety of all sorts, from apartments, townhomes, single family homes and large estate homes.

When looking for a home in Logan I didn't just purchase what was available. I was living in attached housing and was looking for a single family housing area to live in. I looked at the city's future land use plan and made sure I was in an area that the city had designated to be single detached housing. I'm not opposed to this parcel being developed. I knew when I purchased my home that this parcel was in line for development someday. I assumed it would be developed as single family housing since that was the zone on the city's future land use plan.

With-in the last 5 years Logan city has added over 80 acres of ground that has been zoned for attached housing that would allow for this type of development. I'm speaking of ground that is within one mile of this property. I'm glad that the city had a land use plan in place that directed development of projects to provide attached housing. I believe Logan City, for the most part, does a great job with their zoning.

In conclusion, I like that the city has a future land use plan. I used that plan to make my decision to live where I do. I ask that the city follow the future land use plan and keep this property single family detached. This isn't a case of adjusting a line to include more into a zone, this is a complete zone change to an area that isn't consistent with the property around it.

Thank you for your time,

Melinda Moeller Burnham

Parcel Tax ID: 03-171-0055

July 19, 2021

Dear Mr. DeSimone and Logan Planning Commission,

I am writing in response to a letter received regarding project number; **PC 21-036** – Zone Change & Design Review Permit. This is a request to change the zoning from NR-6 to MR-12, to develop a 71 unit townhouse community. As a resident of Rose Hill neighborhood, which is adjacent to this development site, I strongly urge you to **disapprove** this request.

My family and I moved into our residence at Rose Hill in 2019, from Maryland, as part of a transfer of my government position to Hill AFB. We were happy to be in Logan, but since that time, so much development has taken place that we are beginning to regret moving here. Visionary Homes is building a new neighborhood directly to the east of us, and they are also developing another neighborhood immediately to our south. We have been surrounded by construction for more than a year now. These developments are not yet finished and are only lightly populated at the moment, and yet traffic in our area is already extremely excessive. Once these Visionary developments are finished and people have moved in, this is going to make a bad situation even worse. The idea of adding 71 additional units into this area is going to be a nightmare.

I realize that this development is going to happen regardless of what anyone says; but I would hope that the Planning Commission would take into account the quality of life of the residents who currently live in this area. Not only are we going to lose the last remaining green area surrounding us, with the loss of wildlife and their habitat, we are losing our view of the Wellsville Mountain Range, which is what inspired many of us to move into our neighborhood initially. We'll also be forced to endure many more months of ongoing construction, and ultimately traffic in our area will be an absolute nightmare. The very least you can do is disapprove this zoning change and limit the development to what is permitted under NR-6, and if you really cared about people, you would limit this development to single story residences.

I fully understand that Mr. Hoggan wants to build as much as he can so that he can make the most money from the greatest number of units possible, but Mr. Hoggan doesn't live in this area. It's funny how developers never seem to want to live around the areas that they develop. I also suspect that there aren't many new townhouse developments being built near the areas where the Planning Commission members live. Approving this zoning change will send a clear message to this community that you care little about the quality of life of the people who live here, that you care little about preserving green areas that people enjoy, and that your primary concern is financially based.

I've read the Logan General Plan which speaks to the importance of many of the things that I've mentioned here, such as the importance of open, green spaces to a healthy community. This Plan also states that, "new families must make old neighborhoods their new homes". A new 71 unit townhouse development that wipes out another green area, undermines your plan. I think you need to write a new General Plan that reflects reality. If I were a member of the Planning Commission, I think I would make a recommendation that all new development be halted until someone figures out how to solve the traffic issues in this city. Have you driven here lately?

Again, my neighbors and I know that using our voices to speak out on our own behalf is a futile exercise, but ultimately, I want to at least be able to say that I tried to encourage people to do right thing

for all of us. In the two years that I have lived here, I have to say that the quality of life has been going down steadily, to the point where I am beginning to think about leaving when I can. This is a shame. But relentless development, subpar shopping and dining options (TWO Walmarts...? Really?), and the ever worsening traffic overshadow the positives of the area – namely the natural beauty, which, ironically, is slowly being destroyed with the consent of the very people who have been entrusted with its preservation. I've included the Mayor on this as well, because leadership matters, and I want her to know that a great many of us are disappointed in the direction in which our community is being taken. But as is the case seemingly everywhere in the country, the only voices that get heard are the voices of the wealthy and influential.

Sincerely,

Michael E. Nuss

Logan, Utah



Planning Commission <planning.commission@loganutah.org>

Project Number PC 21-036

mickelle Taylor <mickellemarie@hotmail.com>

Sun, Jul 18, 2021 at 7:47 PM

To: "planning.commission@loganutah.org" <planning.commission@loganutah.org>

Planning Commission,

I am a resident in the Rose Hill neighborhood off of 1800 S and am %100 opposed to the application by the Hoggans to change the zoning from Traditional Neighborhood Residential (NR-6) to Mixed Residential Low (MR-12). As are all of the residents I have talked with in our neighborhood. We have been aware that the zoning code was for a traditional neighborhood and were fully expecting that to take place eventually, but now to think of 71 town homes going in behind our neighborhood in such a small space is a real punch in the gut and we would have bought a home somewhere else if we had previously known this was going to be the case. Why does Logan City want to cram so many people in such a small space? Obviously, our quality of life means nothing to Logan City if they really make this change. The city cannot accommodate that many people on this property. Traffic is already becoming a problem and the city isn't doing anything to help. With the backed-up line of cars at the intersection of 1800 S and 1000 W, trying to make a left turn to travel north onto 1000 W without a stoplight is nearly impossible and incredibly dangerous most times of the day. The roads in our neighborhood are small and opening up 1900 S to a neighborhood with 71 townhomes in it will be dangerous. Our narrow roads cannot accommodate this! There are so many kids in our neighborhood that play outside together and creating more unnecessary traffic will make it extremely dangerous for the children that live here. It really is so disappointing that Logan City is more concerned with just packing people in than actually creating a quality of life that's something to be proud of.

My suggestion would be to just leave that zoning code the way it is. Just keep it as a Traditional Neighborhood Residential zone. My better suggestion would be to have it re-zoned to be a park and the city can buy the property to improve the quality of life for its residents and preserve the wetlands and wildlife that are already thriving there.

Thank you for taking the time to review our concerns about this change. Please, please, please don't make this zone change.

-Mickelle Taylor

To Whom It May Concern,

I am writing this letter regarding the proposed zone change to the Hoggan Property asking to develop a 71-unit townhouse community. I live in the Rose Hill Neighborhood directly east of this land and my home backs the fence along this area. I am strongly against the change to the 71-unit townhomes.

My first concern is the traffic this number of townhomes would add to 1800 South. The Woodmore Pointe Townhomes are already being built to the east of our neighborhood and has generated a lot of added traffic. There is no light on 1800 S to turn onto 1000 West. Turning left is difficult due to the speed of the oncoming traffic on 1000 West and adding a ton of cars waiting to turn is frustrating especially when school is in session.

My next concern is if the road will be opened into this area. We have many small children in our neighborhood, and I don't want any extra cars driving through our quiet area. We also have a park paid for through our HOA fees. With a road opened to this many townhomes, I would be concerned of those living in this area coming and using our park. We already have a problem with people using our park that do not live in our neighborhood and adding another 71 families to that would be a big problem.

What will happen to the ponds behind our house right on the corner of 1800 S and 1600 W? There are many birds that live there. We love that we can see a variety of wildlife so close to our home. There are farms just west of us as well. How will all these townhomes affect the farms with all the added construction?

We chose to buy our home because it was in a quiet and safe area. I feel like we already have a lot of high-density buildings being built next to us, we do not need any more. If there needs to be construction; I would rather have it be single family homes. I do not want the great community we have in the Rose Hill neighborhood to be bombarded with so much transient type homes. Our neighborhood is a place people want to stay and live for several years. Townhomes encourage a lot of moving in and out because most people will not permanently live in a townhome. Again, I strongly object to the zoning change.

Thank you for your time and consideration of my concerns.

Sincerely,

Shelley Edwards

Rose Hill Homeowner

City Counsel,

We are writing this letter to show our strong opposition in the development of the 71-townhome community located at approximately 1800 South 1600 West; TIN 03-005-0048. (Woodruff Neighborhood). We believe that this development will have a negative impact on the residents that already reside within the Rose Hill Community and will cause more damage than good. We believe this development will cause traffic and safety problems and home values will decrease.

Traffic is already a common concern within the neighborhood. Merging onto S 1000 West has already presented problems and with the development of the townhomes that are already being built by 1820 South we predict further problems will occur. Heavy traffic has increased in this area and there is a surge of traffic at multiple times in the day that makes it difficult and timely to merge onto S 1000 West. With the proposed development being built we can only imagine how much traffic will increase and make it nearly impossible to come and leave in a timely manner.

It has been mentioned that W 1900 S will become a major road. This road is already narrow enough and has homes on both sides of the road. Often times cars are parked along this road making it difficult and tight to maneuver vehicles down this street. If this road is made into a major road there will be an increase in traffic that may result in traffic jams. With the area currently not being a dead-end street there is no drive through traffic. Opening that road will create drive through or commuter traffic that is not safe for residents or children.

The Rose Hill Community is currently a Cul-de-sac that has created safer streets for children and residents. People often drive much slower since it is a dead-end street. Using this road as a major road will create an increase in driver speed and flow of traffic which will make the street dangerous for children and residents that currently live on or by the street.

The Rose Hill Community takes pride in the neighborly environment that takes place within the neighborhood. With the quieter streets families are often found in the front yards or on the streets in front of their homes playing with their young children and interacting with neighbors. This has created an environment for block parties and activities between neighbors. Having a busier street will destroy the neighborly environment causing families to spend less time in their front yards and streets due to it being dangerous for their young children.

In Cul-de-sac's there is a decrease in burglary and vandalism rates due to not having easy access. Without a drive through street criminals become more visible and often avoid these areas. Turning W 1900 S into a major road will create an easier environment for burglaries and vandalism to occur.

The Cul-de-sac is an appealing life style and has great curb appeal, these both in turn increase the property values of the current homes. With the proposed development the Rose Hill Community will no longer be a Cul-de-sac and will become a main route of traffic which will lower the value of the homes within the community.

The Rose Hill Community members have monthly HOA fee that pays for the maintenance of the park and pavilion around our homes. Opening our subdivision on both ends will result in the park being used by members not of our community. There are not a lot of close parks by our homes that you can get to without having to go across highways. Therefore, our park is very appealing to young families. Young families often are the ones who reside within town homes and with the park being in the middle of both

the town home developments the park will have a heavy increase of people playing at the park. The problem with this is our park is not massive and does not have enough grounds or equipment for the children and families that already within our community. With the road being opened to both sets of town homes communities our park will pull families from both those communities which will make it difficult for the residents to utilize the park and pavilion without it being full. We currently are the only ones that pay for the park and upkeep of the park and having other people use it will limit our ability to use the pavilion and park that we pay for. We as a neighborhood try to clean up after the park due to it be a reflection on our neighborhood and homes. There are no trash cans at the park and with an increase of people coming there will be more trash and liter left on the park grounds that the townhome community will not feel obligated to pick up or care for since it is not a reflection of their neighborhood or will not decrease the value of their homes.

We purchased our home because we loved the environment, the neighborhood and the community. We are saddened that this will have a negative impact on our environment, the traffic and safety of our community, our interactions with our neighbors, and value of our property that we have taken such pride in. We strongly urge you to disapprove the proposed rezoning for the 71-townhome unit.

Thank you for your service and support in our community.

Sincerely,

Tate and Briana Smith