



**Project #23-008  
Residential Driveways & Parking  
Land Development Code Amendment**

**REPORT SUMMARY...**

<i>Project Name:</i>	Residential Driveway & Parking Standards
<i>Proponent/Owner:</i>	Community Development Department
<i>Project Address:</i>	Citywide
<i>Request:</i>	Code Amendment
<i>Type of Action:</i>	Legislative
<i>Date of Hearing:</i>	February 9, 2023
<i>Submitted By:</i>	Mike DeSimone, Director

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**RECOMMENDATION**

Staff recommends that the Planning Commission recommend **approval** to the Municipal Council of the proposed amendments to Chapters 17.09, 17.29, 17.30, and 17.31 of the Land Development Code.

**REQUEST**

This is a proposal to update driveway, parking, accessory structures and storage requirements on residential lots.

**SUMMARY OF CHANGES**

17.09.020 & 030 – added a street classification to each alternative in the graphic contained in 17.09.020; removed parking standards in 17.09.030 as these are located in Chapter 17.29; and updated the residential accessory language in 17.09.030.

17.29.060 Driveway Specifications – updated the residential driveway standards for single driveways, second driveways, and circular driveways.

17.30.170 - 190 Connectivity Standards – modified the minimum number of street connections by number of lots in 17.30.170; modified the infill/flag lot applicability thresholds for infill subdivision types in 17.30.180; and updated the code language in 17.30.190.

17.30.200 – updated the prohibited storage and accessory structures in the commercial & industrial zones.

17.31.080 – updated the parking standards for recreational and utility vehicles in residential areas.

**STAFF RECOMMENDATION AND SUMMARY**

Many of these proposed LDC updates are the result of code enforcement issues and a lack of clarity in the LDC. Others are the result of problems we have seen through the subdivision process, especially when a second or third street connection is required for a relatively small subdivision. The driveway standards in 17.29.060 are especially important as we have seen an increase in the illegal or unpermitted installation of a second driveways and, while there is a demand for people to have a second driveway to store a boat or RV behind their house, we currently lack clear standards for multiple driveways on residential lots.

## **GENERAL PLAN**

The Land Development Code was prepared and adopted to implement the vision expressed in the General Plan. The proposed amendments continue to implement the vision of, and are consistent with, the General Plan.

## **PUBLIC COMMENTS**

As of the writing of this report, there has not been any public comment. Public comments received prior to the preparation of this report will be included as an attachment. Any other comments will be forwarded to the Planning Commission.

## **PUBLIC NOTIFICATION**

Legal notices were published in the Herald Journal on 12/31/22, posted on the City's website and the Utah Public Meeting website on 1/02/23, and noticed in a quarter page ad on 12/29/23.

## **AGENCY AND CITY DEPARTMENT COMMENTS**

As of the time the staff report was prepared, no comments have been received.

## **RECOMMENDED FINDINGS FOR APPROVAL**

The Planning Commission bases its decisions on the following findings:

1. Utah State Law authorizes local Planning Commission to recommend ordinance changes to the legislative body (Municipal Council).
2. The Code Amendments are done in conformance with the requirements of Title 17.51 of the Logan Municipal Code.
3. The proposed Code Amendments are consistent with the Logan City General Plan.
4. The proposed Code Amendments to Chapters 17.09, 17.29, 17.30, and 17.31 clarify driveway, parking, connectivity, accessory use, and storage standards on residential properties.
5. No public comment has been received regarding the proposed amendments.

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

<b>For Staff Only</b>				
<input type="checkbox"/> <b>Planning Commission</b>		<input type="checkbox"/> <b>Land Use Appeal Board</b>		<input type="checkbox"/> <b>Administrative Review</b>
<b>Date Received</b> 12/1/22	<b>Received By</b>	<b>Scheduled Meeting Date</b> Jan. 12, 2023	<b>Zone</b>	<b>Application Number</b> PC 23-008
<b>Type of Application (Check all that apply):</b>				
<input type="checkbox"/> Design Review <input type="checkbox"/> Conditional Use <input type="checkbox"/> Subdivision <input type="checkbox"/> Administrative Design Review <input checked="" type="checkbox"/> XX Code Amendment <input type="checkbox"/> Appeal <input type="checkbox"/> Zone Change <input type="checkbox"/> Other				
<b>PROJECT NAME</b> Land Development Code Amendments – 17.09, 17.29, 17.30, 17.31 (Residential Driveway & Parking Standards)				
<b>PROJECT ADDRESS</b>			<b>COUNTY PLAT TAX ID #</b>	
<b>AUTHORIZED PROJECT REPRESENTATIVE FOR OWNER</b> Mike DeSimone			<b>PHONE #</b> 435 716 9022	
<b>MAILING ADDRESS</b> LOGAN CITY HALL 290 NORTH 100 WEST LOGAN UTAH 84321		<b>CITY</b>	<b>STATE</b>	<b>ZIP</b>
<b>EMAIL ADDRESS</b> MIKE.DESIMONE@LOGANUTAH.ORG				
<b>PROPERTY OWNER OF RECORD</b>			<b>PHONE #</b>	
<b>MAILING ADDRESS</b>		<b>CITY</b>	<b>STATE</b>	<b>ZIP</b>
<b>EMAIL ADDRESS</b>				
<b>DESCRIBE THE PROPOSED PROJECT AS IT SHOULD BE NOTICED AND PRESENTED</b> (Include as much detail as possible - attach a separate sheet if needed)			<b>Total Lot Size (acres)</b>	
AMEND CHAPTER 17.07 "GENERAL DEVELOPMENT STANDARDS; RESIDENTIAL ZONES" TO REMOVE RESIDENTIAL DRIVEWAY REQUIREMENTS; AMEND CHAPTER 17.29 "STANDARDS, SPECIFICATIONS, AND IMPROVEMENTS" TO INCLUDE RESIDENTIAL DRIVEWAY REQUIREMENTS; AMEND CHAPTER 17.30 "SUPPLEMENTAL DEVELOPMENT STANDARDS" TO MODIFY STREET CONNECTION REQUIREMENTS; AND AMEND CHAPTER 17.31 "PARKING" TO UPDATE RV & UTILITY TRAILER PARKING IN RESIDENTIAL NEIGHBORHOODS.			<b>Size of Proposed New Building (square feet)</b>	
			<b>Number of Proposed New Units/Lots</b>	
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		
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		

**City Council: Workshop 2/7/23 Hearing 2/21/23**

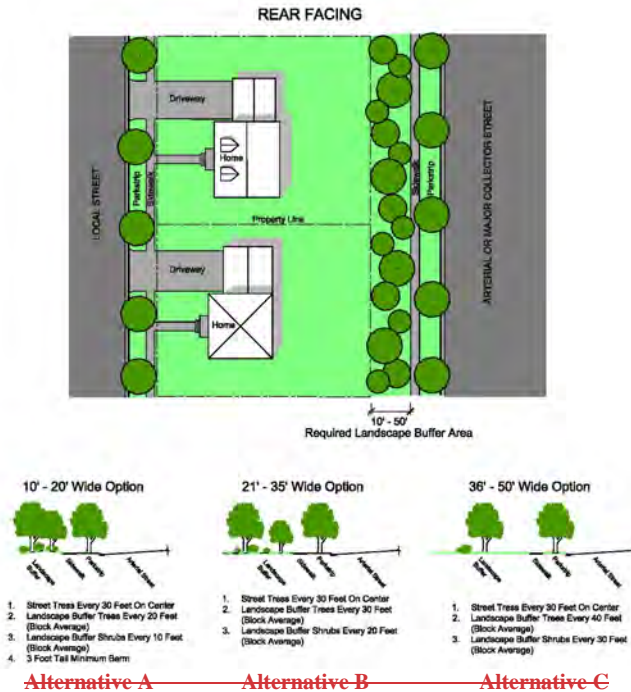
## Chapter 17.09: General Development Standards: Neighborhood Residential Zones

Proposed LDC Changes:

### §17.09.020 Single - Family Residential

#### B. Building Placement and Orientation Standards.

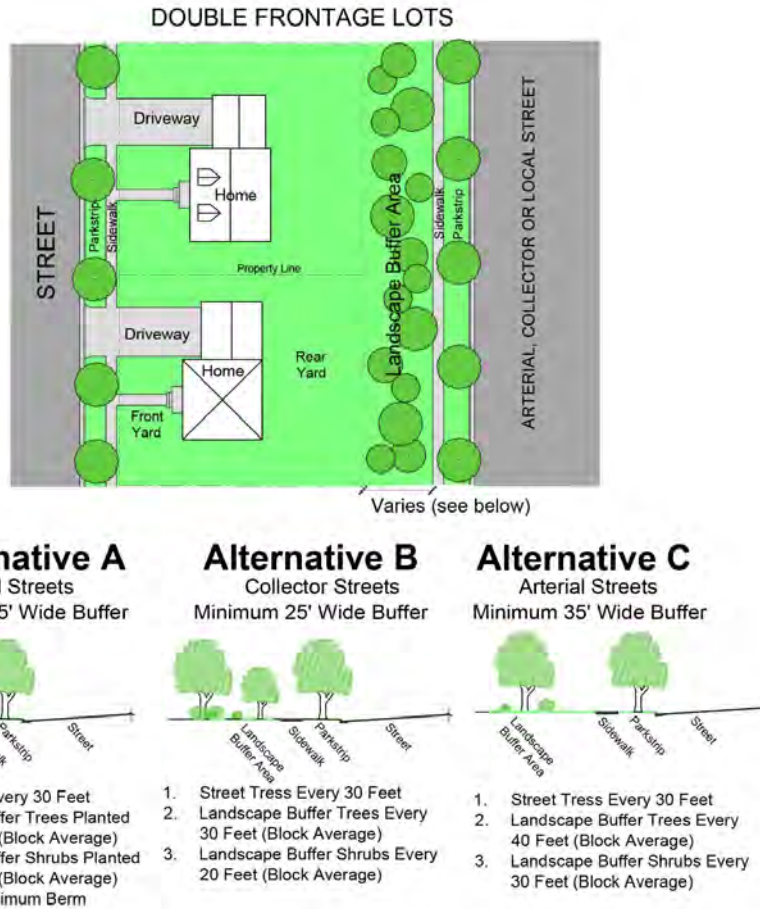
1. It is intended to ensure that new development is pleasant and inviting to pedestrians by placing buildings closer to the street and by making primary building entrances more visually prominent and easily accessible.
2. In cases where it is not practical to orient buildings to streets, the intent of these standards is to use a combination of setbacks and low-level screening to soften the visual impact of side or rear facing facades and to create street frontages that are inviting and pleasant for residents and passersby.
3. Buildings and their primary entrances shall be oriented to streets or common courtyards unless prohibited by unique site conditions (see Figures 17.09.020.B.1 and 17.09.020.B.2).
4. Alternatives to these building orientation standards may be permitted for single family residential buildings, as illustrated in Figure 17.09.020.B.3 and based on street type. Alternative “A” is applicable to local streets, alternative “B” is applicable to collector streets, and alternative “C” is applicable to arterial streets.



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17.09: General Development Standards: Residential Zones

Proposed New Graphic to Replace One Above:



**§17.09.030 Residential ~~Parking and~~ Accessory Structures**

- A. This section provides standards for the placement, and orientation ~~parking areas, and of residential~~ accessory structures. It is intended to ensure that ~~the placement of new residential accessory structures development and street frontages~~ are consistent with a traditional pattern of neighborhood development, in which garages, driveways, parking lots, and accessory structures are visually subordinate to primary uses, ~~front yard setbacks are free of vehicle storage, and streetscapes are inviting to pedestrians.~~
- B. The provisions of this section apply to all new accessory development in the residential zones.
- C. Garage, Carport and Automobile Tent Standards.

17.09: General Development Standards: Residential Zones

1. No individual garage or other accessory structure shall exceed 100% of the primary structure's ground floor gross floor area.
2. All detached accessory structures greater than two hundred (200) square feet in size shall require a building permit. No detached garage or other accessory structure shall be located within six (6) feet of another structure, except where a common wall is approved. ~~or as allowed in subsection 6 below.~~



The garage is set back from the primary structure.

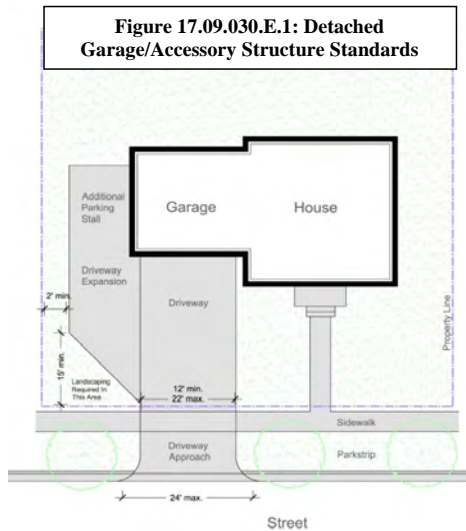
3. Carports may be permitted provided they comply with ~~minimum the accessory structure~~ setbacks. When used to cover an approved off-street parking space, carports equal to or less than two-hundred (200) square feet in size may be located less than six feet (6') from the primary structure.
4. If an accessory structure is less than or equal to ~~120~~200 square feet and less than or equal to 10 feet high at highest portion, one (1) foot side and rear setbacks are allowed. Otherwise, standard setbacks apply. If the side yard is adjacent to a street, the accessory structure must be a minimum of 20 feet away from the street side property line.
5. Automobile tent canopies, portable carports, accessory sheds, or similar structures are prohibited in the front yard (between dwelling and street), are only permitted in the side or rear yards and shall comply with minimum setbacks.

D. Prohibited Accessory Structures.

Shipping containers, semi-trailers, boxcars, or similar structures shall not be installed, stored nor maintained on residential properties.

E. ~~Driveways & Parking.~~

1. ~~The maximum width of the curb cut for private driveways is 24 feet. Within 15 feet of the right of way, the minimum width of a driveway shall be 12 feet while the maximum width of a driveway shall be 22 feet (See Figure 17.09.030.E.1).~~
2. ~~No driveway shall be located closer than four (4) feet to another driveway (measured edge to edge) and no driveway shall be located closer to a side lot line than 2 feet. A shared driveway on two separate parcels is exempt from this provision; however, the width of a shared driveway shall not exceed 22'.~~
3. ~~Corner lot driveways shall be located a minimum of 30 feet away from the corner.~~



17.09: General Development Standards: Residential Zones

~~as measured from the corner or projected corner, of intersected property lines.~~

- ~~4. Only one driveway access is permitted per single family residential lot unless a second driveway access is permitted by the Director consistent with Section 17.29.060.B.~~
- ~~5. No parking is permitted in the front setback, unless in a permitted driveway on private property.~~
- ~~6.5. The minimum length of a driveways leading to a garage shall be at least 20' in depth to accommodate vehicular parking outside of the public right of way, parkstrip, or sidewalk.~~

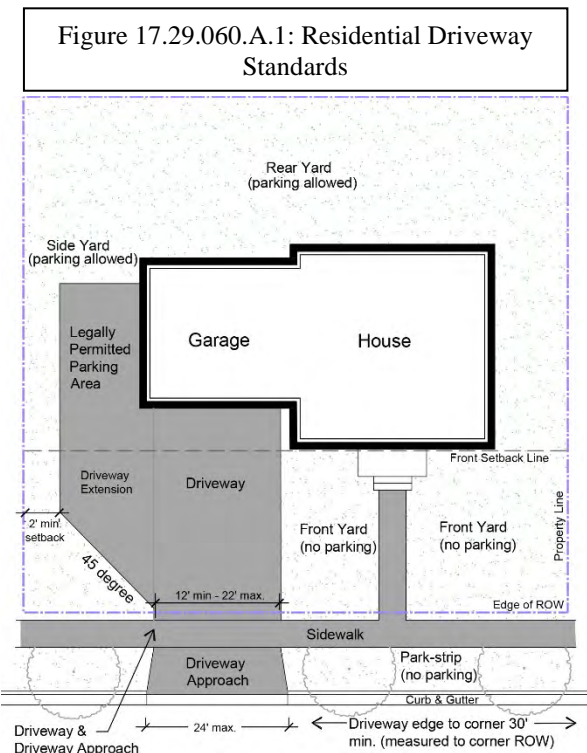
## Chapter 17.29: Standards, Specifications, and Improvements

Proposed LDC Changes:

### §17.29.060. Driveway Specifications

#### A. Residential Driveways.

1. All off-street parking areas shall be accessed through an approved driveway approach (curb cut) permitted by the City. Prior to initiating any work on a driveway or a driveway approach, a right of way access permit from the Public Works Director and a driveway permit from the Community Development Director are required.
2. New residential driveways shall access onto a local or gridded residential street. Proposals for new residential driveways that replace an existing driveway or provides access to an existing residential lot that lacks current access to a local or gridded residential street, may be permitted by the Public Works Director and the Community Development Director.
3. It is unlawful to drive a motor vehicle on any sidewalk, park strip, or any other area behind the curb within a public right of way, with the exception of within an approved and permitted driveway approach.
4. Driveways shall lead to a garage or parking area located outside the front setbacks, side and rear setbacks. The width of a driveway at the edge of the right of way (row) shall be a minimum of twelve (12) feet and a maximum of 22 feet wide. The Director may permit a narrower driveway based on existing site conditions. is - Driveways serving residential developments shall not be less than twelve (12) feet in width for single lane driveways.
5. The maximum width of the driveway approach (curb cut) shall not exceed 24 feet. The driveway approach (curb cut) and the driveway located behind the property line shall be a consistent width to prevent driving over the curb or parkstrip. A driveway expansion or extension requires review and permitting by the City
6. A driveway leading to a legal parking area on the side or rear of the home shall flair at a 45 degree angle from the front property line. The triangular area shall be landscaped and shall not be driven over or parked on. See Figure 17.29.060.A.1.
7. A residential driveway shall be located at least two (2) feet from a side or rear property line. A shared driveway on two separate parcels is exempt from



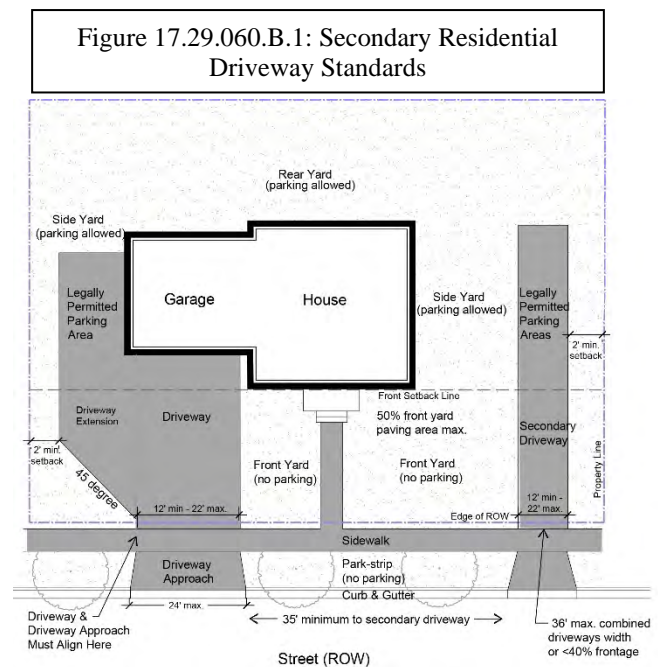


17.29: Standards, Specifications, and Improvements

- this provision; however, the width of a shared driveway shall not exceed 22'.
- 8. Corner lot driveways on a local or gridded residential street shall be located a minimum of 30 feet away from the corner.
- 9. Parking on residential property is not permitted in the front setback unless in a permitted driveway. A permitted driveway shall be at least 20' in depth (as measured from the near edge of the right of way to the garage) in order to accommodate vehicular parking outside the public right of way, parkstrip, or sidewalk.
- 10. A driveway shall be improved with a hard surface material such as concrete, asphalt, masonry, pavers, or similar materials, and shall be designed and constructed to ensure that stormwater is not diverted to adjoining properties.
- 11. The total front yard area, including driveways, walkways, patios, etc., shall not exceed 50% of impervious or hardened surface (pavement, pavers, hardscape, etc.). Only one driveway is permitted on a single family residential lot, except as specified in subsection 17.29.060.B for circular driveways. More than one driveway may be permitted for multi-dwelling structures, if approved as a part of the design review permit for new construction or with a right-of-way access permit.

B. Secondary Residential Driveways ~~Circular Driveways~~. Secondary driveways on residential properties may be permitted ~~Circular driveways may be permitted~~ by the Director or the Director of Public Works for residential development on ~~minor local or gridded residential collector or residential streets~~ subject to the following standards (See Figure 17.29.060.B.1): ~~Maximum driveway width of a circular drive shall be ten (10) feet within the property and twelve (12) feet at the street. Circular driveways shall only be permitted if the lot frontage is greater than 100 feet in width or a corner lot with at least 100 feet of clearance from curb on the intersection for each driveway. A right-of-way access permit shall be required.~~

1. Prior to initiating any work on a secondary driveway or a second driveway approach, a right of way access permit from the Public Works Director and a driveway permit from the Community Development Director are required.
2. Second driveways shall be designed and constructed in accordance with the design requirements as set forth in Figure 17.29.060.B.1.
3. The width of a secondary driveway at the edge of the right of way (row) shall be a minimum of twelve (12) feet and a maximum of 22 feet wide. The Director may permit a narrower driveway based on existing site conditions.
4. The secondary driveway approach (curb cut) shall be at least 12 feet and no more than 24 feet in width.
5. The total combined width of all driveways (primary and



## 17.29: Standards, Specifications, and Improvements

secondary) on the same property shall not exceed 36' or 40% of the property frontage, whichever is less.

6. There shall be at least 35' between each driveway approach located on the same property and as measured along the curb face.
7. The secondary driveway shall be located at least 2' from property lines.
8. All secondary driveways shall lead to legally permitted parking areas, be improved with a hard surface material such as concrete, asphalt, masonry, pavers, or similar materials, and be designed and constructed to ensure that stormwater is not diverted to adjoining properties.
9. A secondary driveway shall be located at least 30' from the side yard property line adjacent to a street intersection.
10. Secondary driveways on residential properties fronting a collector or arterial roadway shall be reviewed by the Director of Public Works or City Engineer and may be approved on a case by case basis.

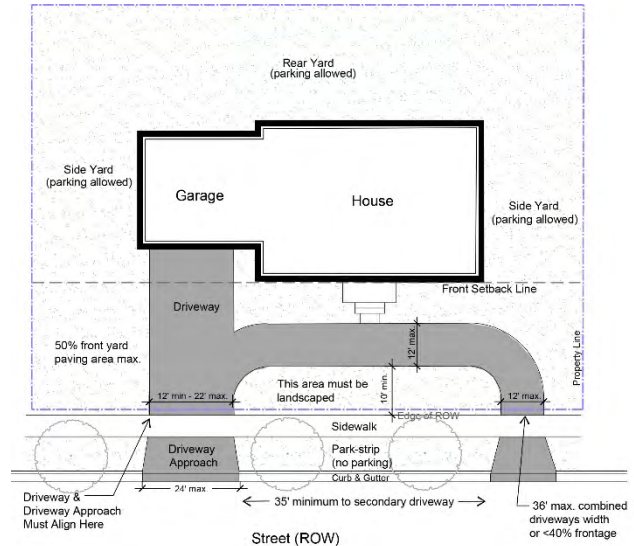
C. Circular Residential Driveways. A circular driveway may be permitted by the Director or the Director of Public Works for residential development on a local or gridded residential street subject to the following:

1. Prior to initiating any work on a circular driveway and driveway approaches, a right of way access permit from the Public Works Director and a driveway permit from the Director are required.
2. The driveway and driveway approaches (curb cuts) for circular drives shall meet all of the minimum width, separation and coverage standards that apply to primary and secondary driveways described in Subsection A & B above with the exception that the maximum width of a circular driveway is twelve (12) feet.
3. Circular driveways shall be designed and constructed in accordance with the design requirements as set forth in Figure 17.29.060.C.1.
4. The midpoint of the circular driveway shall be setback at least 10' from the front property line. The area between the minimum interior arc and the front property line shall be landscaped at all times and shall not be filled with cement, asphalt, or any other paving material. Parking is prohibited in this area.
5. Circular driveways on residential properties fronting a collector or arterial roadway shall be reviewed by the Director of Public Works or City Engineer and may be approved on a case by case basis.

D. The minimum number of driveways or connections to public roadways serving multi-dwelling structures shall comply with Table 17.30.170.E.2, and shall be reviewed through the design review permit process for new projects, or through the right-of-way access permitting and driveway permitting processes for existing projects. The design and location of driveways serving multi-dwelling structures shall be in accordance with Logan City Public Works Standards.

E. Non-Residential Driveways.

Figure 17.29.060.C.1: Circular Residential Driveway Standards



## 17.29: Standards, Specifications, and Improvements

1. The design and location of driveways serving multi-dwelling structures shall be in accordance with Logan City Public Works Standards.
  2. Entry (ingress) lanes shall be limited to a maximum width of sixteen (16) feet, except as noted in this subsection.
  - ~~23.~~ Exit (egress) lanes shall be at least twelve (12) feet wide with one lane for each turning movement. If there is a lateral (straight across) alignment approved by the decision-makers, there shall be a third twelve (12) foot lane for ~~through~~straight traffic.
  - ~~34.~~ Typical non-residential driveway widths shall be forty (40) feet (one 16' ingress lane and two 12' egress lanes) with a maximum established at 52 feet when approved by the Director of Public Works.
  - ~~45.~~ The ~~decision-makers or~~ Director of Public Works or the City Engineer may approve varied widths based on site and project specific conditions and traffic safety.
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## Chapter 17.30: Supplemental Development Standards

### §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.
- B. Stubbing of streets to allow for future street extensions through adjoining developable parcels is required for all new developments. The street system shall be designed to connect with existing, proposed, and planned streets outside of the development. All street stubs shall be provided with a temporary turn-around unless specifically exempted by the Fire Chief. The restoration and extension of the street shall be the responsibility of any future developer of the abutting land.
- C. The installation of street stubs to connect with future development on adjoining parcels is consistent with the connectivity requirements of this Chapter; however, all development will be reviewed for impacts created by incremental growth including an analysis of the impacts on future connectivity and compliance with minimum fire access requirements. Depending upon the project location and regardless of the number of dwelling units or lots proposed within a specific phase, stubbing a road for a future connection to an adjoining parcel may be determined to be inadequate. Logan City may require, as a condition of project approval, that rather than install a street stub, the proponent is required to construct a public road connecting to a public roadway consistent with the provisions of this Title and Fire Code access requirements.
- D. The hearing body may grant adjustments to the standards in Sections 17.30.160 and 17.30.170 upon finding that the proposal is consistent with the purpose of the zone in which it is located, is consistent with the intent of this section, and there are no practical design alternatives for complying with the subject standard.
- E. Street and pedestrian connections as well as connection spacing (block length) shall be provided as shown in Tables 17.30.170.E.1 and 17.30.170.E.2, unless modified through the review process or due to other provisions of this Title.

**Table 17.30.170.E.2: Minimum Number of Street Connections by Size of Residential Development**

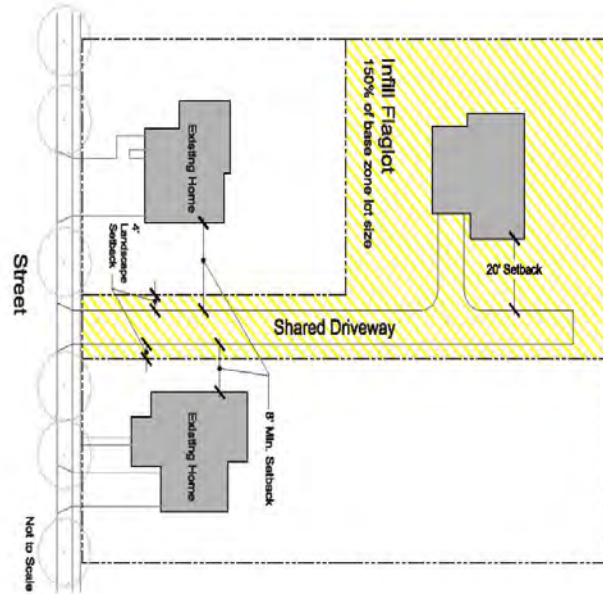
Number of <del>Dwelling Units</del> Residential Lots Served	Number of Connections
Greater than <del>20</del> <u>51</u>	3
<del>9-20</del> <u>21-50</u>	2
1- <del>8</del> <u>20</u>	1

### §17.30.180 Residential Infill and Flag Lot Development Standards

- A. The standards in this Section apply to development proposals within the interior of existing Logan Blocks where development exists around at least 50% of the perimeter of the property.
- B. Infill or flag lot subdivisions of up one (1) to two (2) additional lots shall meet the following standards (see Figure 17.30.180.B.1):

## 17.30: Supplemental Development Standards

1. **Minimum Lot Size.** The minimum size of a proposed lot shall be 150% of the minimum lot size established by the underlying zoning district. The base lot shall meet the minimum lot size of the underlying zoning district.
  2. **Road Standards.** Access may be provided by a shared driveway with a minimum pavement width of 20'. Sidewalks, curb, gutter and parkstrip are generally not required. The shared driveway shall maintain a four (4) foot setback from all adjoining property lines and an eight (8) foot setback from existing residential structures. The four (4) foot setback area shall be landscaped and maintained.
  3. **Building Setbacks.** New construction shall maintain a 20' front setback from the paved edge of the shared driveway to ensure adequate parking is available for each of the proposed lots. All side and rear setbacks shall be consistent with the underlying zoning district.
- C. **Infill or flag lot subdivisions of ~~three (3) or more~~ two (2) to eight (8) lots shall meet the following standards:**
1. **Minimum Lot Size.** The minimum size of a proposed lot shall be 125% of the minimum lot size established by the underlying zoning district. The base lot shall meet the minimum lot size of the underlying zoning district.
  2. **Road Standards.** Road access and improvements shall be provided within a separate right of way and may terminate with a cul-d-sac or loop road. The access road shall contain two travel lanes and one lane of parking within a minimum paved surface of 28'. Curb, gutter, sidewalk and parkstrip are required along the entire stretch of roadway. Minimum turn-around areas for emergency vehicles shall also be placed within the right of way. All improvements shall be constructed according to minimum City standards. Road improvements shall be located such that existing residential structures meet a minimum setback of 15' as measured from back of curb to building foundation.
  3. **Building Setbacks.** New construction shall meet minimum setbacks of the underlying zoning district.



**Figure 17.30.180.B.1: Infill and Flaglot Development Standards**

### §17.30.190 Future Street and Block Master Plans

- A. ~~This section guides site development so that infill can occur over time that creates Blocks from Superblocks, and Mini-blocks from Blocks. Planning for street connectivity and new blocks helps provide transportation options, walkable streets, and efficient use of land.~~

## 17.30: Supplemental Development Standards

~~B. These standards apply to all new multi-family, commercial, mixed use, and public development sites greater than 5 acres.~~

~~Future Street and Block Plan.~~

- A. All new multi-family, commercial, mixed use, industrial, and public developments on sites larger than ten~~over five~~ acres must include within their development proposal a plan illustrating how the subject property could be divided into Blocks or Miniblocks (see Figures 17.30.170.A.1 and 17.30.190.C.1)~~, depending on the zone or overlay zone~~.
- B. Initial development shall be sited so that future block creation is possible (see Figure 17.30.190.C.1.). Future development shall be sited so that new blocks are formed and the new infill development is oriented to streets and other public spaces (see Figure 17.30.190.C.2.).

**§17.30.200 Outdoor Storage and Display – Commercial & Industrial Standards****A. Outdoor Storage Areas.**

Outdoor storage areas shall be paved with hard surface paving (unless otherwise approved by the Director) and screened with landscaping and either opaque fencing or a wall at least six (6) feet in height sufficient to screen the storage from view of a public street and adjacent residentially zoned properties. Outdoor storage is not permitted in the front yard and shall be at least 30' from any adjacent residentially zoned property.

**B. Outdoor Displays in all Commercial and Industrial Zones.**

Outdoor displays in front of buildings and within parking lots, e.g., automobiles, lawnmowers, snow blowers, trailers, tires, garden supplies, plants, sheds, fencing, building materials, and general merchandise, may be displayed in front of buildings and within parking lots provided said displays do not block pedestrian walkways, do not encroach into minimum required parking stalls for the business, maintain a minimum setback of 10' from driveways, and remain outside the minimum front yard setbacks for the underlying zone.

**C. Outdoor Displays in the Town Center Zones (TC-1 & TC-2).**

Outdoor displays for buildings in the TC-1 and TC-2 zones where the front of the building is adjacent to a public sidewalk, may display general merchandise within the first three (3) feet of the public sidewalk directly adjacent to the building front provided at least four (4) feet of public sidewalk remains clear for pedestrian travel, and all merchandise is removed from the sidewalk and stored inside the business after normal operating hours. Buildings in the TC-1 or TC-2 zone not directly adjacent to a public sidewalk and with a parking area between the building and the sidewalk shall adhere to the outdoor display standards in subsection 17.030.200.B.

**D. Traffic and Pedestrian Safety.**

No outdoor displays shall be permitted to block required driveways, drive and parking aisles, required parking spaces, public rights-of-way, traffic visibility, nor be located upon any landscaped areas.

**E. Prohibited Storage and Accessory Structures.**

Shipping containers, semi-trailers, boxcars, or similar structures shall not be installed, stored, nor maintained in a yard (front, side, rear) of a commercial building fronting onto a public right of way, unless directly related to the purpose of that business. Temporary placement and use of these types of accessory structures in a yard fronting onto a public right of way may be approved by the Director provided such duration is limited to 15 days or less.

~~E.~~ The Director may waive some of the outdoor storage and/or display requirements for special events licensed by the City.

## Chapter 17.31: Parking

Proposed LDC Changes:

### §17.31.080. Residential Parking

C. Heavy Vehicle Storage in Neighborhood Residential Districts.

The parking or storage of any commercial truck or truck trailer is prohibited in Neighborhood Residential Districts except when located outside of front yards, minimum setbacks, and public rights-of ways. A commercial truck or trailer may be parked within a residential garage in a Neighborhood Residential District. In no case shall a commercial truck or trailer be stored or parked between a street and primary structure. This prohibition does not apply to vehicles making deliveries or pick-ups.

D. Parking of Recreational and Utility Vehicles ~~within a Private Driveway in~~ Neighborhood Residential Districts.

~~The parking or storage of a Recreational Vehicle is prohibited in Neighborhood Residential Districts except when located outside of front yards, minimum front setbacks, and public rights of ways. In no case shall a Recreational Vehicle be stored or parked between a street and primary structure. This prohibition does not apply to a Recreational Vehicle being prepared for travel or use elsewhere, and is limited to a period of time not exceeding 24 hours.~~

Recreational vehicles, including travel trailers, camping trailers, motorhomes, truck campers, and boats; utility vehicles, including utility trailers, box trailers, horse or livestock trailers, and flatbed trailers; and any other recreational or utility vehicles and equipment may be parked subject to the following:

1. Recreational and utility vehicles shall be kept in reasonable repair and operable condition and shall be parked in a legally established parking area, a detached or attached garage, accessory building, or the rear yard or side yard provided it does not extend beyond the front facade or front building line of the home. Parking is prohibited in the front yard outside of a legally established parking area and is prohibited in the street facing side yard of a corner lot unless it is located outside of the minimum setbacks.
2. A recreational or utility vehicle may be parked on the public right of way for the purposes of loading and unloading for a period of time not exceeding 24 hours.
3. The temporary occupancy of a recreational or utility vehicle while parked or stored on a residential lot in the Neighborhood Residential District is prohibited.
4. The storage of inoperable recreational or utility vehicles, or similar equipment, on a residential lot is prohibited as per Logan Municipal Code 8.38.
5. Using Streets for Storage. No person shall park or occupy a recreational or utility vehicles, or other similar equipment, on any public right of way for a period of time exceeding 24 hours.

### §17.31.130. Access and Driveways

Access and driveways shall conform to the standards outlined in Chapters 17.29 and 17.30.