

179 NORTH MAIN, LOGAN, UTAH | DEVELOPMENT SERVICES CONFERENCE ROOM #301

4:00 p.m.

Action Items

1. 3200 West Subdivision 1st **Amendment** – A request to amend the boundaries of a 4-lot subdivision and create an agricultural remainder located at 765-997 South 3200 West, Young Ward. Tax ID: 11-004-0044, -0054, -0023, -0010, -0029.

Adjourn

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DEVELOPMENT SERVICES DEPARTMENT

Building | Surveying | Engineering | GIS | Planning & Zoning | Roads | Weeds

STAFF REPORT: 3200 WEST SUBDIVISION 1ST AMENDMENT

1 November 2017

This staff report is an analysis of the application based on adopted county documents, standard county development practices, and available information. The report is to be used to review and consider the merits of the application. Additional information may be provided that supplements or amends this staff report.

Agent: Cheryl Pinder **Parcel ID#:** 11-004-0044, -0054, -0023, -0010, -0029

Staff Determination: Approval with conditions

Type of Action: Administrative

Land Use Authority: Director of Development Services

LOCATION

Reviewed by Angie Zetterquist

Project Address:

765-997 South 3200 West

Young Ward

Current Zoning: Acres: 57.12

Agricultural (A10)

Surrounding Uses:

North – Agricultural/Residential South – Agricultural/Residential East – Agricultural/Residential West – Agricultural/Residential





FINDINGS OF FACT (28)

A. Request description

- 1. The 3200 West Subdivision 1st Amendment is a request to amend the boundaries of Lots 1-4 and create an agricultural remainder of a previously approved subdivision. No additional building lots are being created.
 - **a.** Lot 1 (11-004-0044) will decrease from 1.42 acres to 0.91 acres.
 - **b.** Lot 2 (11-004-0054) will decrease from 11.26 acres to 0.50 acres.
 - c. Lot 3 (11-004-0023) will remain at 0.5 acres.
 - **d.** Lot 4 (11-004-0029) will legally increase from 0.5 acres to 6.32 acres.
 - **e.** The parcel (11-004-0010) that will become the Agricultural Remainder will increase from 37.62 acres to 48.89 acres.
 - **f.** Parcel 11-004-0031 is not a part of this subdivision.

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B. Parcel legality

- 2. The original divisions of the properties occurred through multiple Conditional Use Permits and boundary line adjustments from parent parcel 11-004-0010.
- **3.** An approved Conditional Use Permit (CUP) in 1977 allowed the construction of a second single-family residence on 11-004-0010 (57 acres) for farm help.
- **4.** In 1991, a CUP was issued to legalize parcel 11-004-0029 as a 0.5 acre parcel from 11-004-0010, which had been previously divided without land use authority as a 0.25 acre parcel. This property was the second single-family residence approved under the 1977 CUP. Parcel 11-004-0029 is now a 6.32 acre parcel; there is no record of a boundary line adjustment or other land use authority approval for the change.
- **5.** In 1992, a CUP was approved for parcel 11-004-0010 (19.63 acres, Lot 56 Richland Acres) to allow the placement of a temporary mobile home for a farm worker. This CUP is recorded against parcel 11-004-0023.
- **6.** In 1994, a CUP was approved for the division of one-acre of land from 11-004-0010 (19.63 acres, Lot 56, Richland Acres) to construct a single family home (11-004-0044).
- 7. A Boundary Line Adjustment (BLA) was approved in 2010, adjusting the boundaries between 11-004-0044 and 11-004-0054 (Lot 56, Richland Acres). The BLA increased 11-004-0044 from 1.0 acres to 1.416 acres and adjusted 11-004-0054 from 11.13 acres to 11.26 acres, which is the current configuration of these two properties.
- **8.** In 2002, a BLA was recorded against parcels 11-004-0010, 11-004-0023, and 11-004-0031.
- **9.** A Building Permit was issued in 1986 for parcel 11-004-0031 (0.5 acres) for a garage and game room addition, making it a legal parcel.

C. Authority

10. §17.02.060 Establishment of Land Use Authority – The Director of Development Services or designee is authorized to act as the Land Use Authority for subdivision amendments between three or fewer property owners.

D. Culinary water, septic system, and storm water

- 11. §16.04.080 [A] Water Requirements Under the proposed amendment, no new lots are being created and the amended lots of the subdivision have existing residential structures located on them with existing water rights assigned: Lot 1 25-892, a21250; Lot 2 25-7348, a48446; Lot 3 25-9633, a69261; and Lot 4 25-7948, a53183. Further proof of approved domestic use water rights is not necessary for this action.
- **12.** §16.04.080 [B] Sewage Requirements Lots 1-4 have existing residential structures located on them; further proof of sewage requirements is not necessary for this action.
- **13.** §16.04.070 Storm Drainage Requirements A Land Disturbance Permit is required for any future development. *See condition #1*.

E. Access

- **14.** §16.04.040 [A] Roads All roads must be designed and constructed in accordance with Title 12 of the County Code.
- **15.** §12.02.010 Roadway Standards Requirements for roadway improvement are provided in the current Manual of Roadway Design and Construction Standards (Road Manual).
- **16.** §16.04.080 [E] Roads and Access A basic road review is required and must consider:
 - **a.** The layout of proposed roads;
 - **b.** An analysis of existing roadway compliance with the Road Manual requirements;
 - **c.** Existing maintenance;
 - **d.** And any additional impacts to the proposed development access roads.

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17. The Road Manual specifies the following:

- **a.** §2.1-A-4 Local Road, Table 2.2 Roadway Typical Sections: Roads with approximately 40 to 1500 Average Daily Traffic (ADT). This includes roadways that have the capacity for moderate to low speeds and moderate volumes. This category provides a balance between through traffic movements and direct access. These facilities move both regional and local rural traffic with emphasis on local movements.
- **b.** Table 2.2 Roadway Typical Sections: Local roads must meet the minimum standards of a 66-foot-wide right-of-way, two 10-foot-wide paved travel lanes with 2-foot-wide shoulders (1-foot-wide gravel and 1-foot-wide paved) for a total width of 24 feet.
- **c.** §2.4-A-1-c: Development on inadequate roadways is not allowed, and any substandard sections of roadway access must be improved to meet the minimum standards specified in the Road Manual.
- **d.** Table A-8 Typical Cross Section Structural Values: The minimum structural composition for gravel roads requires 14" depth of granular borrow, 6" depth of road base, and paved roads required an additional 2.5" depth of asphalt.
- **e.** §2.4-A-4-b: The review of requests for development on existing roadways must occur through the Design Exception process.
- **f.** §1.8 Authority and Design Exception: Consideration and evaluation of a design exception to the Road Manual standards requires full justification and documentation explaining the reasoning as to why the roadway standards cannot be met, why an alternative design or construction method can meet the intent of the roadway standards, and including any other relevant information. *See conclusion #2*
- **18.** A basic review of the access to the existing lots identifies the following:
 - **a.** The existing lots gain access from 3200 West in Young Ward.
 - **b.** 3200 West:
 - i. Is an existing county facility that provides access to the general public.
 - ii. Currently provides access to multiple dwellings, vacant lots, and agricultural parcels.
 - iii. Consists of an average 24-foot paved width and 4-foot wide gravel shoulders.
 - iv. Has an unknown depth and type of material.
 - v. Is maintained year round. See conclusion #2
- 19. The identified access roads will not be impacted by in an increase in ADT due to this proposal. See conclusion #2.

F. Service Provision

- **20.** §16.04.080 [C] Fire Control The County Fire District identified that the existing access is acceptable. Any future development on the property must be reevaluated and may require improvements based on the location of any proposed development. Water supply for fire suppression would be provided by the Logan City Fire Department.
- **21.** §16.04.080 [F] Solid Waste Disposal Logan City Environmental is currently providing service for the subject properties and no comments on the proposed amendment.
- **22.** §16.04.080 [D] School Bus Service There are no changes to school bus service based on this proposed amendment.

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G. Sensitive Areas

- 23. §17.08.040 General Definitions, Sensitive Area; §17.18 Sensitive Area
 - **a.** The subject subdivision has a canal that runs along the north and east boundaries of the subdivision as well as along the boundary between Lot 4 and the Agricultural Remainder.

H. Public Notice and Comment—§17.02.040 Notice of Meetings

- **24.** Public notice was posted online to the Utah Public Notice Website on 17 October 2017.
- 25. Notice was published in the Herald Journal on 22 October 2017.
- **26.** Notices were posted in three public places on 17 October 2017.
- **27.** Notices were mailed to all property owners within 300 feet of the subject property on 19 October 2017.
- **28.** At this time, no written public comment regarding this proposal has been received by the Development Services Office.

CONDITIONS (1)

Based on the Cache County Subdivision and Land Use Ordinances, Road Manual, and on the findings of fact as noted herein, staff recommends the following conditions:

1. A Land Disturbance Permit is required for any future development. (See D-13)

Conclusions (2)

Based on the findings of fact and conditions noted herein, staff recommends approval of the 3200 West Subdivision 1st Amendment as:

- 1. It has been reviewed by the Director of Development Services in conformance with, and meets the requirements of, the Cache County Subdivision and Land Use Ordinances, and;
- **2.** Design Exception (*See E-17, E-18, E-19*): A design exception is hereby approved for the substandard areas of 3200 West regarding structural fill and width as:
 - **a.** 3200 West is a public facility owned and maintained by the county.
 - **b.** No additional developable lots are being proposed as part of the subdivision amendment.
 - **c.** The identified access roads will not be impacted by in an increase in Average Daily Traffic due to this proposal.

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