

**KAYSVILLE CITY PLANNING COMMISSION
NOTICE AND AGENDA**

Notice is hereby given that the Kaysville City Planning Commission will hold their regular meeting on Thursday, May 23, 2019 at 7:00 p.m. in the Municipal Center.

The agenda shall be as follows:

1. Opening and approval of the minutes from the meeting May 5, 2019.
2. Conditional use permit for a major home occupation "B,"
 - a. Construction Handyman at 983 S. View Crest Lane for Ronald Gazafy.
 - b. Swim lessons at 388 N. Angel Street for Cammie Hill.
3. Conditional use permit for Development Signs at 92 N. Flint Street for Symphony Homes.
4. Public hearing preliminary and final plat approval for Tyler Estates Phase 3 Second Amended Subdivision at 1048 Tyler's Way – Mac Ray Baxter.
5. Public Hearing for the rezone of 0.65 acres of property at 500 N. Main Street from GC (General Commercial) to the R-M (Multi-Family Residential) zoning district with the PRUD overlay for Brian Lamano.
6. Rezone of 4.7 acres of property at 1325 W. 200 N. from R-A (Residential Agricultural) to the GC (General Commercial) zoning district for Kevin Porter/Ogden Clinic Professional Corporation. (Tabled Item)
7. Call to the public.
8. Other matters that properly come before the Planning Commission:
 - a. Reports.
 - b. Correspondence.
 - c. Calendar.
9. Adjournment.

I hereby certify that I posted a copy of the foregoing Notice and Agenda at the Kaysville Municipal Center and mailed copies to the media representatives on Friday, May 17, 2019.



Lyle Gibson
Zoning Administrator



Planning Commission Staff Report

Conditional Use Permit for a Major Home Occupation "B," Construction Handyman and Drywall Repair. May 23, 2019

Applicant/Owner: Ronald Gazafy
Location: 983 South View Crest Drive
Zoning: R-A

Description:

The applicant is requesting a conditional use permit for a Major Home Occupation "B," at the above listed address. Mr. Ronald Gazafy is currently anticipating doing a dry wall repair and other handyman services. Mr. Gazafy has an unmarked pickup truck with various tools contained inside. Mr. Gazafy has no employees nor does he store any materials delivered.

Recommendation:

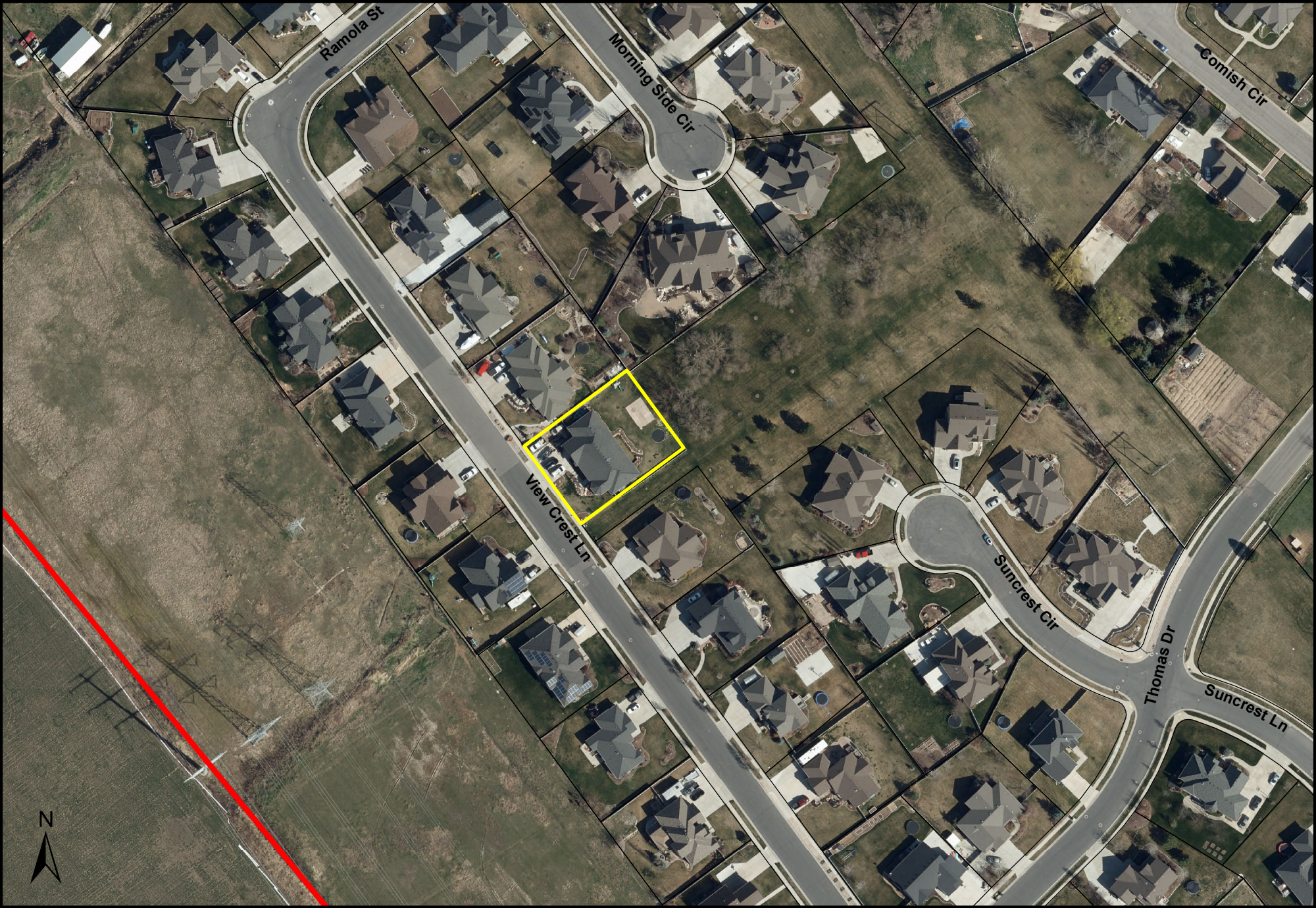
Staff is recommending approval of the proposed conditional use permit for a Major Home Occupation "B," dry wall repair and other handyman services without the need for additional conditions.

Reasoning:

Having discussed the use with the applicant, staff feels that the restrictions already in place within the ordinance are sufficient for mitigating reasonably potentially detrimental impacts.

Attachment 1: Area Map

983 South View Crest Lane





Planning Commission Staff Report

Conditional Use Permit for Major Home Occupation "B," Group Swimming Lessons May 23 2019

Applicant/Owner: Cammie Hill
Location: 388 North Angel Street
Zone: R-1-20

Description:

The applicant is requesting a conditional use permit for a major home occupation "B," to offer swimming lessons from her home during the summer months. Lessons are private, semi-private one on one or small group lessons. Classes will be four students or less with no more than eight at a particular time. The pool on site is an outdoor swimming pool; there is ample amount of parking on site. Lessons are anticipated being held Monday through Friday between 9 am and 1 pm.

The request being an organized class per 17-26-4 (12) requires that a limit be placed on the number of students and/or the number of vehicles transporting students in order to prevent congestion.

Recommendation:

Staff is recommending approval of the proposed conditional use permit for a major home occupation "B" subject to compliance with Title 17-26-4 of the Kaysville City Ordinance and the following condition:

- The number of students be limited to eight (8) per class.

Reasoning:

The existing conditions on site, the proposed conditions, and the restrictions of the ordinance appear to be appropriate for mitigating potentially anticipated detrimental impacts.

Attachment 1: Area Map

388 North Angel Street





Planning Commission Staff Report

Conditional Use Permit for Development Signs (Extension) May 23 2019

Applicant/Owner: Symphony Homes
Location: 92 North Flint Street
Zone: R-1-8

Description:

The subdivision at the above address has had Development Signs for which the conditional use permit has expired. Symphony Homes is asking to extend their permit for 6 months or until all remaining houses are sold.

The signs may be permitted temporarily as a conditional use under Section 17-12-4 (5). Under Section 17-30-7 Temporary Uses, a Conditional Use Permit for uses, which are of a temporary nature only, may be issued for the intended duration of the temporary use or for one (1) year, or until all homes are sold whichever period of time is shorter. The Planning Commission may grant extensions of six (6) months each under exceptional circumstances.

The signs requested for approval are a 4' ft. x 8' ft. sign and a 4' x 4' sign. The signs placement has not changed. The size and location of the signs are within the parameters allowed for Development signs. The signs appears not to cause any obstruction to any vehicle or pedestrian traffic.

The allowances for Development Signs are in KCC 17-33-9 Signs Permitted by Zone.

Recommendation:

Staff is recommending approval of the proposed conditional use permit for the development signs for a period of 6 months, or until remaining homes sell.

Reasoning:

The existing conditions on site and the restrictions of the ordinance appear to be appropriate for mitigating potentially anticipated detrimental impacts. Staff has not received complaints or concerns regarding the existing sign to date.

Attachment 1: Area map
Attachment 2: Photo of existing sign

92 North Flint Street



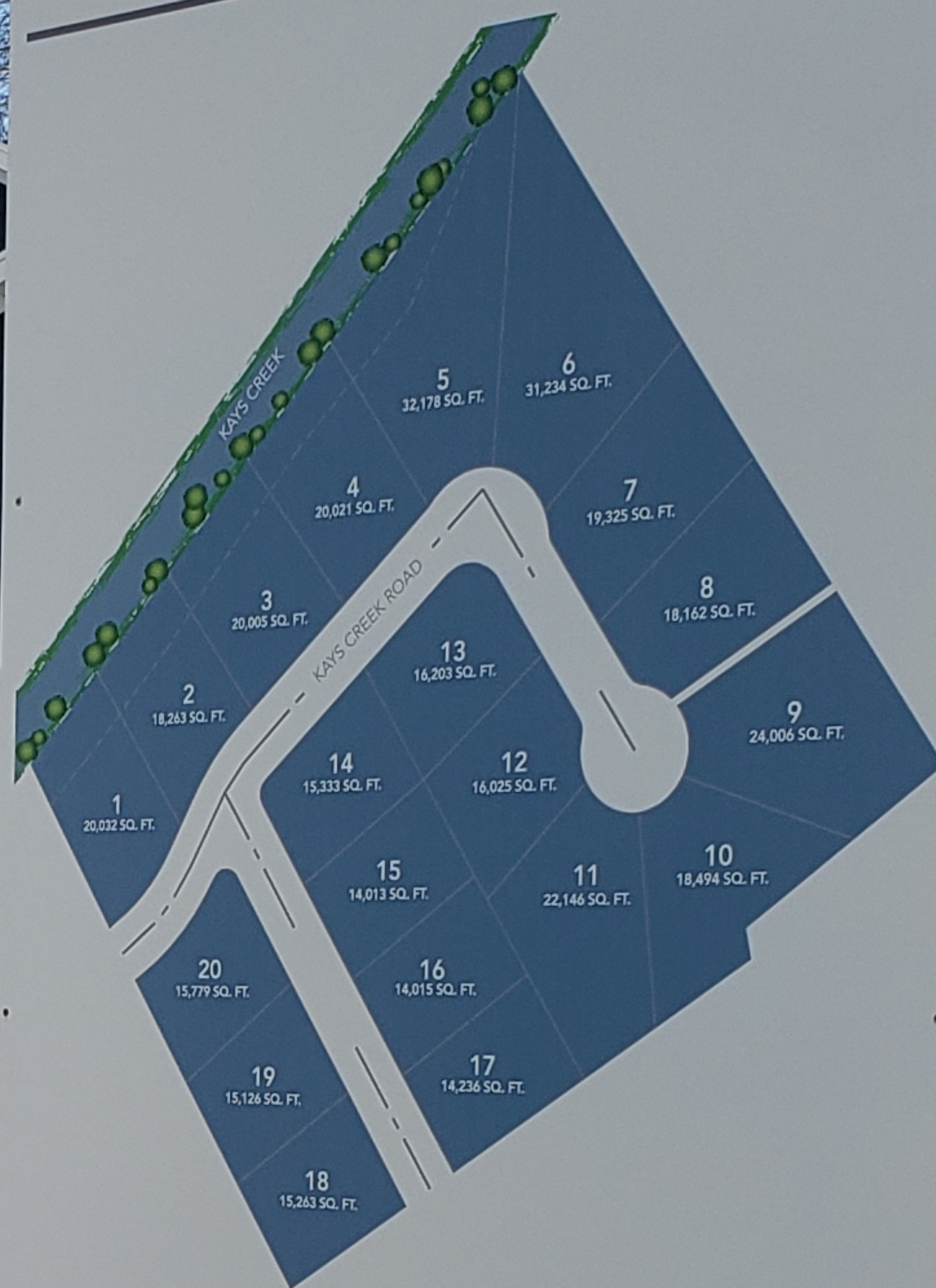

Symphony Homes

MODEL
HOME

OLD FARM AT KAYS CREEK
symphonyhomes.com
801.305.4004

 Symphony Homes

OLD FARM
AT KAYS CREEK



801.305.4004

Brand New
SYMPHONY
HOMES
COMMUNITY



Planning Commission Staff Report

Tyler Estates Phase 3 Second Amended Subdivision Preliminary and Final Plat May 23, 2019

Applicant/Owner: MacRay and Sheila M Baxter
Location: 1048 Tylers Way
Existing Zone: R-1-10

Description:

The property was recently rezoned by the Kaysville City Council from the R-A zoning district to the R-1-10 zoning district to accommodate the proposed subdivision. The property which consists of 1.3 Acres currently has one home and a large garage building on it. The applicant is looking to subdivide the lot to keep the existing home, but to create 1 additional lot so that it may two have a dwelling. It has been explained to staff that the existing garage building would essentially be converted into a dwelling.

The previous zoning district could not accommodate the desire due to the limited frontage along the cul-de-sac street. The proposed subdivision plat is consistent with what was previously presented to the Planning Commission and City Council during the rezone process, and complies with the setback, lot size (10,000 sq. ft. minimum), and lot frontage (80 ft. minimum) requirements of the existing zone. The right of way is already fully improved; the applicant will simply need to bring some utilities to the new lot.

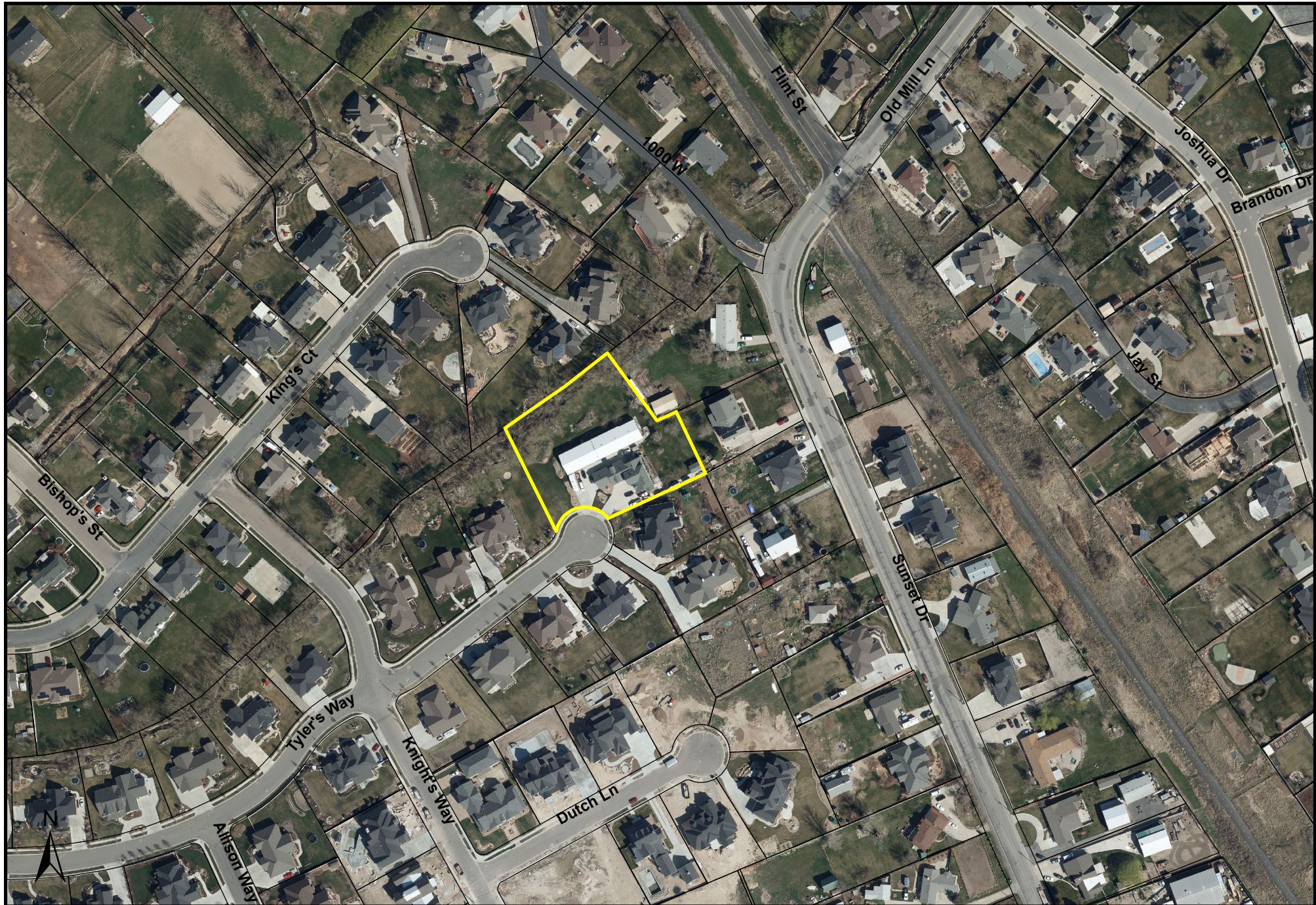
Recommendation:

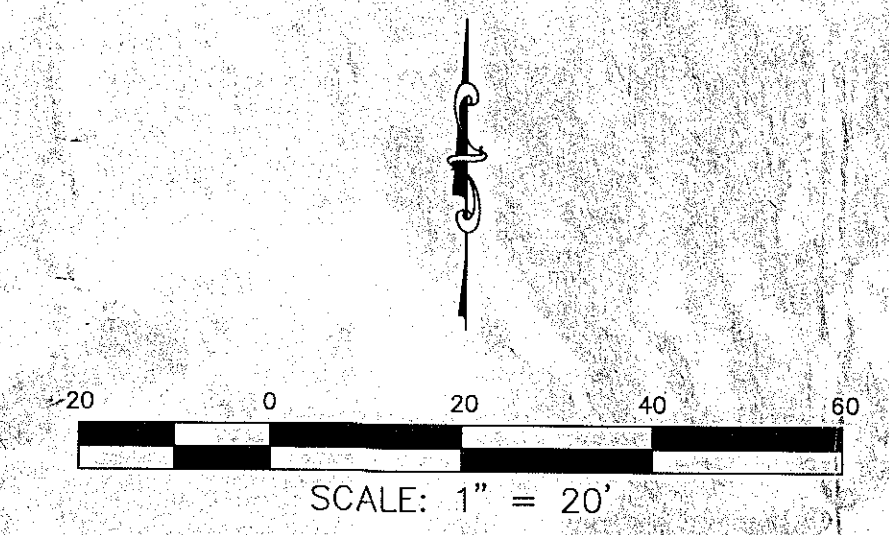
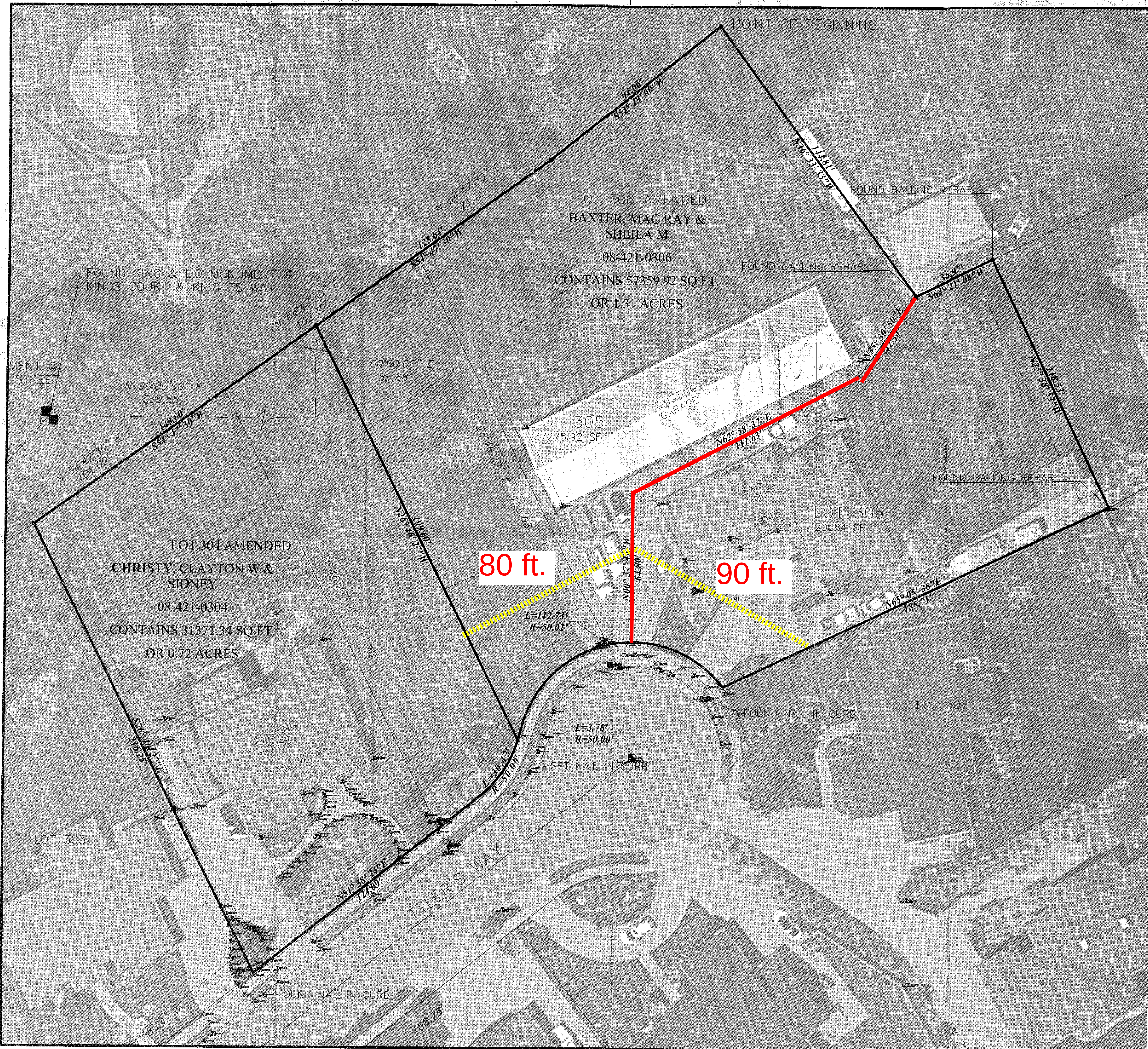
Staff has reviewed the proposed plans and is recommending approval of the preliminary plat as it complies with the applicable requirements of the zoning district.

Staff recommends that the Planning Commission also approve the final plat subject to approval of the Preliminary Plat by the Kaysville City Council.

Attachment 1: Location Map
Attachment 2: Rezone Concept Plat
Attachment 3: Final Plat

Rezone of 1048 Tylers Way from R-A to R-1-10





SYMBOL LEGEND	
	ASPHALT & BASE PER DETAIL A, SHEET C900
	24" CONCRETE HIGH-BACK CATCH CURB & GUTTER PER DETAIL B, SHEET C900
	24" CONCRETE HIGH-BACK RELEASE CURB & GUTTER PER DETAIL C, SHEET C900
	CONCRETE SIDEWALK PER DETAIL D, SHEET C900
	DUMPSTER PAD AND APRON PER DETAIL J, SHEET C900
	ADA SIDEWALK RAMP AND PARKING AREA PER DETAIL G, SHEET C900
	ADA VAN ACCESSIBLE PARKING SIGN PER DETAIL H, SHEET C900
	ADA ACCESSIBLE PARKING SIGN PER DETAIL H, SHEET C900
	CONCRETE SIDEWALK REPLACEMENT PER [CITY] STANDARDS
	CONCRETE DRIVE APPROACH PER [CITY] STANDARDS
	CONCRETE CURB & GUTTER REPLACEMENT PER [CITY] STANDARDS
	ASPHALT REPLACEMENT PER [CITY] STANDARDS
ALL ITEMS WITHIN THE PUBLIC RIGHT-OF-WAY TO CONFORM TO THE RIGHT-OF-WAY OWNER'S STANDARDS & SPECIFICATIONS.	

ACCESSIBLE AREA CONSTRAINTS	
ALL ACCESSIBLE AREAS ARE TO MAINTAIN THE FOLLOWING MAXIMUM SLOPES AND TOLERANCES:	
ACCESSIBLE PARKING: MAXIMUM SLOPE OF 1:48 (2%) THROUGHOUT.	
ACCESSIBLE ROUTE: MINIMUM WIDTH OF 48". MAXIMUM SLOPE OF 1:20 (5%) ALONG THE ROUTE, MAXIMUM CROSS-SLOPE OF 1:48 (2%).	
ACCESS ROUTE TURNAROUNDS: A CLEAR 60" TURNING DIAMETER, MAXIMUM SLOPE OF 1:48 (2%) IN ANY DIRECTION.	
LEVEL LANDING / EXTERIOR DOOR LANDING: MINIMUM SIZE OF 60"x60". MAXIMUM SLOPE OF 1:48 (2%) IN ANY DIRECTION.	
ACCESSIBLE EGRESS TO PUBLIC WAY: MAXIMUM SLOPE OF 1:20 (5%) ALONG THE ROUTE, MAXIMUM CROSS-SLOPE OF 1:48 (2%).	
ADA ACCESS RAMPS: MAXIMUM SLOPE OF 1:12 (8.33%), WITH A MAXIMUM CROSS-SLOPE OF 2%. THE TRANSITION BETWEEN ASPHALT AND CONCRETE IS NOT TO	

181 North 200 West, Suite #4
Bountiful, UT 84010
Phone: 801.298.2236
www.Entellus.com

PRELIMINARY
NOT FOR
CONSTRUCTION

GREG LARSEN

1048 WEST TYLER'S WAY
PARCEL 08-421-0306 LOT 306
LOCATED IN THE [QUADRANT] 1/4 OF SECTION [SECTION], T. [TOWNSHIP] S., R. [RANGE] E.,
S.L.B.M.
KAYSVILLE CITY, DAVIS COUNTY, UTAH

DRAWN:
[BY] [DATE]

APPROVED:
[STA] [DATE]
[SUBD AMEND SUBD]
PLATTING
C400
SITE PLAN

TYLER ESTATES PHASE 3, 2ND AMENDMENT
AMENDING LOT 306 AMENDED, TYLER ESTATES PHASE 3 AMENDED
LOCATED IN THE NORTH HALF OF SECTION 4,
TOWNSHIP 3 NORTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN
KAYSVILLE CITY, DAVIS COUNTY, UTAH

CURVE TABLE					
Curve #	Radius	Length	Delta	Chord Brg	Chord Dist
C1	50.00'	3.78'	4° 20' 07"	S14° 57' 03"W	3.78'
C2	50.00'	112.73'	129° 09' 45"	S77° 22' 11"W	90.33'
C3	50.00'	67.25'	77° 03' 03"	S51° 18' 50"W	62.29'
C4	50.00'	45.48'	52° 06' 42"	N64° 06' 18"W	43.93'

NORTH 1/4 CORNER SEC. 4,
T3N, R1W, SLB&M

N89° 36' 00"E
138.25'

500' 00' 00"E
1200.48'

N89° 36' 00"E
1200.45'

NORTH EAST CORNER
SEC. 4, T3N, R1W, SLB&M

LEGEND

PROPERTY LINE
ADJACENT PROPERTY
ROAD CENTERLINE
SECTION LINE
TIE TO MONUMENT
EASEMENT LINE

RECORD CALLS ()

FOUND REBAR WITH GREAT WESTERN CAP
(UNLESS OTHERWISE NOTED)

N90° 00' 00"E 509.85'
FOUND CENTERLINE MONUMENT
AT INTERSECTION OF KINGS
COURT AND KNIGHTS WAY

FOUND CENTERLINE MONUMENT
AT INTERSECTION OF KINGS
COURT AND BISHOP STREET

GENERAL NOTES:

- ALL EASEMENTS SHOWN ARE TYPICAL 10.0' WIDE PUBLIC UTILITY EASEMENTS (P.U.E.) UNLESS OTHERWISE NOTED.
- P.U.E. DENOTES A PUBLIC UTILITY EASEMENT AND A DRAINAGE EASEMENT.



1470 Nouth 600 West,
Woods Ccross, UT 84010
Phone 801.298.2236
www.Entellus.com

PROJECT #1682001 29 APR 19 JH

KAYSVILLE CITY COUNCIL

PRESENTED TO THE CITY COUNCIL OF KAYSVILLE, UTAH, ON THIS
____ DAY OF _____, 20____, AT
WHICH TIME THIS SUBDIVISION WAS APPROVED AND ACCEPTED.

CITY RECORDER ATTEST:

MAYOR:

CITY ENGINEER'S APPROVAL

I HEREBY CERTIFY THAT I HAVE CAREFULLY INVESTIGATED THE LINE OF SURVEY OF THE FOREGOING
PLAT AND THE LEGAL DESCRIPTION OF THE LAND EMBRACED THEREIN AND FIND THEM TO BE
CORRECT AND TO AGREE WITH THE LINE AND MONUMENTS ON RECORD IN THIS OFFICE.
SIGNED THIS ____ DAY OF _____, 20____.

PLANNING COMMISSION APPROVAL

APPROVED THIS ____ DAY OF _____, 20____,
BY THE PLANNING COMMISSION OF KAYSVILLE CITY,

DIRECTOR

CITY ATTORNEY'S APPROVAL

APPROVED ON THIS ____ DAY OF _____, 20____.

KAYSVILLE CITY ATTORNEY

DAVIS COUNTY RECORDER

ENTRY NO. _____ FEE PAID _____
FILED FOR RECORD AND RECORDED THIS ____ DAY OF _____, 20____
AT _____ IN BOOK _____ OF _____
COUNTY RECORDER: _____
BY: _____
DEPUTY

SURVEYOR'S CERTIFICATE

I, JEREMIAH R. CUNNINGHAM, A PROFESSIONAL LAND SURVEYOR HOLDING CERTIFICATE NO. 9182497
AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH, DO HEREBY CERTIFY THAT BY THE
AUTHORITY OF THE OWNERS I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT
AND DESCRIBED HERewith AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS AND STREETS
HEREAFTER TO BE KNOWN AS TYLER ESTATES PHASE 3, 2ND AMENDMENT AND THAT SAME HAS BEEN
CORRECTLY SURVEYED AND STAKED ON THE GROUND AS SHOWN.

JEREMIAH R. CUNNINGHAM, P.L.S. UT #9182497

DATE

DESCRIPTION

BEGINNING AT A POINT NORTH 89°36'00" EAST 138.25 FEET AND SOUTH 00°00'00" EAST 1200.48 FEET
FROM THE NORTH QUARTER CORNER SECTION 4, TOWNSHIP 3 NORTH, RANGE 1 WEST, SALT LAKE BASE
AND MERIDIAN AND RUNNING THENCE SOUTH 36°33'33" EAST 144.81 FEET; THENCE
NORTH 64°21'08" EAST 36.97 FEET; THENCE SOUTH 25°38'52" EAST 118.53 FEET; THENCE
SOUTH 65°05'36" WEST 185.70 FEET; THENCE WESTERLY ALONG AN ARC OF A 50.0 FOOT RADIAL CURVE
TO THE LEFT 112.74 FEET (CHORD BEARS SOUTH 77°22'11" WEST 90.33 FEET); THENCE WESTERLY
ALONG A 50.0 FOOT RADIAL CURVE TO THE RIGHT 3.78 FEET (CHORD BEARS SOUTH 14°57'03" WEST 3.78
FEET); THENCE NORTH 26°46'27" WEST 199.60 FEET; THENCE NORTH 54°47'30" EAST 125.64 FEET;
THENCE NORTH 51°49'00" EAST 94.06 FEET TO THE POINT OF BEGINNING. CONTAINING 1.317 ACRES.

OWNER'S DEDICATION

THE UNDERSIGNED OWNERS OF THE HEREON DESCRIBED TRACT OF LAND, HEREBY SET APART AND
SUBDIVIDE THE SAME INTO LOTS AS SHOWN ON THIS PLAT, AND NAME SAID TYLER ESTATES PHASE 3,
2ND AMENDMENT AND HEREBY DEDICATE GRANT AND CONVEY TO KAYSVILLE CITY, DAVIS COUNTY,
UTAH ALL THOSE PARTS OR PORTIONS OF SAID TRACT OF LAND DESIGNATED AS EASEMENT FOR
PUBLIC UTILITY AND DRAINAGE PURPOSES AS SHOWN HEREON, THE SAME TO BE USED FOR THE
INSTALLATION, AND OPERATION OF PUBLIC UTILITY SERVICE LINE AND DRAINAGE AS MAY BE
AUTHORIZED BY KAYSVILLE CITY.

SIGNED THIS ____ DAY OF _____, 20____.

MACRAY BAXTER

SHEILA M. BAXTER

ACKNOWLEDGEMENT

ON THIS ____ DAY OF _____, 20____, THERE APPEARED BEFORE ME, THE UNDERSIGNED NOTARY
PUBLIC, MACRAY BAXTER AND SHEILA M. BAXTER, WHO DULY ACKNOWLEDGED TO ME THEY SIGNED
IT FREELY AND VOLUNTARILY AND FOR THE PURPOSE THEREIN MENTIONED.

NOTARY PUBLIC:

RESIDENCE:

MY COMMISSION EXPIRES:

HAIGHTS CREEK IRRIGATION

APPROVED THIS ____ DAY OF _____, 20____.

HAIGHTS CREEK



Planning Commission Staff Report

Public Hearing for the Rezone of 0.65 acres of property at 500 North Main Street from GC (General Commercial) to the R-M (Residential Multi-Family) zoning district to include the PRUD overlay zone. May 23, 2019

Applicant/Owner: Brian Lamano / Robert and Julie Duerden

Description:

Mr. Lamano is seeking a rezone at the subject property to accommodate future residential development.

The existing zoning district permits office and retail sales and services, but does not allow for residential uses except for single family units needed to support a business function.

The property is abutting commercial property along Main Street to the north and south and residential development to the east. There are some R-M zoned properties in the vicinity across the street and near the corner of Mutton Hollow and Main Street.

The R-M zoning district regulated through Title 17-16 allows for multiple-dwelling structures by permitted use and with the PRUD overlay zone may have a density of 15.5 units per acre.

In consideration of the rezone the Planning Commission should consider how the use fits with the city's general plan and how it works at the specific location.

The City's **General Plan** states, among other things:

Identity and Character:

Kaysville should be primarily a residential community with a vision to promote business, industry and public use.

Housing:

A. Housing should be located throughout the City and restricted only where it is incompatible with other necessary uses.

2. East of I-15, allow zero to five units per acre with some higher density housing.

B. The majority of the housing should be one unit per structure (single unit).

About ten percent (10%) of the housing should be more than one unit per structure (multiple unit).

Multiple unit housing should consist mostly of duplexes (two unit structures) and some three to six unit structures dispersed throughout the City.

C. Housing development should have a minimum of through vehicular traffic and a maximum of open

space.

D. Housing developments should essentially pay for themselves.

Business and Industry

A. Most sites used primarily for business or industry should be located on major streets. Mitigate impacts on adjacent residential uses through compliance with ordinances and regulations.

Chapter 16 R-M Multiple Family Residential District

17-16-1 Purpose

To provide for areas in appropriate locations where neighborhoods of varying degrees of density may be established, maintained, and protected. The regulations of this district are designed to promote and encourage an intensively developed residential environment suitable primarily for adult living. To this end, the regulations permit, in accordance with stated regulations, dwellings ranging from single-family to multiple and necessary public services and activities subject to proper controls.

17-16-2 Site Plan Review

All permitted and conditional uses in an R-M Zone District, except for single-family and two-family (duplex) dwellings, temporary buildings and temporary offices, and the keeping of farm animals, shall be subject to a site plan review as specified in [KCC Chapter 18-4](#). On a case-by-case basis, the Planning Commission may also require temporary buildings and temporary offices to obtain site plan approval.

17-16-3 Permitted Uses

1. Single-family dwellings.
2. Multiple dwellings.
3. Public parks and playgrounds, and privately-owned parks, playgrounds, and recreational grounds not operated as a business in whole or part and to which no admission is charged.
4. Minor home occupations subject to the provisions of KCC Chapter 17-26.
5. Two household pets per dwelling unit.
6. Private swimming pools subject to the provisions of KCC 17-31-9.
7. Accessory uses and accessory buildings customarily appurtenant to a permitted use subject to the provisions of KCC 17-31-2.

17-16-4 Conditional Uses

Compliance with standards shall be determined by the Planning Commission by reference to [KCC Chapter 17-30](#).

8. Public or quasi-public buildings of the educational, recreational, religious, cultural, or public service type; not including storage or repair yards, warehouses, and similar uses.
9. Major home occupations A and B subject to the provisions of KCC Chapter 17-26.
10. Residential child care subject to the provisions of KCC Chapter 17-26.
11. Temporary buildings for uses incidental to construction work subject to the provisions of KCC 17-30-7, which buildings must be removed upon the completion or abandonment of the construction.
12. Temporary tract offices and development signs subject to the provisions of KCC 17-30-7 and KCC Chapter 17-33.
13. Twin homes subject to the provisions of KCC Chapter 17-28.
14. Public utility substations subject to the provisions of KCC 17-31-15.
15. Farm animals subject to the provisions of KCC Chapter 17-24.
16. Business, professional, and government offices.
17. Swimming clubs subject to the provisions of KCC 17-3-10.

17-16-5 Height Regulations

1. No building shall exceed thirty feet (30') in height, except as provided in KCC 17-25-2.
2. No accessory building shall exceed fifteen feet (15') in height, except as provided in KCC 17-25-2 and KCC 17-31-2.
3. No main building shall be less than ten feet (10') in height, and no accessory building less than six feet (6') in height.

17-16-6 Required Conditions

1. Multiple dwellings shall provide usable functional open space, excluding planting strips, for outdoor leisure of at least: 800 square feet per unit per one (1) and two (2) family dwellings; 600 square feet per unit per three (3) and four (4) family dwellings, and 400 square feet per unit per each additional dwelling unit.
2. Multiple dwellings shall provide enclosed outside storage space of at least twenty (20) square feet for each dwelling unit.

17-16-7 Area, Lot Width, And Yard Requirements

The following minimum requirements shall be observed, except where increased for conditional uses.

1. The lot area shall be not less than eight thousand (8,000) square feet for a one or two-family dwelling, ten thousand (10,000) square feet for a three-family dwelling, twelve thousand (12,000) square feet for a four-family dwelling, fourteen thousand (14,000) square feet for a five-family dwelling, sixteen thousand, eight hundred (16,800) square feet for a six-family dwelling, and not less than two thousand, eight hundred (2,800) square feet per dwelling unit.
2. The minimum width of any lot for a main building shall be seventy feet (70') at a distance thirty feet (30') back from the front lot line.
3. The front yard for any building shall be at least twenty-five feet (25').
4. The side yard for any dwelling shall be not less than eight feet (8') and the total width of the two (2) required side yards shall be not less than sixteen feet (16'). For each additional dwelling unit above two (2) units in a building, each side yard shall be increased by two (2) additional feet.
5. Other main buildings shall have a side yard of not less than twenty feet (20') and the total width of the two (2) required side yards shall be not less than forty feet (40').
6. On corner lots, the yards which abut a street shall be not less than twenty feet (20') for both main and accessory buildings.
7. The minimum rear yard for any main building shall be fifteen feet (15').

PRUD Overlay Zone, excerpts

17-34-1 Purpose

The purpose of the Planned Residential Unit Development is to encourage a better living environment through greater flexibility of design that is not possible solely through the application of the standard zoning requirements; to encourage diversification in the relationship of residential uses and structures to their sites; to permit a more flexible development of such sites; to preserve meaningful open space, conservation areas, and sensitive lands such as wetlands, steep slopes, and unique vegetation; to preserve character, and assure greater compatibility of new construction with the existing neighborhood; to encourage good neighborhood and housing design by utilizing a variety of dwelling types and site arrangement plans so as to give imagination and variety in the physical pattern of the development. New construction in already developed areas should, to the greatest extent possible, maintain the established mass, scale, height, width, and form of the surrounding buildings.

17-34-4 Zone Flexibility

The Planned Residential Unit Development overlay zone shall be used in combination with existing conventional zones. The Planning Commission and City Council may, in the process of approving conceptual, preliminary, or final Planned Residential Unit Development plans, approve variations from applicable development standards in the underlying zone.

Recommendation:

The Planning Commission is tasked with making a recommendation to the City Council addressing the rezone request based on its findings of compatibility with the General Plan and how well the proposal works at this specific location.

Based on the request for the PRUD overlay zone, staff recommends that additional direction be given to the applicant. If residential development is desirable at this location, additional detail as to how the site would be developed and what type of housing would be built should be provided. A development agreement would be appropriate to further refine the proposal and ensure desirable development.

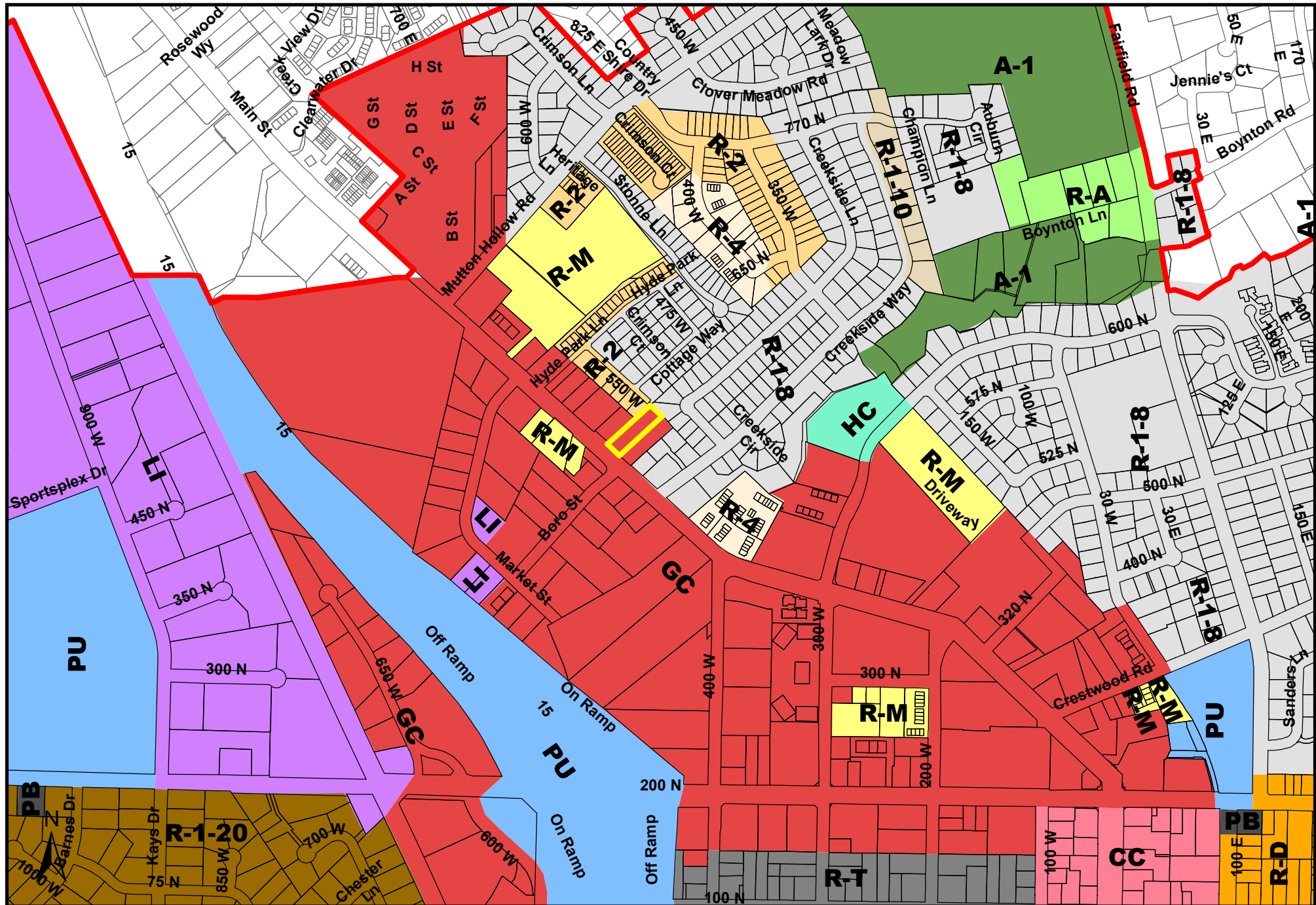
Attachment 1: Area Map

Attachment 2: Zoning Map

500 North Main Street



500 North Main Street - Rezone from GC to R-M PRUD





Planning Commission Staff Report

Request to 4.7 acres of property at approximately 1325 West 200 North from the R-A (Residential Agriculture) zoning district to the GC (General Commercial) zoning district.

May 25, 2019

Applicant/Owner: Ogden Clinic – Green Family Trust

Description:

A zone change is being requested at the subject address in order to accommodate a proposed medical clinic. The property, which borders the Rail Trail to the west, a church to the east, and residents to the east and south, is currently zoned to accommodate 2 units per acre residential development.

The requested GC zoning district is primarily for office and retail sales and services which are permitted uses in the zone. The full provisions of the GC zoning district are included with this report

This request was previously on the April 11, 2019 Planning Commission agenda. After holding the public hearing the Planning Commission gave direction to the developer to hold a meeting with the neighbors to review and discuss some of their concerns and to return with a development agreement addressing issues that have been brought up such as building height, landscaping, and lighting. The Commission also requested that a Traffic Study be presented upon return to increase the understanding the impact on total traffic capacity and performance of the Flint and 200 North Intersection.

The applicant set up a meeting at City Hall on 4/23 to which neighboring residents were invited. Based on the conversation at that meeting and previous discussion with the Planning Commission, a development agreement has been put together to further refine the type of development that would occur under the requested zoning district.

A detailed traffic study is included with this report. While the exact square footage is still to be determined and the number of specialties and employees is also to be considered, the Institute of Transportation Engineers Trip Generation report indicates an average of 31 trips per 1,000 sq. ft. of building. Assuming the building is 45,000 sq. ft. in size, this indicates an additional 1,395 daily trips may be generated by the use. This number demonstrates the likely impact of this development primarily on 200 North Street. 200 North Street is a 2 lane facility with a center turn lane. According to the Highway Capacity Manual from the Transportation Research Board such a facility (street) can service up to 18,300 vehicles per day at an acceptable level of service. The most recent numbers Kaysville City has from traffic counts on this section of 200 north street indicated 10,230 average daily trips, Flint Street counts indicate 8,715 daily trips. The provided traffic study speaks primarily to the function of the intersection at Flint Street and 200 North during peak hour traffic. It indicates that there are existing deficiencies. The engineering group that conducted the study has stated that the level of service can be improved with some signal optimization and in working with them it is their opinion that the proposed clinic will not help or hurt the existing or potentially optimized function one way or another based on the total and expected peak hour traffic impacts. Finally in regards to access, the ultimate building design and site layout are still to be determined, but multiple access points may be preferable for handling traffic and best servicing emergency vehicles. The access issue highlights an existing concern of enhancements and changes to the existing rail crossing to improve safety such as flashing red instead of yellow and additional signals that face drive approaches.

In terms of uses, following is a list of specialties that are expected in this location. This is preliminary and somewhat fluid based on need:

- Family Medicine
- Sports Medicine
- Dermatology
- Medical Weight Loss
- GI
- Lab
- Radiology
- Urgent Care (Monday – Friday from 8 AM to 8 PM, Saturday 8 AM to 3PM, Potentially Sunday)

As the applicant further refines the specialties and services to be provided at the site the building design and site plan will be further refined. The applicant has outlined some specific concessions in the development agreement they are willing to make in order to be good neighbors and a good fit in the community, but hope to keep some flexibility in the final design knowing pending a better understanding of the services provided at the facility. The site may be impacted by the final size and height potential of the building. Should the applicant desire to exceed the 35 ft. height limit allowed as a permitted use in the zone, they would be required to return to the Planning Commission for consideration of a conditional use permit.

Requested Zoning:

Chapter 19 GC General Commercial District

17-19-1 Purpose

To provide for appropriate uses in locations in which business, commercial, industrial, entertainment, and related activities may be established. The regulations of this district are designed to provide for a suitable environment for those uses which are vital to the economic life of the city.

17-19-2 Site Plan Review

A site plan review is required and a site plan shall be submitted for all permitted and conditional uses. (Consult KCC Chapter 18-4.)

17-19-3 Permitted Uses

1. Offices.
2. Retail sales and services, not including storage services, sale of beer for consumption on the premises, sale of liquor for consumption on the premises and conditional uses in KCC 17-19-4.
3. Government offices and services.

17-19-4 Conditional Uses

Compliance with standards shall be determined by the Planning Commission by reference to KCC Chapter 17-30.

1. Single family dwellings which are an integral part of a commercial use and serves as housing for the proprietor or an employee.
2. Light industry/research uses subject to the provisions of KCC Chapter 17-23.
3. Buildings of height greater than thirty-five feet (35').
4. Recreational vehicle parks subject to the provisions of KCC 17-31-24.
5. Public utility substations.
6. Sale of beer for consumption on the premises of a full-service restaurant, limited service restaurant, beer-only restaurant, banquet or reception center.
7. Sale of liquor for consumption on the premises of a full-service restaurant, limited service restaurant, banquet or reception center.

17-19-5 Special Provisions

The design of off-street parking facilities shall assure compatibility of vehicular and pedestrian circulation. Site plan drawings prepared for site plan review shall illustrate clearly all existing and proposed vehicular and pedestrian paths. (See KCC Chapter 18-9.)

17-19-6 Height Regulations

1. No building shall exceed thirty-five feet (35') in height, except pursuant to KCC 17-19-4.
2. No building shall be less than ten feet (10') in height.

17-19-7 Area, Lot Coverage And Yard Requirements

There are no lot size or yard requirements except that where a lot in the General Commercial District abuts a residential district, the yard abutting the residential district shall be at least twenty feet (20').

The City's **General Plan states**, among other things:

Identity and Character:

Kaysville should be primarily a residential community with a vision to promote business, industry and public use.

Growth and Development

A. Growth should mostly occur through development within the City. Development should improve public safety and sense of community. An adequate revenue base should be developed to fund City operations and infrastructure.

1. Refurbish or replace deteriorating structures so that land is used to its long-term potential.
2. Reserve land and promote development that is high quality, diversified and adaptable to changing conditions.
3. Encourage businesses and industries to locate and invest within the City.
4. Regulate the more intensive uses that create traffic and public service problems and costs

Business and Industry

A. Most sites used primarily for business or industry should be located on major streets. Mitigate impacts on adjacent residential uses through compliance with ordinances and regulations.

200 North and Flint Street are classified as a Major Streets per Kaysville City's Major Street Plan in Section 8-3-2.

Recommendation:

Rezone:

The required public hearing for this item has already been held. The Planning Commission may allow additional public input at its discretion. As a legislative action, the Planning Commission has broad discretion in its decision-making, but should make a recommendation to the City Council addressing the rezone request based on its findings of compatibility with the General Plan and how well the proposal works at this specific location.

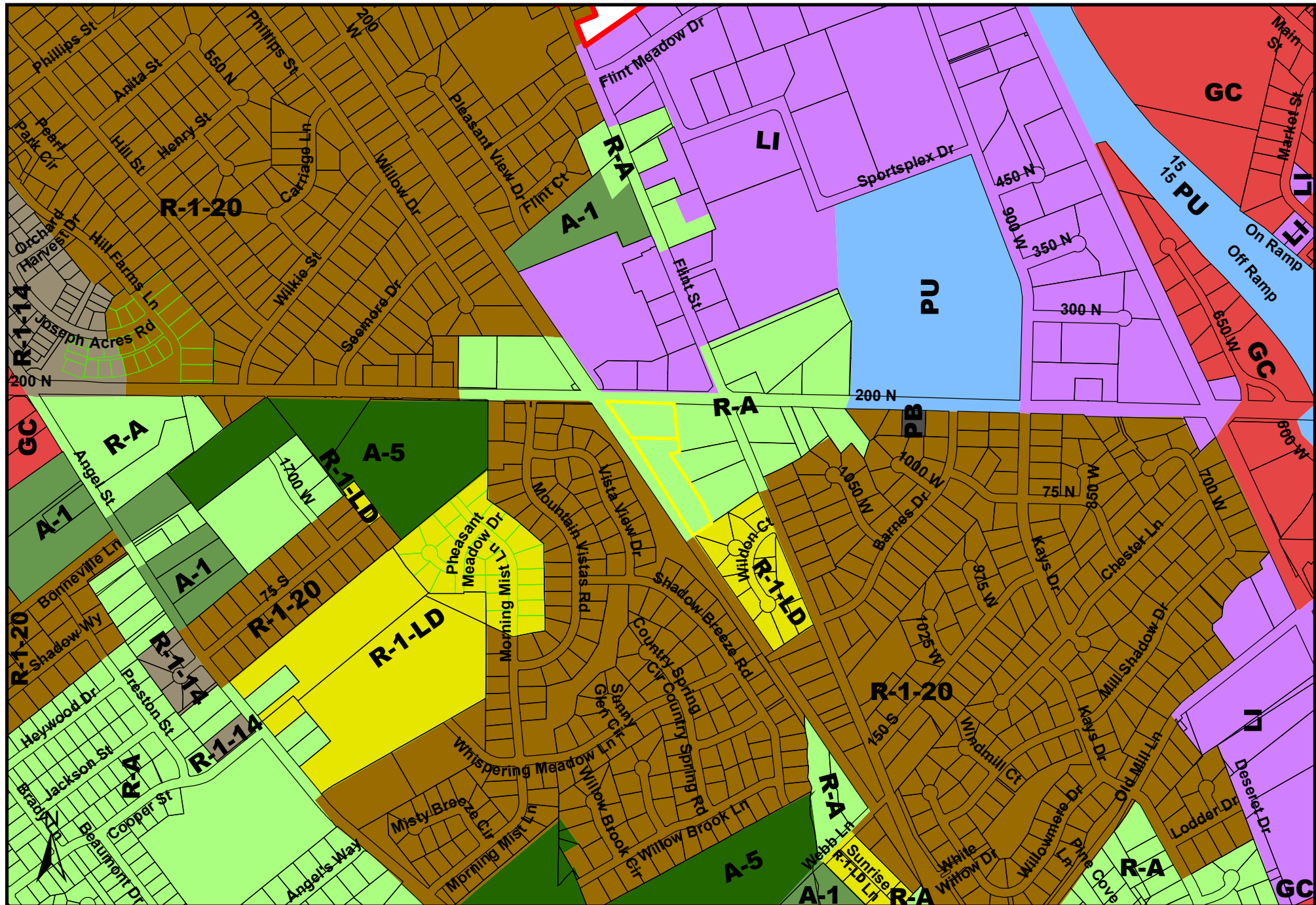
The Planning Commission may make recommendations to approve the rezone and agreement as presented, request modifications to the development agreement, or deny the request. The Planning Commission may also table a decision pending additional information.

Attachment 1: Zoning Map

Attachment 2: Development Agreement and Exhibits

Attachment 3: Traffic Study

Approximately 1325 West 200 North - Rezone from R-A to GC



**DEVELOPMENT AGREEMENT
FOR A PROFESSIONAL OFFICE SPACE**

THIS AGREEMENT is made and entered into this ____ day of _____, 2019 by and between Kaysville City, a municipal corporation organized and existing under the laws of the State of Utah (hereinafter the "City"), and OGDEN CLINIC (hereinafter the "Developer;") ("Developer" includes successors and/or assigns of OGDEN CLINIC), as follows:

RECITALS

WHEREAS, Developer is desirous of developing a medical facility (the "Facility") on certain real property located in the City of Kaysville, County of Davis, State of Utah and more particularly described on the Property Location Map attached hereto as Exhibit A and the Area Description of Section 1 A.; and

WHEREAS, the purpose of this Agreement is to define the development standards, conditions and improvements, schedule for development of the Facility and other terms and conditions pursuant to which the Facility proposed by Developer is to be developed within the City; and

WHEREAS, the City is willing to grant the GC (General Commercial) rezone of the property and to authorize the development of the Facility proposed by Developer in conformance with this Agreement, City Ordinances, and applicable Utah law;

NOW, THEREFORE, in consideration of the mutual covenants and conditions set forth herein, and other good and valuable consideration, the sufficiency of which is hereby acknowledged, the parties agree as follows:

AGREEMENT

1. GENERAL DESCRIPTION.

A. Area Description. The property upon which the Facility shall be developed (the "Property") is located as shown on the Property Location Map, a copy of which is attached as Exhibit A hereto and incorporated by reference herein. The property is further described as

parcels #11-097-0036 and 11-097-0044.

B. Project Description. The project proposed by Developer is a medical office facility, which provides medical care and assistance through multiple specialties as an outpatient service including appointment based services and drop in or urgent care services.

2. DEVELOPMENT STANDARDS AND GUIDELINES

A. Adoption of Development Standards. The City hereby adopts, as the development standards and guidelines for the Facility (the “Development Standards”), the following in addition to all other applicable City Ordinances, standards and guidelines:

(1) Architecture. Developer shall construct the Facility in similar compliance and conformance with the Architecture as set forth in Exhibit B, example architecture.

(2) Building Height. Developer shall follow all Kaysville City ordinances and codes and will work with Kaysville city to ensure the building height falls within appropriate guidelines.

(3) Lighting. Exterior lighting on the building and throughout the site shall enhance safe circulation of pedestrians and vehicles while reflecting light away from any adjoining properties or uses. Acceptable lighting fixtures should shield the light source to reduce glare, light trespass into neighboring properties, and light pollution. Parking lot lighting shall be on a timer system so that it can be turned off after hours. Down lighting on buildings may be allowed to remain on after hours.

(4) Fencing. A block fence or wall shall be installed along property lines shared with parcel ID 11-097-0030 and 11-097-0034. This wall shall be at least six feet (6') in height and shall be a solid or visual screening structure.

(5) Landscaping. In addition to the landscaping required by Kaysville City Ordinance, there shall be planted at least one row of trees between the southernmost property line and the parking area for the proposed development. Trees shall be planted at an average of 1 tree per every 25 feet so as to create a visual screening. Selected trees should include a mix of

coniferous and deciduous trees whose spread or width at maturity covers at least 80% of the width of the southernmost property line.

(6) Retention. As necessary or defined by Kaysville City code the Developer shall retain groundwater in an underground retention system.

B. Findings of Compatibility. In adopting the Development Standards identified in Section 2.A, the City hereby expressly finds that the development of the Facility, in conformance with the Development Standards and this Agreement, promotes the creation of a desirable professional office in an appropriate location. The City further finds that the development of the Facility, in conformance with the Development Standards and this Agreement, will not violate the general purpose, goals and objectives of the City Ordinances and any plans adopted by the Planning Commission and City Council of the City.

Subject to the Developer's performance and compliance with the terms of this Agreement and City Ordinances in effect on the date of this Agreement, Developer's rights to develop the Facility in accordance with the approved site plan, construction drawings and building plans is vested.

3. ON-SITE PROJECT IMPROVEMENTS

Developer shall construct and install all site improvements, including utilities, required for the Facility, at Developer's sole cost and expense, in compliance with approvals, and all applicable ordinances, regulations, standards and status of the City, the secondary water provider as applicable, The Central Davis Sewer District, other providers and the State of Utah.

4. OFF-SITE PROJECT IMPROVEMENTS

In accordance with applicable standards, Developer shall repair all sidewalks, utilities, and drainage, on 200 North Street due to the construction of the on-site improvements.

5. REPRESENTATIONS OF DEVELOPER

A. Authority. Developer hereby represents that is has authority to proceed with the Facility.

B. Ability. Developer represents that it has the ability to proceed with the development and construction of the Facility. Developer agrees to complete development with occupancy approval no later than December 31, 2024.

6. ASSIGNMENT

Developer may assign this Agreement to any other third party provided that the City consents to such assignment, which consent shall not be unreasonably withheld, upon a showing to the satisfaction of the City that such third party has the financial ability to perform Developer's obligations hereunder.

7. BINDING EFFECT

This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective successors and assigns.

8. ATTORNEY'S FEES

In the event that this Agreement or any provision hereof shall be enforced by an attorney retained by a party hereto, whether by suit or otherwise, the fees and costs of such attorney shall be paid by the party who breaches or defaults hereunder, including fees and costs incurred upon

appeal or in bankruptcy court.

9. SEVERABILITY

If any term or provision of this Agreement shall, to any extent, be determined by a court of competent jurisdiction to be void, voidable, or unenforceable, such void, voidable or unenforceable term or provision shall not affect the enforceability of any other term or provision of this Agreement.

10. CAPTIONS

The section and paragraph headings contained in this Agreement are for the purposes of reference only and shall not limit, expand or otherwise affect the construction of any provisions hereof.

11. GOVERNING LAW

This Agreement and all matters relating hereto, shall be governed by, construed and interpreted in accordance with the laws of the State of Utah.

12. ENTIRE AGREEMENT

This Agreement, together with the exhibits attached hereto, constitutes the entire understanding and agreement by and among the parties hereto, and supersedes all prior agreements, representations or understandings by and among them, whether written or oral, pertaining to the subject matter hereof.

13. CONSTRUCTION

As used herein, all words in any gender shall be deemed to include the masculine, feminine, or neuter gender, all singular words shall include the plural, and all plural words shall include the singular, as the context may require.

14. AUTHORIZATION OF EXECUTION

A. City. The execution of this Agreement by the City has been authorized by the City Council of Kaysville City at a regularly scheduled meeting of that body, pursuant to the notice.

B. Developer. The execution of this Agreement has been duly authorized by the Developer.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the day and year first above written.

OGDEN CLINIC

ATTEST:

By: _____

TITLE

TITLE

KAYSVILLE CITY

ATTEST:

By: _____

Katie Witt
Mayor

Annemarie Plaizier
City Recorder

On the ____ day of _____, 2019, personally appeared before me KATIE WITT, and ANNEMARIE PLAIZIER, who being by me duly sworn did say, each for himself and herself that he, the said KATIE WITT, is the Mayor of Kaysville City, Davis County, State of Utah and that she, the said ANNEMARIE PLAIZIER, is the

NOTARY PUBLIC

STATE OF UTAH)
 : ss.
COUNTY OF DAVIS)

NOTARY PUBLIC

STATE OF UTAH)
 : ss.
COUNTY OF DAVIS)

EXHIBIT A

Approximately 1325 West 200 North - Rezone from R-A to GC

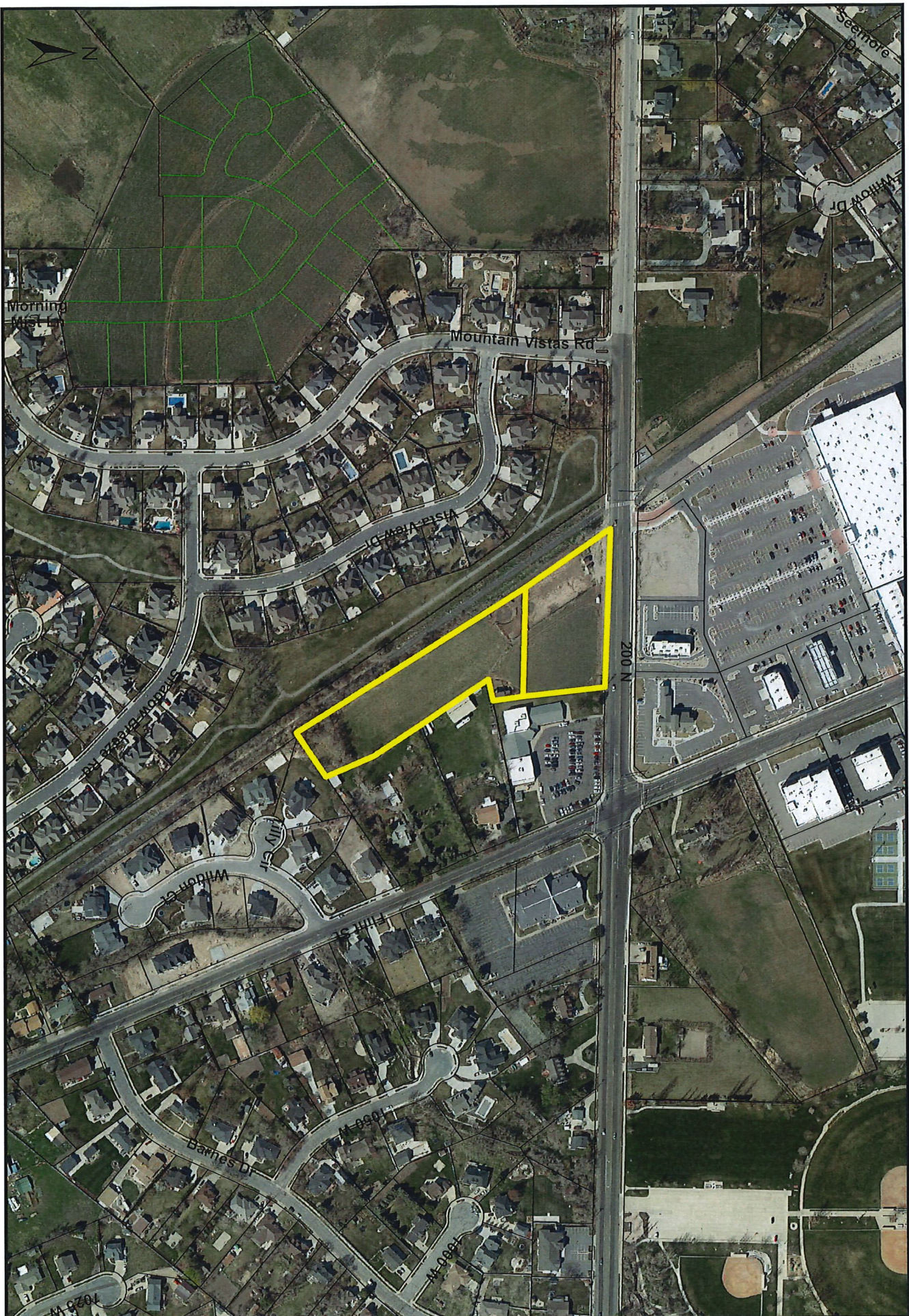




EXHIBIT B

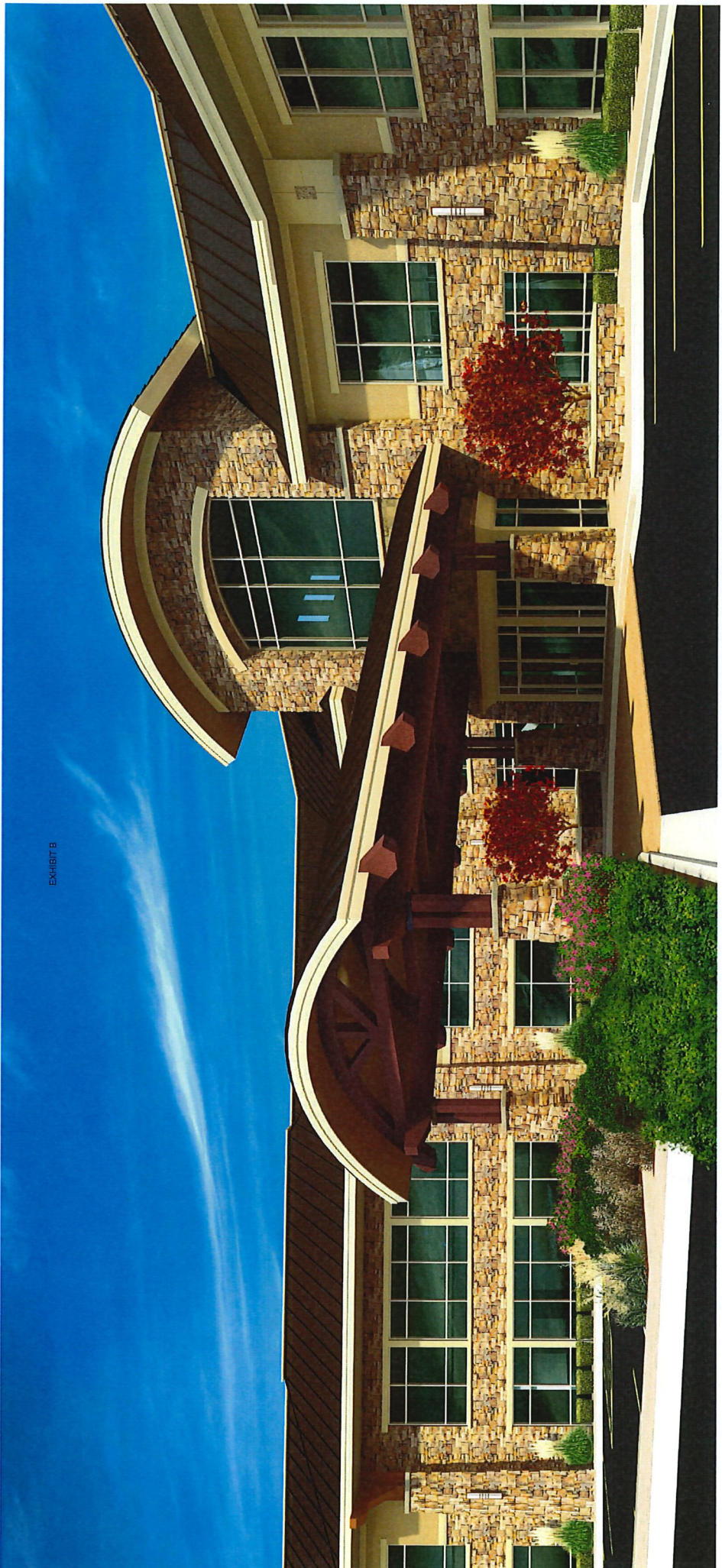


EXHIBIT B

MEMORANDUM

DATE: May 9, 2018

TO: Andy Thompson, City Engineer, Kaysville City, Utah

CC: Shane McFarland, PE; Vijay Kornala, PE, PTOE;

FROM: Imanuel Aswandi, PE, PTOE

SUBJECT: 200 North Traffic Study from 600 West to Flint Street Intersections

J-U-B Engineers, Inc. (J-U-B) was commissioned by Kaysville City (City) to evaluate the corridor of 200 North between 600 West and Flint Street intersections. The corridor consists of two signalized intersections: Flint Street/200 North and Kays Drive/200 North. The purpose of this study is to improve corridor operations and evaluate solutions to minimize queueing along 200 North, especially east of Kays Drive intersection. The City desires to restripe 200 North from a 3-lane section to a 4-lane section to enhance capacity and improve the corridor operations. As part of this evaluation, traffic analysis was completed for the existing conditions under the current 3-lane and the proposed 4-lane scenarios. This technical memorandum summarizes the results of the traffic analysis and provides recommendations for the improvements at the study intersections.

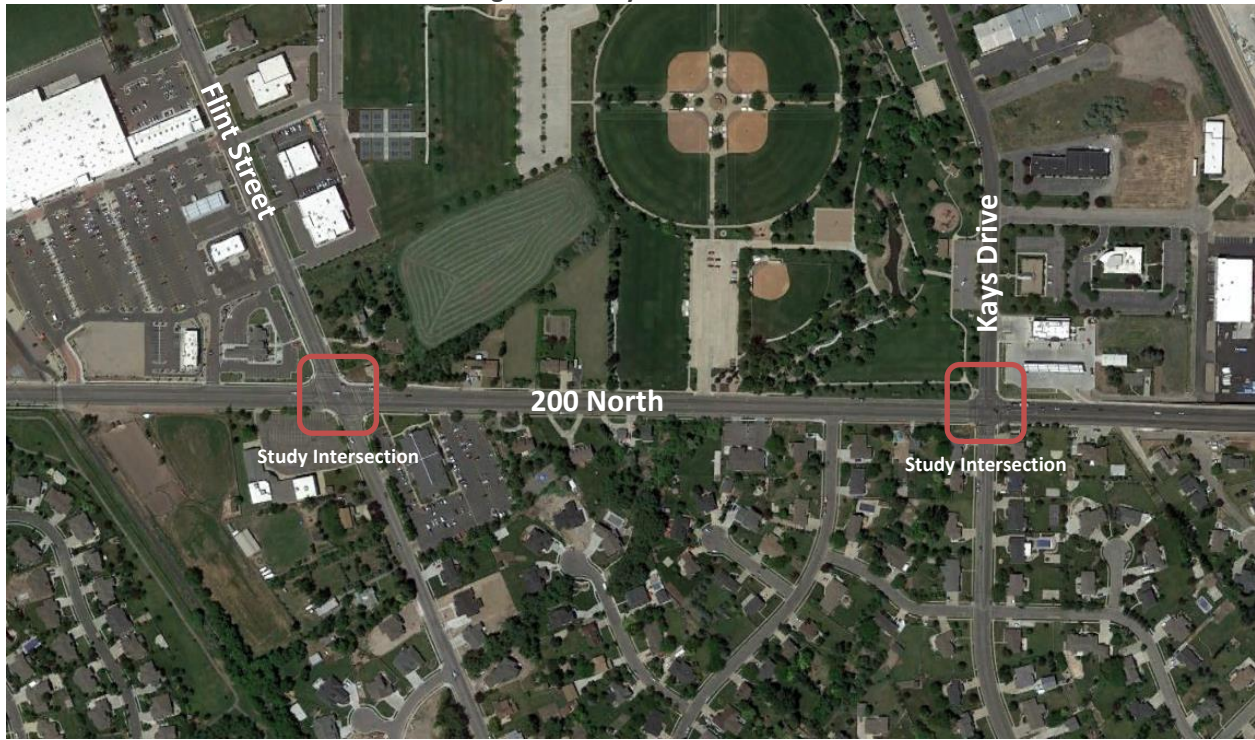
EXISTING CONDITIONS

Data Collection

Traffic turning movement counts were conducted for the AM (7:00 – 9:00 AM) and PM (4:00 – 6:30 PM) hours. The turning movement counts for Flint Street/200 North and Kays Drive/200 North intersections (**Figure 1**) were collected on Wednesday, December 6, 2017. During the peak hour, traffic volumes tend to fluctuate from one fifteen-minute period to another. To account for the variation in approach traffic flows, the traffic counts were collected in fifteen-minute increments in order to calculate the approach peak hour factor (PHF). The existing peak hour turning movements are shown in **Table 2** and the traffic count data is included in **Appendix A**.

Crash data was also obtained for this intersection from the City's Police Department (Traffic Division) and the Utah Department of Transportation (UDOT)'s Numetric website. Numetric provides compiled crash data from crash reports submitted to the Utah Department of Public Safety and post-processed by UDOT. Records from both sources were reconciled for consistency, but Numetric data was used due to the inbuilt website functionality to filter and aggregate data by location, type, manner, severity, etc.

Figure 1: Study Intersections



Geometry

Flint Street/200 North and Kays Drive/200 North intersections are both four-leg intersections controlled by traffic signals. Both intersections have the same lane configuration. The eastbound and westbound approaches consist of 1-right turn lane, 1-thru lane, and 1-left turn lane, while the northbound and southbound approaches consist of 1-shared thru right lane and 1-left turn lane. The exclusive right-turn and the left-turn storages at both intersections are 100 ft with the exception of the southbound left-turn lane at Kays Drive/200 North intersection that has 200 ft of storage. Crosswalks also exist on all legs of the study intersections.

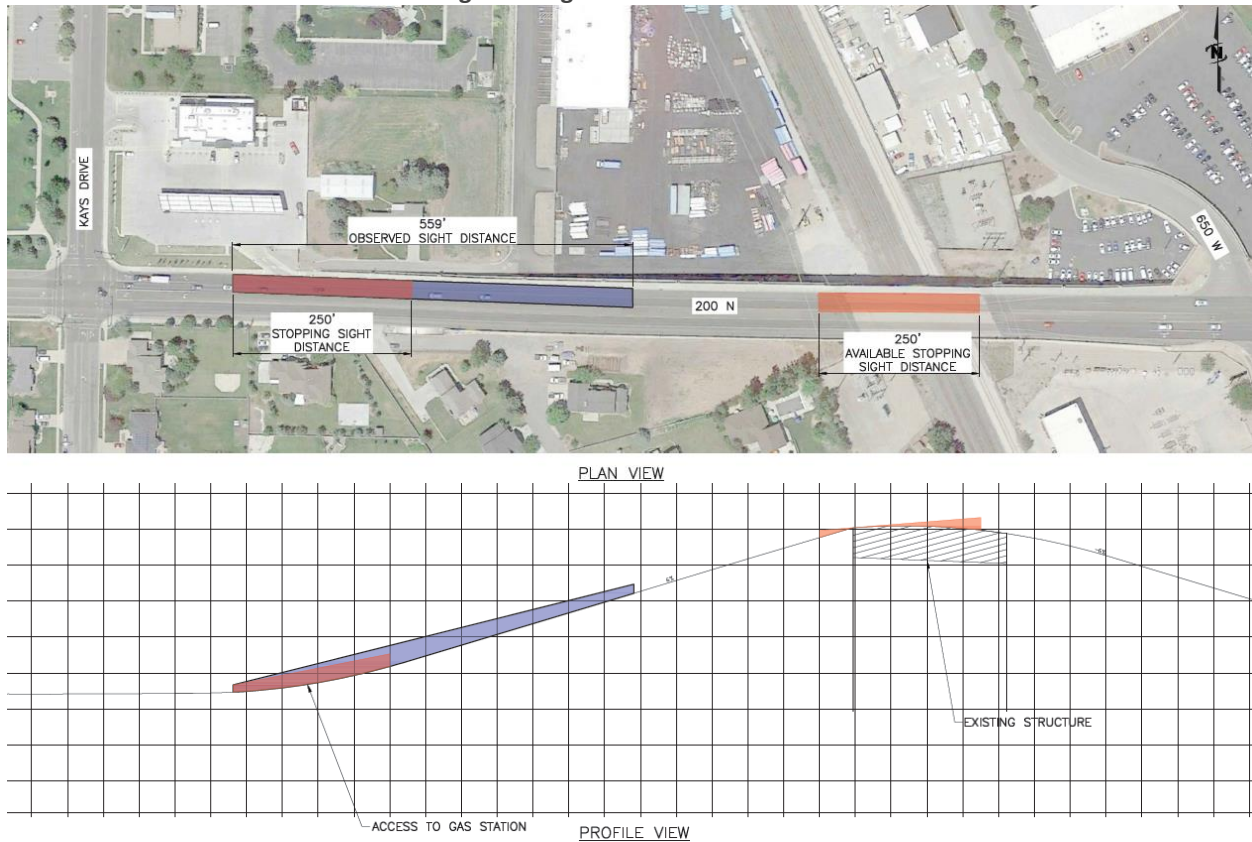
The existing three-section signal heads at the Kays Drive/200 North intersection allow permissive (yield on green ball) left turn movements only. While the four-section signal heads controlling left turns at the Flint Street/200 North intersection have the flexibility to allow left turn movements during protected (green arrow) and permissive (flashing yellow) phases.

The 200 North corridor between Flint Street/200 North and 600 West/200 North intersections has approximately 60 ft of existing pavement with two 14 ft travel lanes, 9 ft shoulder in each direction, and a 14 ft center two-way-left-turn lane (TWLTL). The corridor also includes parallel parking on shoulders, one minor road intersection at Barnes Drive, and multiple driveways.

Sight Distance

The existing grade on 200 North west of Kays Drive is relatively flat and provides sufficient stopping sight distances for the drivers. However, the segment of 200 North between Kays Drive and 600 West includes a bridge with a crest vertical curve over the train tracks. The crest vertical curve has entering and exiting slope of 6%. A Policy on Geometric Design of Highways and Streets (Green Book) published by American Association of State Highway and Transportation Officials (AASHTO) provides the guidance for stopping sight distances for crest vertical curves. The minimum rate of vertical curvature (K value) for 6% entering and exiting slopes in 35 mph design speed roadways is 29.0 and it requires 250 feet of stopping sight distance. The stopping sight distance at the bridge meets the Green Book criteria for crest vertical curves as shown in **Figure 2**. However, it is likely that vehicles are traveling faster than the design speed/posted speed limits.

Figure 2. Sight Distance Evaluation



Intersection Level of Service

Level of Service (LOS) is an engineering term used to describe the quality of traffic flow experienced by drivers on a roadway or at an intersection. It ranges from the most optimum level, LOS A, which represents free flow traffic with little or no delay, to the lowest or worst level, LOS F, consisting of extreme delay and congestion.

Table 1 illustrates the LOS criteria for automobiles at intersections as defined in the Highway Capacity Manual (HCM) 2016 published by the Transportation Research Board (TRB). Delay thresholds differ between signalized and un-signalized intersections due to difference in user expectations. It is assumed that a user expects additional delay at signalized intersections which are designed for higher traffic volumes. LOS D is the UDOT accepted LOS standard and has been adopted by the City.

Table 1 – Level of Service Criteria

Level of Service	Signalized Intersection (Delay in Seconds per Vehicle)	Un-signalized Intersection (Delay in Seconds per Vehicle)
A	< 10	< 10
B	> 10 and ≤ 20	10 > and ≤ 15
C	> 20 and ≤ 35	15 > and ≤ 25
D	> 35 and ≤ 55	25 > and ≤ 35
E	> 55 and ≤ 80	35 > and ≤ 50
F	> 80	> 50

Source: Highway Capacity Manual (HCM) 2016, Transportation Research Board (TRB) National Research of the National Academies, Washington, DC

A Synchro model network was developed for existing condition that includes the study intersections of Flint Street/200 North and Kays Drive/200 North. The existing AM and PM peak hour volumes were input into the model along with the existing signal traffic control, including the existing traffic signal plan provided by UDOT. The purpose of this task was to document existing conditions, identify existing deficiencies at the study intersection, and to establish a baseline of traffic operations (LOS, delay, and queues). **Table 2** presents the analysis results for existing conditions and detailed Synchro results are included in **Appendix B**. Currently, the intersections operate at an overall LOS of D or better. However, the southbound left and northbound thru movements at both intersections are currently operating at LOS E or worse in the AM and PM peak hours. The westbound thru queue at Kays Drive/200 North intersection is approximately 1000 feet, which puts the back of queue in the vicinity of the vertical curve.

This analysis and the measures of effectiveness including LOS, delay, and queues are representative of the day of the traffic counts. However, it should be noted that the operations of the intersection could vary based on the traffic volume variations by the day of the week, month or time of the year.

Table 2: Existing (2017) Level of Service Summary

Intersections	Movement	AM Peak Hour				PM Peak Hour			
		Volume	Delay (sec)	LOS	95th % Queue (ft)	Volume	Delay (sec)	LOS	95th % Queue (ft)
Flint Street / 200 North	Eastbound Left	24	8.9	A	16	31	15.6	B	30
	Eastbound Thru	466	51.2	D	376	260	31	C	245
	Eastbound Right	34	0.2	A	0	41	0.2	A	0
	Westbound Left	88	12.8	B	66	113	20.7	C	61
	Westbound Thru	142	25.4	C	138	466	40.1	D	346
	Westbound Right	66	9.0	A	24	367	7.9	A	81
	Northbound Left	21	25.1	C	27	54	31.7	C	55
	Northbound Thru	95	42.3	D	190	264	60.2	E	422
	Northbound Right	118				68			
	Southbound Left	199	83.2	F	240	199	41	D	169
	Southbound Thru	128	39	D	145	196	45.8	D	250
	Southbound Right	14				35			
	Overall		43.8	D			35.0	D	
Kays Drive / 200 North	Eastbound Left	38	6.1	A	10	33	47.8	D	54
	Eastbound Thru	787	11.2	B	237	467	24.3	C	0
	Eastbound Right	13	5.8	A	346	12	15.6	B	9
	Westbound Left	15	8.6	A	12	75	11.3	B	52
	Westbound Thru	259	9.0	A	104	924	31.6	C	970
	Westbound Right	205	1.5	A	8	164	2.7	A	357
	Northbound Left	2	29.0	C	7	7	31.6	C	16
	Northbound Thru	20	17.7	B	90	23	12.7	B	41
	Northbound Right	187				58			
	Southbound Left	136	86.7	F	211	278	113.8	F	357
	Southbound Thru	26	22.3	C	42	29	14.9	B	43
	Southbound Right	14				46			
	Overall		15.7	B			38.8	D	

Crash History

Crash data that were obtained from Numetric for the last five years (2012-2017) were evaluated to determine whether the type and manner of crashes are susceptible to correction by a different lane configuration compared to the existing lane configuration. During the five-year period, there were a total of 14 crashes within 250' of Flint Street/200 North intersection and 22 crashes within 250' of Kays Drive/200 North intersection. Also there were a total of 8 crashes between the two intersections, concentrated near the Barnes Drive/200 North intersection. The most common crash type in the study corridor was front to rear crashes during this period as illustrated in **Figure 3** through **Figure 6**. Angle crashes were the second most common type of crashes during this period.

The Highway Safety Manual (HSM) published by AASHTO provides Crash Modification Factors (CMFs) which are used to estimate the expected number of crashes due to changes to geometric conditions. While the HSM provides a limited number of CMFs, the CMF Clearinghouse that is funded by FHWA and maintained by the University of North Carolina Highway Safety Research Center provides a comprehensive database of published CMFs. Based upon CMFs included in the Clearinghouse, conversion of a two lane undivided roadway to a four lane divided roadway with less than 18,000 vehicles per day (vpd) would be expected to reduce the number of crashes by up to 53%.

Figure 3: 2012-2017 Crashes – Manner of Collision

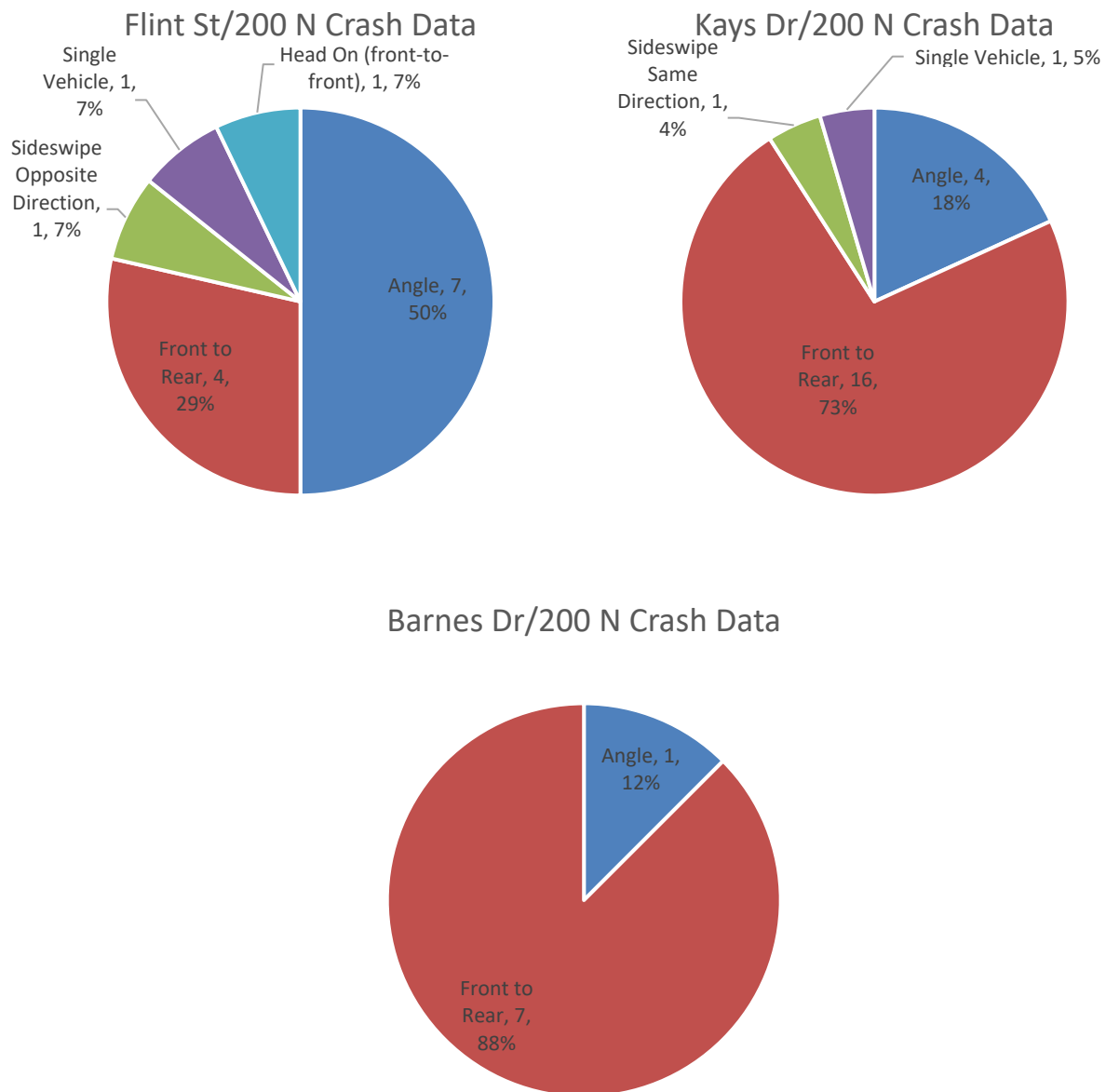


Figure 4. Location of Crashes at Flint Street/200 North Intersection



Figure 5. Location of Crashes at Barnes Drive/200 North Intersection



Figure 6. Location of Crashes at Kays Drive/200 North Intersection



PROPOSED CONDITIONS

For this analysis, the proposed lane configuration on 200 North with two EB and two WB travel lanes using the existing traffic volumes was evaluated to identify improvements at the Flint Street/200 North and Kays Drive/200 North intersections. The proposed lane configuration with two EB and WB travel lanes eliminates parallel parking.

Signal Optimization Only – with existing lane configuration

Synchro was utilized to evaluate the traffic operations of the study intersections for existing conditions with optimized signal timing. The results are summarized in **Table 3**. The intersections are expected to operate at LOS D or better during the AM and PM peak hour. However, the southbound left movement is expected to operate at LOS E in the PM peak hour. The queue length for westbound traffic at Kays Drive/200 North intersection would be approximately the same as the existing conditions.

Table 3: Signal Optimization Level of Service Summary

Intersections	Movement	AM Peak Hour				PM Peak Hour			
		Volume	Delay (sec)	LOS	95th % Queue (ft)	Volume	Delay (sec)	LOS	95th % Queue (ft)
Flint Street / 200 North	Eastbound Left	24	16.0	B	22	31	15.0	B	28
	Eastbound Thru	466	38.7	D	326	260	26.8	C	212
	Eastbound Right	34	0.2	A	0	41	0.2	A	0
	Westbound Left	88	24.5	C	61	113	3.3	A	10
	Westbound Thru	142	10.2	B	99	466	12.5	B	184
	Westbound Right	66	3.0	A	21	367	2.9	A	33
	Northbound Left	21	20.0	C	24	54	18.1	B	46
	Northbound Thru	95	32.9	C	165	264	53.8	D	370
	Northbound Right	118				68			
	Southbound Left	199	40.6	D	163	199	32.4	C	140
	Southbound Thru	128	31.4	C	127	196	28.7	C	188
	Southbound Right	14				35			
	Overall		30.5	C			22.8	C	
Kays Drive / 200 North	Eastbound Left	38	6.2	A	10	33	36.8	D	36
	Eastbound Thru	787	13.1	B	237	467	12.4	B	231
	Eastbound Right	13	5.8	A	346	12	8.8	A	6
	Westbound Left	15	10.6	B	12	75	13.6	B	55
	Westbound Thru	259	10.0	B	104	924	52.7	D	920
	Westbound Right	205	1.7	A	8	164	3.2	A	37
	Northbound Left	2	24.5	C	7	7	23.0	C	13
	Northbound Thru	20	17.0	B	90	23	9.6	A	35
	Northbound Right	187				58			
	Southbound Left	136	52.2	D	211	278	64	E	260
	Southbound Thru	26	18.8	B	42	29	11.2	B	36
	Southbound Right	14				46			
	Overall		14.2	B			36.8	D	

Proposed Conditions – two EB and WB travel lanes

To address the traffic operation deficiencies, proposed lane configuration with two EB and WB travel lanes was evaluated. Synchro was utilized to evaluate the traffic operations at Flint Street/200 North and Kays Drive/200 North intersections with the proposed lane configuration using existing traffic counts. The results of the analysis are presented in **Table 4**. The southbound left movement is expected to operate at LOS E at the Kays Drive/200 North intersection in the AM peak hour. However, the queue length for westbound traffic at Kays Drive/200 North would be approximately 300 ft, which is significantly shorter than the existing conditions queue length and provides additional distance for westbound traffic from the bridge. The LOS for southbound movement can also be improved to LOS D or better in AM peak hour by installing protected/permissive left-turn signal heads for northbound and southbound left turn movements and the results are shown in **Table 5**.

Table 4: Proposed Level of Service Summary

Intersections	Movement	AM Peak Hour				PM Peak Hour			
		Volume	Delay (sec)	LOS	95th % Queue (ft)	Volume	Delay (sec)	LOS	95th % Queue (ft)
Flint Street / 200 North	Eastbound Left	24	10.6	B	17	31	18.8	B	29
	Eastbound Thru	466	45.6	D	426	260	23.3	C	176
	Eastbound Right	34	0.2	A	0	41	0.2	A	0
	Westbound Left	88	15.4	C	63	113	5.2	A	21
	Westbound Thru	142	19.9	B	122	466	13.8	B	358
	Westbound Right	66	4.2	A	11	367	3.1	A	41
	Northbound Left	21	17.1	C	21	54	13.9	B	36
	Northbound Thru	95	33.7	C	139	264	42.3	D	267
	Northbound Right	118				68			
	Southbound Left	199	44.3	D	144	199	51.8	C	141
	Southbound Thru	128	25.6	C	113	196	24.7	C	154
	Southbound Right	14				35			
	Overall		33.5	C			22.5	C	
Kays Drive / 200 North	Eastbound Left	38	16.4	B	21	33	13.9	B	12
	Eastbound Thru	787	16.5	B	282	467	6.9	A	66
	Eastbound Right	13				12			
	Westbound Left	15	9.3	A	13	75	14.5	B	51
	Westbound Thru	259	5.0	A	51	924	18.8	B	301
	Westbound Right	205				164			
	Northbound Left	2	19.5	B	5	7	13.0	B	9
	Northbound Thru	20	23.1	C	97	23	6.2	A	25
	Northbound Right	187				58			
	Southbound Left	136	73.8	E	131	278	40.3	D	168
	Southbound Thru	26	15.7	B	31	29	9.8	A	33
	Southbound Right	14				46			
	Overall		17.7	B			18.4	B	

Table 5. Proposed Level of Service Summary
with Protected/Permissive Left-Turn Phase on NB and SB Approaches

Intersections	Movement	AM Peak Hour			
		Volume	Delay (sec)	LOS	95th % Queue (ft)
Kays Drive / 200 North	Eastbound Left	38	20.2	C	22
	Eastbound Thru	787	21.5	C	300
	Eastbound Right	13			
	Westbound Left	15	12.2	B	15
	Westbound Thru	259	6.6	A	58
	Westbound Right	205			
	Northbound Left	2	15.5	B	5
	Northbound Thru	20	32.9	C	107
	Northbound Right	187			
	Southbound Left	136	29.9	C	86
	Southbound Thru	26	15.5	B	34
	Southbound Right	14			
	Overall		18.7	B	



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Signage could also be installed to alert drivers about the approaching business (gas station) access east of the Kays Drive/200 North intersection. **Figure 8** illustrates the potential signage options that could be installed. The size of the sign proposed east of Kays Drive/200 North intersection should be 46"x 80" with sign text at a minimum of 6-inches to meet MUTCD guidelines for roadways with greater than 25 mph design speed. The sign installation cost might be high due to the existing roadway geometry, i.e. sign has to be installed on the existing concrete barrier. The proposed lane configurations at these two intersections are illustrated in **Figure 7** and **Figure 8**.

Figure 7: Overall Conceptual Layout

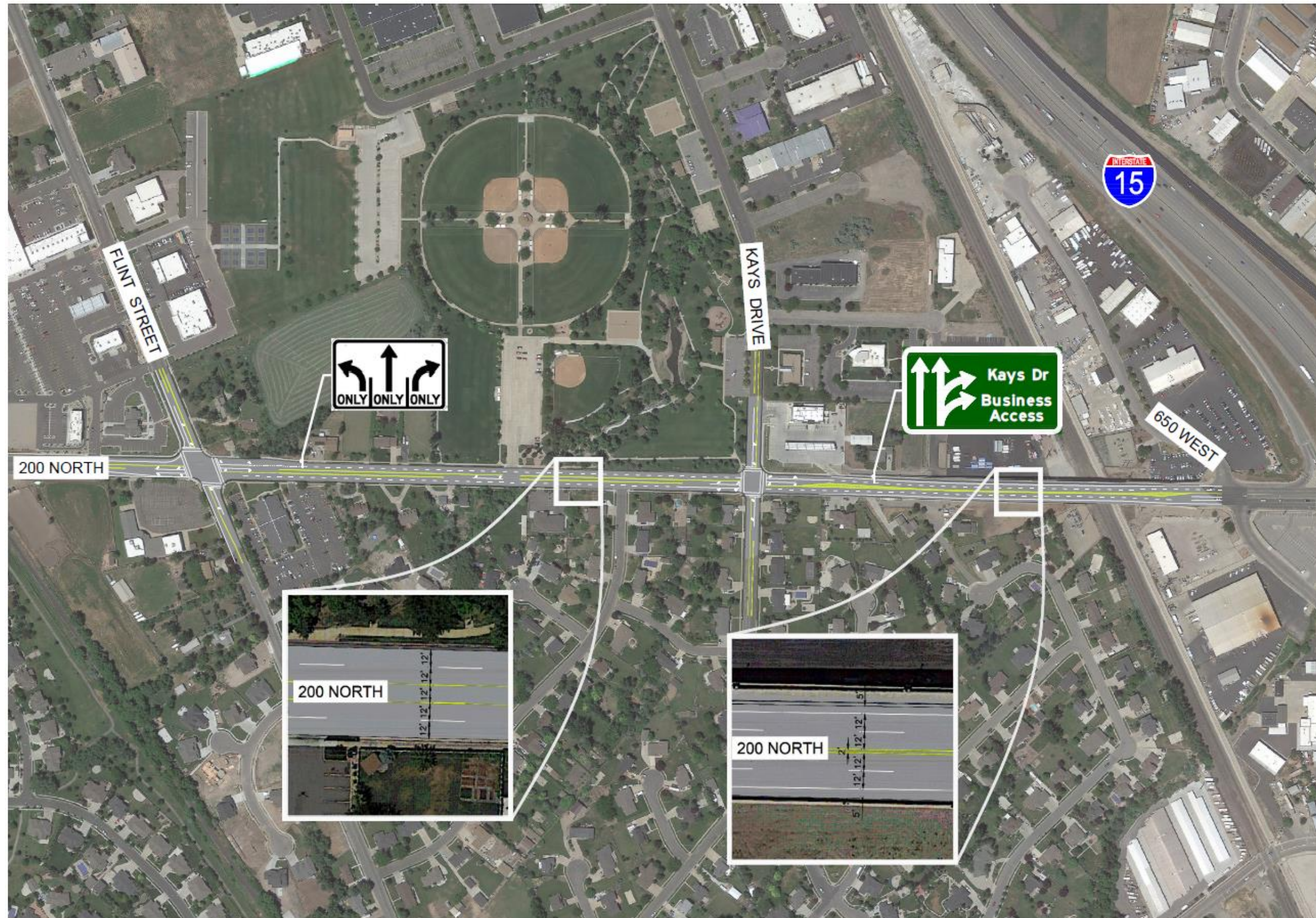


Figure 8: Intersection Lane Configuration Conceptual Layout



FLINT STREET / 200 NORTH INTERSECTION



KAYS DRIVE / 200 NORTH INTERSECTION



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SUMMARY AND RECOMMENDATIONS

Traffic Operation and Lane Configuration

The overall traffic operations of the Flint Street/200 North and Kays Drive/200 North intersections are LOS D or better in existing condition. Optimizing the signal timing maintains the overall traffic operation at these two intersections with minor improvements to select movements; however, the westbound queue length at Kays Drive/200 North intersection would not reduce with signal timing improvements.

The overall traffic operations at both intersections remains at LOS D or better for proposed condition with two EB and WB travel lanes on 200 North. The proposed lane configuration with two EB and WB travel lanes eliminates parallel parking. With the proposed configuration, the westbound queue would reduce substantially to approximately 300 feet providing additional distance for westbound traffic from the bridge. However, the proposed improvements on 200 North do not improve the southbound left movement at Kays Drive/200 North intersection which would operate at LOS E in the AM peak hour. The southbound left movement could be improved further by installing protected/permissive left-turn signal heads and phasing for northbound and southbound movements. A custom 46"x 80" sign, shown in **Figure 8**, could also be installed on the westbound approach to Kays Drive/200 North intersection to alert drivers about the business access. The sign installation cost might be high due to the existing roadway geometry, i.e. sign has to be installed on the existing concrete barrier.

The stopping sight distance at the bridge was evaluated and it meets the Green Book criteria for crest vertical curves. However, it is likely that vehicles are traveling faster than the design speed/posted speed limits.

Turn Lane Storage

The recommended storage length should accommodate the 95th percentile queues on Flint Street/200 North and Kays Drive/200 North intersections. The following is the summary of the turn-lane storage lengths.

Intersections	Movement	AM Peak Hour	PM Peak Hour	Recommended Storage Length
		95th % Queue (ft)	95th % Queue (ft)	
Flint Street / 200 North	Eastbound Left	17	29	100
	Eastbound Right	0	0	100
	Westbound Left	63	21	100
	Westbound Right	11	41	100
	Northbound Left	21	36	100
	Southbound Left	144	141	150
Kays Drive / 200 North	Eastbound Left	21	12	100
	Westbound Left	13	51	100
	Northbound Left	5	9	100
	Southbound Left	131	168	200



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APPENDIX A

TURNING MOVEMENT COUNTS

TRAFFIC COUNTS DATED WEDNESDAY, DECEMBER 6, 2017

INTERSECTION:

Flint Street @ 200 North

DATE OF TMC:

Wednesday, December 6, 2017

TIME:

7 AM - 9 AM and 4 PM-6:30 PM

AGENCY:

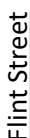


AM Hour		SOUTHBOUND						NORTHBOUND						WESTBOUND						EASTBOUND						GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total	EB Ped	WB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	TOTAL
7:00 AM	7:15 AM	0	0	52	19	3	74	0	0	4	24	34	62	0	0	15	30	11	56	0	0	8	178	5	191	383
7:15 AM	7:30 AM	0	0	38	31	7	76	0	0	5	18	30	53	0	0	15	44	18	77	0	0	2	87	3	92	298
7:30 AM	7:45 AM	0	0	60	39	3	102	0	0	4	19	27	50	0	0	21	36	16	73	0	0	8	118	12	138	363
7:45 AM	8:00 AM	0	0	49	39	1	89	0	0	8	34	27	69	0	0	37	32	21	90	0	0	6	83	14	103	351
8:00 AM	8:15 AM	0	0	34	29	1	64	0	0	8	34	47	89	0	0	24	40	19	83	0	0	4	84	5	93	329
8:15 AM	8:30 AM	0	0	34	24	7	65	0	0	5	36	39	80	0	0	17	42	15	74	0	0	4	85	3	92	311
8:30 AM	8:45 AM	0	0	37	15	2	54	0	0	7	39	36	82	0	0	9	46	39	94	0	0	16	104	10	130	360
8:45 AM	9:00 AM	0	0	29	18	4	51	0	0	4	45	24	73	0	0	19	48	40	107	0	0	8	88	3	99	330
TOTAL		0	0	333	214	28	575	0	0	45	249	264	558	0	0	157	318	179	654	0	0	56	827	55	938	2725

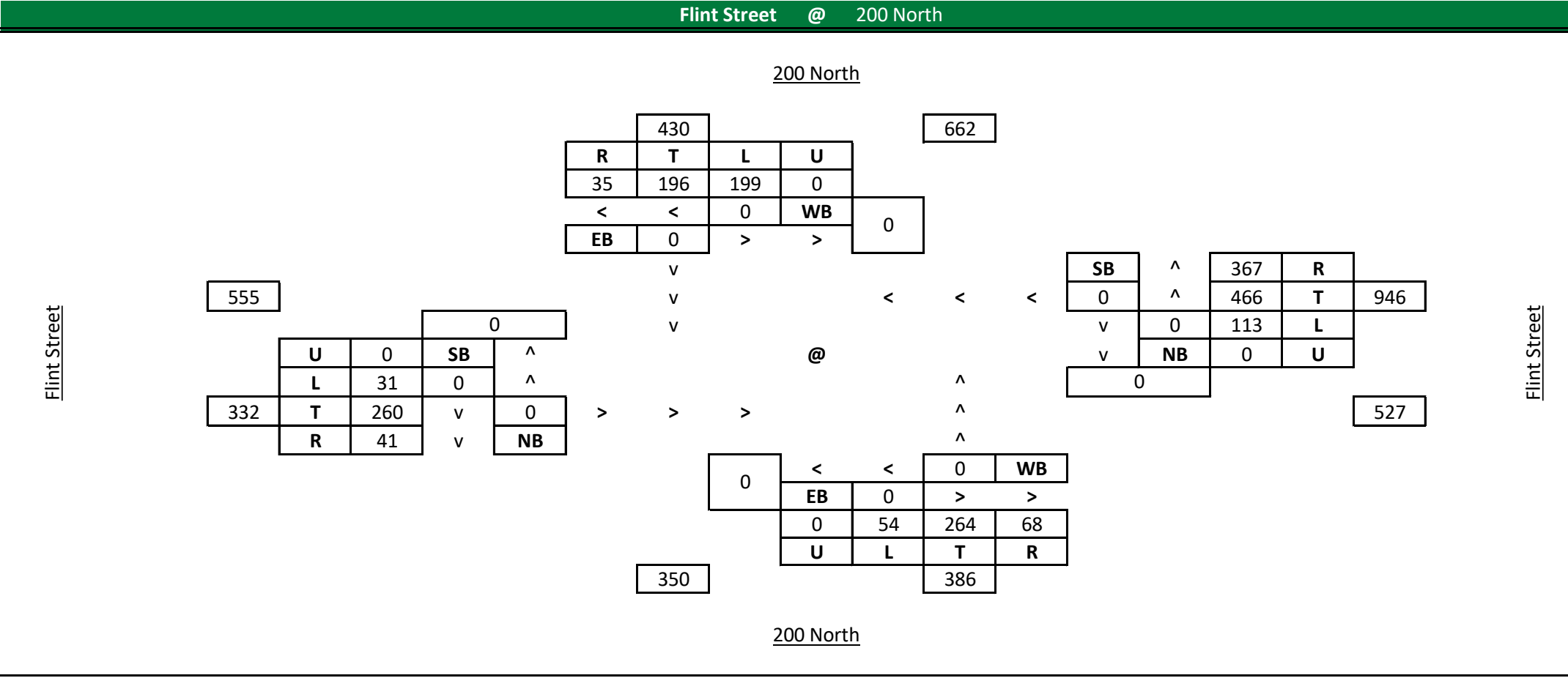
PM Hour		SOUTHBOUND						NORTHBOUND						WESTBOUND						EASTBOUND						GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total	EB Ped	WB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	TOTAL
4:00 PM	4:15 PM	0	0	46	50	11	107	0	0	8	50	22	80	0	0	23	108	75	206	0	0	7	52	6	65	458
4:15 PM	4:30 PM	0	0	45	44	5	94	0	0	12	54	16	82	0	0	25	89	62	176	0	0	11	55	6	72	424
4:30 PM	4:45 PM	0	0	46	30	10	86	0	0	14	54	20	88	0	0	11	114	77	202	0	0	1	58	5	64	440
4:45 PM	5:00 PM	0	0	44	28	14	86	0	0	12	47	19	78	0	0	17	121	67	205	0	0	9	61	9	79	448
5:00 PM	5:15 PM	0	0	45	46	11	102	0	0	13	56	10	79	0	0	26	97	92	215	0	0	8	61	8	77	473
5:15 PM	5:30 PM	0	0	44	41	9	94	0	0	18	70	20	108	0	0	22	122	87	231	0	0	7	71	7	85	518
5:30 PM	5:45 PM	0	0	64	63	8	135	0	0	11	72	17	100	0	0	26	119	103	248	0	0	8	70	15	93	576
5:45 PM	6:00 PM	0	0	46	46	7	99	0	0	12	66	21	99	0	0	39	128	85	252	0	0	8	58	11	77	527
6:00 PM	6:15 PM	0	0	49	43	6	98	0	0	7	59	20	86	0	0	22	111	67	200	0	0	5	47	8	60	444
6:15 PM	6:30 PM	0	0	39	34	5	78	0	0	16	35	18	69	0	0	33	88	41	162	0	0	6	72	14	92	401
TOTAL		0	0	468	425	86	979	0	0	123	563	183	869	0	0	244	1097	756	2097	0	0	70	605	89	764	4709

AM Peak Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total	EB Ped	WB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	TOTAL				
7:00 AM	7:15 AM	0	0	52	19	3	74	0	0	4	24	34	62	0	0	15	30	11	56	0	0	8	178	5	191	383				
7:15 AM	7:30 AM	0	0	38	31	7	76	0	0	5	18	30	53	0	0	15	44	18	77	0	0	2	87	3	92	298				
7:30 AM	7:45 AM	0	0	60	39	3	102	0	0	4	19	27	50	0	0	21	36	16	73	0	0	8	118	12	138	363				
7:45 AM	8:00 AM	0	0	49	39	1	89	0	0	8	34	27	69	0	0	37	32	21	90	0	0	6	83	14	103	351				
TOTAL		0	0	199	128	14	341	0	0	21	95	118	234	0	0	88	142	66	296	0	0	24	466	34	524	1395				
PHF		0.84						0.85						0.82						0.69						0.91				
%HGV		4.0%						1.4%						6.9%						1.2%						3.2%				

Flint Street @ 200 North



PM Peak Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total		EB Ped	WB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		TOTAL
5:00 PM	5:15 PM	0	0	45	46	11	102		0	0	13	56	10	79		0	0	26	97	92	215		0	0	8	61	8	77		473
5:15 PM	5:30 PM	0	0	44	41	9	94		0	0	18	70	20	108		0	0	22	122	87	231		0	0	7	71	7	85		518
5:30 PM	5:45 PM	0	0	64	63	8	135		0	0	11	72	17	100		0	0	26	119	103	248		0	0	8	70	15	93		576
5:45 PM	6:00 PM	0	0	46	46	7	99		0	0	12	66	21	99		0	0	39	128	85	252		0	0	8	58	11	77		527
TOTAL		0	0	199	196	35	430		0	0	54	264	68	386		0	0	113	466	367	946		0	0	31	260	41	332		2094
PHF		0.80							0.89							0.94							0.89							0.91
%HGV		1.4%							1.5%							2.0%							1.8%							1.8%



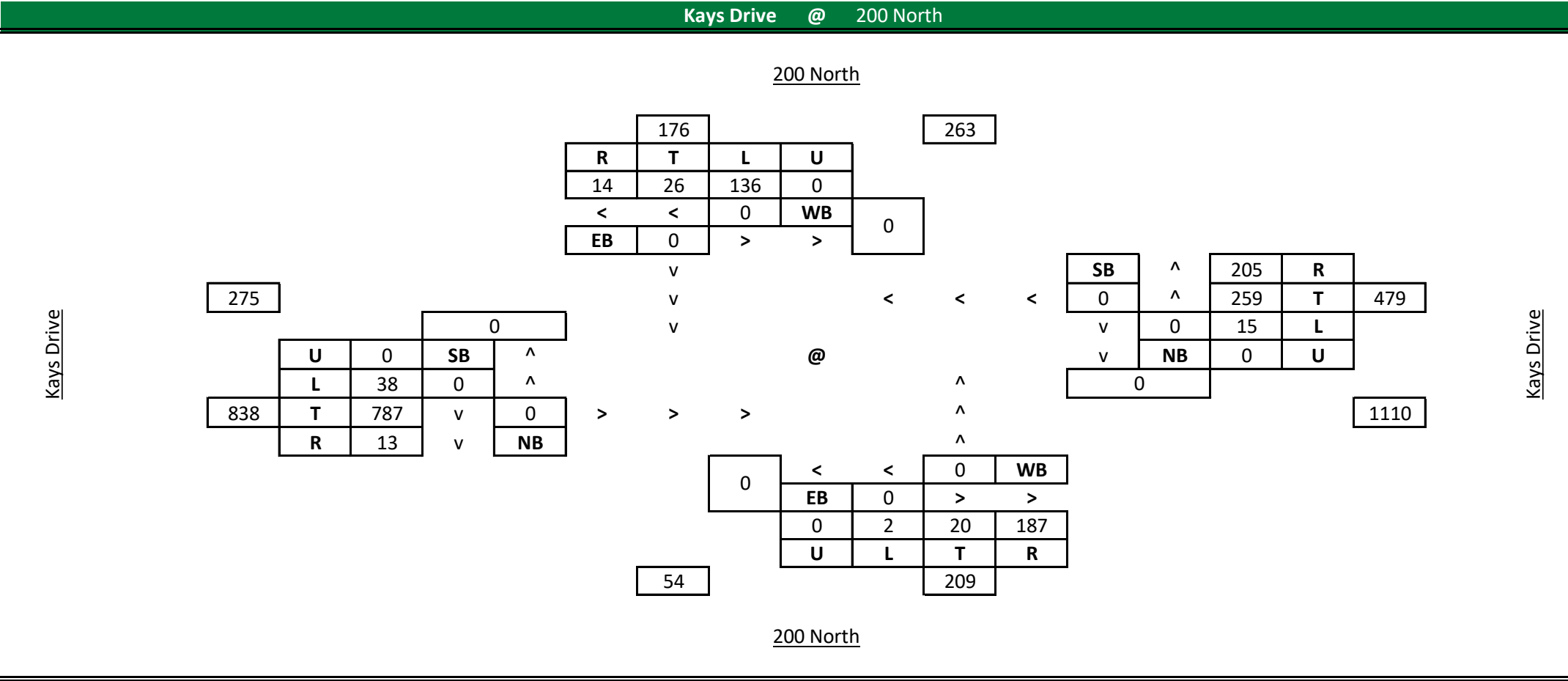
INTERSECTION: Kays Drive @ 200 North
DATE OF TMC: Wednesday, December 6, 2017
TIME: 7 AM - 9 AM and 4 PM-6:30 PM
AGENCY:



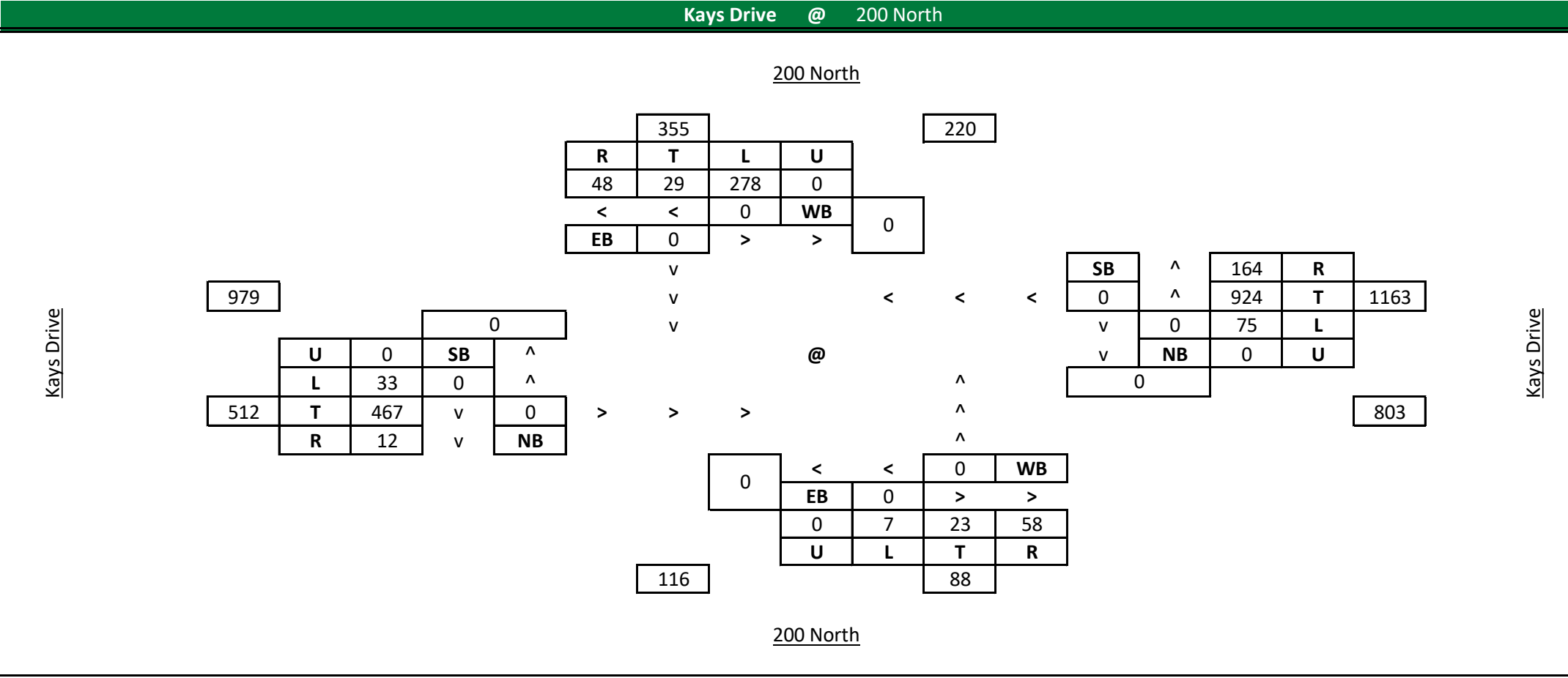
AM Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total		EB Ped	WB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		TOTAL
7:00 AM	7:15 AM	0	0	27	13	2	42		0	0	0	3	68	71		0	0	0	39	34	73		0	0	10	234	1	245		431
7:15 AM	7:30 AM	0	0	36	3	3	42		0	0	1	5	60	66		0	0	5	61	39	105		0	0	5	209	0	214		427
7:30 AM	7:45 AM	0	0	37	5	2	44		0	0	0	8	30	38		0	0	3	70	59	132		0	0	12	168	9	189		403
7:45 AM	8:00 AM	0	0	36	5	7	48		0	0	1	4	29	34		0	0	7	89	73	169		0	0	11	176	3	190		441
8:00 AM	8:15 AM	0	0	43	6	6	55		0	0	0	4	21	25		0	0	1	86	73	160		0	0	17	155	5	177		417
8:15 AM	8:30 AM	0	0	53	1	10	64		0	0	2	3	26	31		0	0	7	67	62	136		0	0	17	145	2	164		395
8:30 AM	8:45 AM	0	0	43	4	6	53		0	0	1	4	28	33		0	0	5	84	67	156		0	0	23	151	2	176		418
8:45 AM	9:00 AM	0	0	49	4	6	59		0	0	0	10	36	46		0	0	9	102	87	198		0	0	20	144	0	164		467
TOTAL		0	0	324	41	42	407		0	0	5	41	298	344		0	0	37	598	494	1129		0	0	115	1382	22	1519		3399

PM Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total		EB Ped	WB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		TOTAL
4:00 PM	4:15 PM	0	0	69	11	7	87		0	0	1	8	19	28		0	0	16	188	56	260		0	0	13	100	1	114		489
4:15 PM	4:30 PM	0	0	64	12	2	78		0	0	1	10	10	21		0	0	23	181	34	238		0	0	7	119	3	129		466
4:30 PM	4:45 PM	0	0	66	8	5	79		0	0	2	6	12	20		0	0	17	209	42	268		0	0	8	123	1	132		499
4:45 PM	5:00 PM	0	0	76	9	7	92		0	0	1	0	13	14		0	0	21	209	45	275		0	0	3	118	2	123		504
5:00 PM	5:15 PM	0	0	24	7	7	38		0	0	46	8	4	58		0	0	10	118	17	145		0	0	9	109	28	146		387
5:15 PM	5:30 PM	0	0	104	11	11	126		0	0	2	13	15	30		0	0	9	223	45	277		0	0	9	136	0	145		578
5:30 PM	5:45 PM	0	0	95	7	14	116		0	0	3	5	13	21		0	0	22	239	51	312		0	0	4	138	4	146		595
5:45 PM	6:00 PM	0	0	37	8	12	57		0	0	1	1	19	21		0	0	23	264	41	328		0	0	10	110	4	124		530
6:00 PM	6:15 PM	0	0	42	3	11	56		0	0	1	4	11	16		0	0	21	198	27	246		0	0	10	83	4	97		415
6:15 PM	6:30 PM	0	0	44	9	9	62		0	0	0	7	13	20		0	0	10	167	15	192		0	0	10	113	3	126		400
TOTAL		0	0	621	85	85	791		0	0	58	62	129	249		0	0	172	1996	373	2541		0	0	83	1149	50	1282		4863

AM Peak Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total		EB Ped	WB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		SB Ped	NB Ped	Left	Thru	Right	Total		TOTAL
7:00 AM	7:15 AM	0	0	27	13	2	42		0	0	0	3	68	71		0	0	0	39	34	73		0	0	10	234	1	245		431
7:15 AM	7:30 AM	0	0	36	3	3	42		0	0	1	5	60	66		0	0	5	61	39	105		0	0	5	209	0	214		427
7:30 AM	7:45 AM	0	0	37	5	2	44		0	0	0	8	30	38		0	0	3	70	59	132		0	0	12	168	9	189		403
7:45 AM	8:00 AM	0	0	36	5	7	48		0	0	1	4	29	34		0	0	7	89	73	169		0	0	11	176	3	190		441
TOTAL		0	0	136	26	14	176		0	0	2	20	187	209		0	0	15	259	205	479		0	0	38	787	13	838		1702
PHF		0.92							0.74							0.71							0.86							0.96
%HGV		7.9%							0.9%							4.4%							1.7%							3.3%



PM Peak Hour		SOUTHBOUND							NORTHBOUND							WESTBOUND							EASTBOUND							GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total	EB Ped	WB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total					TOTAL
5:15 PM	5:30 PM	0	0	104	11	11	126	0	0	2	13	15	30	0	0	9	223	45	277	0	0	9	136	0	145					578
5:30 PM	5:45 PM	0	0	95	7	14	116	0	0	3	5	13	21	0	0	22	239	51	312	0	0	4	138	4	146					595
5:45 PM	6:00 PM	0	0	37	8	12	57	0	0	1	1	19	21	0	0	23	264	41	328	0	0	10	110	4	124					530
6:00 PM	6:15 PM	0	0	42	3	11	56	0	0	1	4	11	16	0	0	21	198	27	246	0	0	10	83	4	97					415
TOTAL		0	0	278	29	48	355	0	0	7	23	58	88	0	0	75	924	164	1163	0	0	33	467	12	512					2118
PHF		0.70						0.73						0.89						0.88						0.89				0.89
%HGV		1.4%						0.8%						1.2%						1.6%						1.3%				1.3%





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APPENDIX B

EXISTING AND PROPOSED SYNCHRO ANALYSIS

KAYSVILLE CITY PLANNING COMMISSION MEETING MINUTES

May 9, 2019

Planning Commission Members Attended: Chairperson Matthew Anderson, Vice Chairperson Thomas Wood, Joshua Sundloff, Gary Bullock, Wilf Sommerkorn, Tamara Tran
Excused: Betty Parker

Staff Present: Zoning Administrator Lyle Gibson, Dan Jessop, Secretary Heather Nielsen

Others Present: Kaysville City Councilman Stroh DeCaire, Mary Swanstrom, CJ Swanstrom, James Knight, Tim Moultrie, Kyle Montgomery, David Johnson, Sue Felix, Dan Barton, Brad Frost, Norm Frost, Carole Walters, Carrie Hughes, Shane Hughes, Cricket Longaker, Matt Longaker, Tanya Bactista, Diana Barker, Catherine Webster, Janet G. Smith, Flint Barber

OPENING

The Planning Commission meeting was held on Thursday, May 9, 2019 at 7:00 p.m. in the Municipal Center. Chairperson Matthew Anderson opened the meeting by welcoming those present.

The minutes of the April 25, 2019 meeting were presented for approval. Tamara Tran made a motion to approve the minutes. Thomas Wood seconded the motion and it passed unanimously.

CONDITIONAL USE PERMIT FOR AN AGRICULTURAL HOME OCCUPATION, OFF ROAD VEHICLE, 4X4 REPAIR AND ACCESSORY INSTALL AT 345 E. SHEPARD LANE—KYLE MONTGOMERY.

Dan Jessop explained that Mr. Kyle Montgomery is requesting a conditional use permit for an agricultural home occupation at the above listed address. He repairs off road vehicles, Jeeps, ATV's, and installs off road parts and accessories. Mr. Montgomery will work on them from the attached garage at the rear of his property. He has no employees. He anticipates working on one vehicle at a time with no more than two or three on site at any time. Customers will drop off the vehicle, and pick it up when the work is completed. The Montgomery's acre lot has mature trees and a privacy fence adjacent to neighbors on all three sides. Staff has visited with the applicant and reviewed the restrictions of Title 17-26-5.

Staff is recommending approval of the proposed conditional use permits for an Agricultural Home occupation, off road vehicle repair and accessory install, at the above listed address with no additional conditions.

Thomas Wood made a motion to grant a conditional use permit for an Agriculture Home occupation, off road vehicle and 4x4 repair and install accessories at 345 E. Shepard Lane for Kyle Montgomery. Gary Bullock seconded the motion and it passed unanimously.

CONDITIONAL USE PERMIT FOR A MAJOR HOME OCCUPATION “B,” SWIM LESSONS AT 2137 S. 100 E.—DAVE AUSTIN.

Dan Jessop explained that the applicant is requesting a conditional use permit for a major home occupation “B,” to offer swimming lessons at the above listed address. Dave Austin’s children would teach the lessons during the summer months. Lessons will be private, semi-private and small groups. Group classes will be eight students or less. The pool on site is an outdoor swimming pool. The home is at the end of a cul-de-sac street and there is a large amount of parking on site. Lessons are anticipated to be Monday through Friday between 9 am and 11 am.

Staff is recommending approval of the proposed conditional use permit for a major home occupation “B,” Swim Lessons subject to compliance with Title 17-26-4 of the Kaysville City Ordinance and the following condition:

- The number of students be limited to 8 per class.

Tamara Tran asked about the multiple lesson sessions. Would the lessons be back to back? Dan Jessop responded that yes the lessons would be back to back between those hours.

Wilf Sommerkorn made a motion to grant a conditional use permit for a major home occupation “B,” Swim Lessons at 2137 S. 100 E. for Dave Austin. Gary Bullock seconded the motion and it passed unanimously.

CONDITIONAL USE PERMIT FOR A DEVELOPMENT SIGN AT 352 N. 75 E.—HENRY WALKER HOMES

Dan Jessop said that the subdivision at the above address has had a development sign for which the conditional use permit has expired. Henry Walker Homes is asking to extend their permit for 6 more months or until the remaining houses are sold.

The sign may be temporarily permitted as a conditional use under Section 7-12-4 (5). Under Section 17-30-7 Temporary Uses, a Conditional Use Permit for uses, which are of a temporary nature only, may be issued for the intended duration of the temporary use or for one (1) year, or all homes are sold whichever period of time is shorter. The Planning Commission may grant extensions of six (6) months each under exceptional circumstances.

The sign requested for approval is a 4’ x 8’ sign and is approximately 8’ in height. The sign placement has not changed. The sign appears to meet all corner requirements for proper 30’ site of view triangle. The allowances for Development Signs are in KCC 17-33-9 Signs Permitted by Zone.

Staff is recommending approval of the proposed conditional use permit for the development sign for a period of 6 months, or until remaining homes sell.

Gary Bullock made a motion to grant a conditional use permit for a development sign at 352 N. 75 E. for Henry Walker Homes. Thomas Wood seconded the motion and it passed unanimously.

PUBLIC HEARING AND REQUEST TO REZONE .98 ACRES OF PROPERTY AT 370 S. ANGEL STREET FROM R-A (RESIDENTIAL AGRICULTURE) TO THE R-1-20 (SINGLE FAMILY DWELLING) ZONING DISTRICT—CATHERINE L. WEBSTER.

Lyle Gibson presented the rezone request and the preliminary plat together. He said the applicant's property located at the corner of Angel Street and Galbraith Lane is just shy of 1 acre in area. The applicant desires to subdivide the property in order to create a new buildable lot to the west while keeping the existing home along Angel Street.

The R-A zoning district requires that each lot have a true half acre in size or 21,780 sq. ft. Rezoning to the R-1-20 zoning district will allow for slightly smaller lots at a minimum of 20,000 sq. ft. each.

Apart from the minimum lot size, the zoning districts are very similar other than a requirement for most farm animals in the R-1-20 zoning district to go before the Planning Commission for a conditional use approval. Farm animals are a permitted use in the R-A zone.

The Planning Commission should hold a hearing for both the rezone and the preliminary plat. After holding the required hearing for each item, a separate motion should be made regarding the rezone request and the preliminary plat.

The Planning Commission should make a recommendation to the City Council addressing the rezone request based on its findings of compatibility with the General Plan and how well the proposal works at this specific location.

Staff recommends that the Planning Commission forward a favorable recommendation to the City Council regarding the Preliminary Plat for the David's Place 1st amended subdivision subject to final approval of the R-1-20 zoning district. Lyle Gibson told the Planning Commission that they should approve the preliminary plat even if they do not agree with the rezone. The plat meets all the acreage and frontage requirements needed for approval.

Chairperson Matthew Anderson asked Lyle Gibson where access to the new lot would be. Lyle Gibson responded that access would come off Galbraith Lane. Chairperson Matthew Anderson asked if there is a loss of value to the neighborhood if this is rezoned. Wilf Sommerkorn responded that the neighborhood would not lose value.

Chairperson Matthew Anderson opened the Public Hearing. There were no comments or questions from the public. Chairperson Matthew Anderson closed the public hearing.

Wilf Sommerkorn made a motion to recommend approval for the .98 acres rezone at 370 S. Angel Street R-A (Residential Agriculture) to the R-1-20 (Single Family Dwelling) for Catherine L. Webster. Mathew Anderson seconded the motion and it passed unanimously.

**PUBLIC HEARING FOR PRELIMINARY PLAT APPROVAL FOR DAVID'S PLACE
1st AMENDED SUBDIVISION AT 370 S. ANGEL STREET—CATHERINE L.
WEBSTER.**

Chairperson Matthew Anderson opened the Public Hearing. There were no comments or questions from the public. Chairperson Matthew Anderson closed the public hearing.

Wilf Sommerkorn made a motion to recommend preliminary plat approval for David's Place 1st amended subdivision at 370 S. Angel Street subject to rezone approval from the Kaysville City Council. Gary Bullock seconded the motion and it passed unanimously.

**PUBLIC HEARING AND REQUEST TO REZONE 5.74 ACRES OF PROPERTY AT
1955 W. 200 N. FROM A-5 (HEAVY AGRICULTURE) AND R-A (RESIDENTIAL
AGRICULTURE) TO THE R-1-8 (SINGLE FAMILY RESIDENTIAL) ZONING
DISTRICT TO INCLUDE THE PRUD OVERLAY ZONE—BRAD FROST/CAPITAL
REEF MANAGEMENT.**

Lyle Gibson explained that the applicant has the subject property under contract and is seeking a rezone in order to accommodate a new residential development. The property which is at the end of 1700 West Street and on the south side of 200 North currently has 1 home along 200 North while the remainder is undeveloped agricultural property.

The bulk of the property (just over 5 acres) is zoned A-5 which allows for lots just under 5 acres in size, primarily the zone is for farming and grazing. The existing home sits on roughly half an acre fronting 200 North Street.

With the requested R-1-8 zoning designation and the PRUD overlay, development may occur with as many as 1 unit per each 8,000 sq. ft. of property to be subdivided. This is a density of 5.4 units per acre which could yield in on this property a maximum of 31 units.

To demonstrate their desired use of the property and reason for requesting a rezone, the applicant has provided a concept subdivision plan. The concept subdivision shows 22 units or 3.8 units per acre. This development allows for 1700 West Street to push through to 200 North in alignment with Wilkie Street to the north. The concept includes common areas and would be reviewed as a common open space subdivision through the subdivision process should the zoning be desirable. The PRUD overlay zone allows through a common open space subdivision for variations from normal development standards of the R-1-8 zone which would allow for the proposed lot sizes.

As a rezone is a legislative decision, the Planning Commission and ultimately the City Council have broad discretion in their decision making. The Planning Commission is looking to make a recommendation to the city council based on its findings of compatibility with the general plan and how well the proposal works at the specific location given its surroundings. The purpose of the PRUD ordinance should also be taken into account in regards to the request for that overlay zone. The City's General Plan states, among other things:

After holding the required hearing, the Planning Commission should make a recommendation to

the City Council addressing the rezone request based on its findings of compatibility with the General Plan and how well the proposal works at this specific location. If inclined to recommend the rezone request, the recommendation from the Planning Commission may at its discretion include considerations for a development agreement.

Chairperson Matthew Anderson invited Brad Frost from Capital Reef Management to approach the stand. Mr. Frost presented a slide show indicating what type of houses they would like to build in their purposed 55 and older active adult HOA subdivision. The homes would be one level with two garages and fully landscaped.

Gary Bullock asked Mr. Frost what the price range for these homes would be. Mr. Frost responded that the range would be 400k to 450k. These are high-class homes with all the newest features and outside landscaping.

Gary Bullock asked Mr. Frost about the creek that flows through the property. How will they be incorporating that? What assurances will you give neighbors that they will still have access to that water? Mr. Frost replied that it is not a creek but storm water that has been emptying onto the property. It will be capped and run through the street system.

Chairperson Matthew Anderson opened the Public Hearing.

Dr. Jim Knight approached the stand. Mr. Knight said that he did not support the project. It brings more traffic to 200 N. which is already too crowded. The property sits lower and he is concerned about possible flooding. He feels that the infrastructure for these homes is also not there.

Dave Johnson is concerned about his riding arena and how the fencing would keep his animals safe. He would like something other than vinyl fencing used since that can blow out during high winds. He is also concerned about the water rights from the creek. He stated that he has water shares and so do other families in the area and they don't want to lose the water.

Sue Felix is also worried about the traffic on 200 N. The traffic is getting worse in West Kaysville and this development will be adding to it. She is also concerned about the road entrance on 200 N. that continues through 1700 W. She would like the street blocked off at the north side of the Burton's property to prevent people from creating cut through traffic.

Dan Burton has six acres to the south of this development and would like consideration given to his property so that it doesn't become land-locked. He would like to sale his property one day. He also echoed that a second entrance does not need to be constructed into the subdivision. Thomas Wood asked Dan Burton if he experiences any flooding. He said that he does not receive any flooding in his home but does receive flooding in the lower pasture on his property.

Matt Longanker Harvey told the Planning Commission that the flowing water was not creek/irrigation water but was water illegally being pushed onto his property. They created a ditch to move the water so that other neighbors could use it.

Flint Barber is the agent helping to sale this property. He feels this type of development is a great asset to our community. Kaysville does not have many senior living properties available and more are needed.

Susan Neck said she did not receive the notice in the mail. She is against the development. When they moved in, they thought that the properties west of the freeway would be no less than half-acre lots. This is not happening and she is upset about that.

Chairperson Matthew Anderson closed the public hearing.

Thomas Wood asked if the road does not go through can the neighborhood be developed. Lyle Gibson said that they would not recommend it from staff perspective and the Fire Chief would not sign off on it, since it can connect.

Gary Bullock asked Brad Frost about continuing the water downline if so many people depend on it. Brad Frost said that they would not stop water if it is indeed irrigation water and not storm drain water. They will work with the city on anything that needs to be done.

Wilf Sommerkorn also asked about the water issue. Is there is a head gate for turning this water on? If so, who has rights to that water? Josh Sundloff said if there are defined shares or water rights it's the developers obligation to provide accommodations those rights. Developers are legally bound to that. Josh Sundloff also said these issues will be worked out in the preliminarily plat plans.

Thomas Wood asked about the possibility of cut through traffic. He is concerned about this issue. He wants to create measures to eliminate the cut through traffic. One idea would be to put in a speed bump.

Tamara Tran made a motion to recommend to City Council the approval for the rezone of 5.74 acres of property at 1955 W. 200 N. from A-5 (Heavy Agriculture) and R-A (Residential Agriculture) to the R-1-8 (Single Family Residential) zoning district to include the PRUD overlay zone for Brad Frost--Capital Reef Management. Wilf Sommerkorn seconded the motion and it passed unanimously.

CONDITIONAL USE PERMIT FOR A TWO-FAMILY DWELLING AT 757 E. BROOKSHIRE—SHANE AND CARRIE HUGHES

Lyle Gibson stated that the applicant is requesting approval to build a new two-family dwelling at the proposed address. The property is a former lot in the King Clarion Hills No. 2 Subdivision. It has since been divided amongst neighboring property owners and the Hughes are looking to re-establish the lot and build a new home on it.

Typically a new home is a use by right, however a two-family dwelling is allowed only by conditional use according to KCC 17-12-4 (9). Specifically this section allows two-family dwellings by conditional use as follows: 'Not more than two duplexes (4 units) may be allowed within 500 feet of any duplex (2 units). The 500 feet shall be measured in a straight line from the

center of a duplex site to the boundary of any other duplex or twin home property. Staff has reviewed the 500 foot radius from the center of the duplex site and has not identified any city approved duplexes or two-family dwellings.

Staff is recommending approval of the proposed two-family dwelling with the following conditions.

- A subdivision plat be completed and approved for the creation (re-creation) of the proposed lot where the two-family dwelling would be located.
- Parking be provided at a minimum of two parking stalls per unit in accordance with KCC 17-32-5, Number of Parking Spaces Required. No more than two of the required parking stalls may be in tandem.

Gary Bullock made a motion to grant a conditional use permit for a Two-Family Dwelling at 757 E. Brookshire—Shane and Carrie Hughes. Thomas Wood seconded the motion and it passed unanimously.

CONSIDERATION OF AN EXCEPTION OR MODIFICATION FOR DISTANCE BETWEEN RESIDENTIAL STRUCTURES AT 747 E. BROOKSHIRE FOR SHANE AND CARRIE HUGHES. SEE KCC CODE (17-25-5)

Lyle Gibson explained that the applicants currently reside at the home at the above address. They are hoping to re-plat the lot to the east of their home and build a new two-family dwelling on it. They have provided a letter requesting an exception or modification from Section KCC 17-25-5 which allows the Planning Commission to consider a variation from typical side yards regarding the distance between residential structures

The applicant has provided a site plan indicating their desired side yards from the existing home which they live in to the newly proposed dwelling they would like to construct. The proposed residence has 10 feet side yards on each side. The side yard on the east is 10 feet because of a distance/separation requirement from the power line which exists along the property line in that location. The applicant has expressed a desire to keep a 10 foot side yard on the west of the proposed residence in order to leave room for additional parking such as an RV pad. As drawn, the distance between the proposed residence and the existing residence is 15 ft. 1 in. from structure to structure, or 16 ft. 6” measuring wall to wall. When measuring setbacks staff measures to foundation or structural walls and allows for a typical eave to project into required yards. So the proposal would leave as shown 16 feet between dwellings.

The Planning Commission should consider the provisions of 17-25-5 and determine if the proposed exception is warranted at this location and conducive of desirable development as stated.

Thomas Wood made a motion to grant an exception regarding the distance between the 2 residential structures at 747 E. Brookshire for Shane and Carrie Hughes with the condition that the side yard required distance be not less than 3 ft for the existing building and there be no less than 16 ft between the 2 buildings. Wilf Sommerkorn seconded the motion and it passed unanimously.

CALL TO THE PUBLIC

Nothing was brought to the commission

CALENDAR

The next regularly scheduled Planning Commission meeting will be held on Thursday, May 23, 2019 at 7:00 p.m.

ADJOURNMENT

Chairperson Matthew Anderson made a motion to adjourn the meeting. Gary Bullock seconded the motion and it passed unanimously. The meeting adjourned at 9:30 p.m.