



PLANNING COMMISSION AGENDA

Thursday, March 24, 2016
Morgan County Council Room
6:30 PM

PUBLIC NOTICE is hereby given that the Morgan County Planning Commission will meet at the above time and date at the Morgan County Courthouse, Council Chambers; 48 West Young St, Morgan, Utah. The agenda is as follows:

1. Call to order – prayer
2. Pledge of Allegiance
3. Approval of agenda
4. Declaration of conflicts of interest
5. Public Comment

Administrative:

6. Discussion/Decision for Whittier Estates traffic proposal.

Legislative:

7. Discussion/Public Hearing/Decision: Land Use Map Amendment – Amending the Zoning Map of the County to reflect recent changes in the Zoning Ordinance.
8. Discussion/Public Hearing/Decision: Land Use Management Code Amendment – A proposed text amendment to the following Sections of Title 8 Chapter 8 of the Land Use Management Code of the County amending: Section 8-8-4 “Performance Standards”
9. Discussion/Public Hearing/Decision: Land Use Management Code Amendment – A proposed text amendment to the following Sections of Title 8 Chapter 8 of the Land Use Management Code of the County amending: Section 8-8-5 “General Standards”

Administrative:

10. Planning Commission Business/Questions for Staff
11. Approval of minutes from March 10, 2016
12. Election of Chair and Vice Chair
13. Adjourn

MEMORANDUM

TO: Planning Commission
FROM: Bill Cobabe
DATE: March 24, 2015
SUBJECT: Land Use Ordinance Text Amendment – Conditional Use Standards

Revisions:

Rather than print out the whole thing, I've reproduced only those portions of the Code that we have reviewed/revised. *Please refer to the 10 Mar 2016 memo for the full, original text* which we will continue to review/revise. The revisions are in the **bold strikethrough** format.

Section 8-8-4:

A. Conditions Relating To Safety For Persons And Property:

1. Building elevations and grading plans which will prevent or minimize floodwater damage, where property may be subject to flooding.
2. The relocation, covering or fencing of irrigation ditches, drainage channels, and other potential attractive nuisances existing on ~~or adjacent~~ to the property. **These requirements shall apply only to the applicant's property.**
3. Increased setback distances from lot lines where ~~the planning commission determines it to be~~ necessary to ensure the public safety and to ensure compatibility with the intended characteristics of the district as outlined in this title.
4. Appropriate design, construction and location of structures, buildings and facilities in relation to any earthquake fault which may exist on the property, and limitations and/or restrictions on the use and/or location of uses due to special site conditions, including, but not limited to, geologically hazardous areas; floodplains; fault zones; landslide areas.
5. Limitations and control of the number, location, color, size, height, lighting and landscaping of outdoor advertising signs and structures in relation to the creation of traffic hazards and appearance and harmony with adjacent development.
6. Plans for the location, arrangement and dimensions of truck loading and unloading facilities.
7. Construction of curbs, gutters, drainage culverts, sidewalks, streets, fire hydrants and street lighting.
8. ~~Reduction of permitted street grades for winter and storm conditions, or exposure.~~
9. Fences shall not create visual nor other safety hazards.
10. Backing movements, passing vehicles, sidewalk traffic, small children, etc., shall be considered in the location of fences and effects on circulation system.
11. Numbers and types of vehicles per time period associated with the conditional use activities.
12. Time of day and days of the week conditional use may operate.
13. **Buildings and site perimeter shall be secured with locks, gates, and other barriers to access as appropriate to ensure safety and security.**

Note regarding signage:

There was some discussion regarding the potential impact of signage on the safety of folks in the County. The County has a Code Section regulating signage in the County. It is found in Chapter 10 of Title 8. Specifically, Section 8-10-7 (I) addresses questions related to illumination:

I. Illumination:

- 1. Sign illumination may be cast directly onto the face of the sign; provided, that such illumination does not adversely affect pedestrian and/or vehicular traffic. Whenever a sign face is illuminated by an external source, light shall be concentrated on the sign face. The amount of light cast to the areas other than the sign shall be reduced to the extent possible. All external illumination sources shall be shielded from public view. On all internally illuminated freestanding, wall mounted and projecting signs, light shall be transmitted only through the material that comprise the letters located within the display area. No interior light source shall be visible to the exterior. No sign shall contain copy which consists of illuminated bulbs or individual lights or light sources.*
- 2. Lighting for all exterior signs, whether lettering is internally backlighted or light is cast onto the face of the sign, shall comply with the lighting standards established herein.*

While it is currently outside of the scope of the discussion, the sign ordinance and illumination standards is something we can address, if desired.

MEMORANDUM

TO: Planning Commission
FROM: Bill Cobabe
DATE: March 24, 2016
SUBJECT: Whittier Estates Subdivision – Proposed Traffic Pattern Change

Background

On December 1, 2015, the County Council approved (with conditions) the proposed Whittier Estates Subdivision Preliminary Plat. At that time, two of the conditions related to the approval stated the following:

- 1. That all conditions of the County Engineer are met prior to or in connection with construction document submittal and beginning of construction on the site and prior to final plat review/approval.*
- 2. That the requirements of the traffic study be met as part of the construction document submittal, review, and construction process.*

These conditions were added by the County Council to allow the developer to work with the County Engineer in providing adequate construction documents that would demonstrate compliance with industry standards regarding traffic safety. In the course of designing the proposed changes to the roadway, it became apparent that the traffic study which was completed in connection with the subdivision pointed to some safety concerns that need to be addressed if additional traffic is to be routed along the existing roadways at 3900 N and 3725 N. This is due to a number of issues associated with conditions on the roadway that additional traffic may adversely impact, including:

1. Sight distance along Morgan Valley Drive is a concern for traffic attempting turns from both of the streets mentioned.
2. The speed along Morgan Valley Drive further impacts the sight distance issue.
3. The condition of the roadway along 3900 N needs to be addressed.

The applicant was aware of the condition of 3900 N and has proposed to address these concerns by widening the paved portion of the road to at least 22', while staying within the existing right of way. The traffic engineer hired by the applicant to review the proposed development continues to have concerns, however, regarding the intersections themselves (the intersections at 3900 N and Morgan Valley Drive, and 3725 N and Morgan Valley Drive). The applicant has proposed a couple of potential mitigating tactics that may help address these outstanding concerns.

As this is a public safety issue, and as the issue affects both an existing roadway and the folks who live on that roadway, the determination was made that the applicant should bring these proposed solutions to the Planning Commission and County Council in a public meeting for discussion. Staff is not making an official recommendation in connection with the proposed solutions, noting only that the applicant's traffic engineer is the one making these proposals. It will be up to the Planning Commission/County Council to decide if the proposals are acceptable.

I have attached email communication from the applicant and the traffic engineer. Once the Council makes a determination regarding the proposed solutions, the County Engineer will work with the applicant and the applicant's engineer to ensure compliance with the approved solutions.

ATTACHMENTS:

Exhibit A: Original Traffic Study – 5 Nov 2015

Exhibit B: Email Communication Regarding Proposed Changes – (various dates as noted)

MEMORANDUM

Date: November 5, 2015

To: Blair Gardner
Future Homes

From: Hales Engineering

Subject: **Peterson – Whittier Estates Traffic Study**

UT15-791

Purpose

The purpose of this memorandum is to report on a study completed for the proposed Whittier Estates development in Peterson, Utah. The development is located in the area west of Morgan Valley Drive (3900 West) and south of the Weber River and I-84. The proposed development is planned to include approximately 40 single family homes on approximately 105 acres. A vicinity map of the proposed project is provided in Figure 1.



Figure 1. Vicinity Map for the proposed Whittier Estates in Peterson, Utah

Project Conditions

The proposed development will gain access to Morgan Valley Drive (3900 West) via two existing streets: 3900 North and 3725 North.

Morgan Valley Drive (3900 West): connects to I-84 to the north (via 4300 North) and winds south along the west side of the Morgan Valley before connecting to SR-66 in the town of Porterville, south of Morgan. Morgan Valley Drive has a paved width of 26 feet in the vicinity of the proposed project and the posted speed limit is 40 miles per hour. There are no lane markings on Morgan Valley Drive in the vicinity of the proposed project, but the road functions as a two-lane roadway.

3900 North: extends approximately 600 feet to the east from Morgan Valley Drive. The paved width of 3900 North is 17.5 feet near the intersection with Morgan Valley Drive and there is no posted speed limit. Road 1 (to be built with the proposed development) will extend from the existing eastern terminus of 3900 North.

3725 North: extends approximately 500 feet to the east from Morgan Valley Drive and is the main access road for the Meadow Brook Subdivision. The paved width of 3725 North is 26 feet and there is no posted speed limit. Road 2 (to be built with the proposed development) will extend from the existing eastern terminus of 3725 North.

Intersection Geometry Analysis

Hales Engineering used measurements taken on-site, as well as aerial photographs to evaluate the 3900 North / Morgan Valley Drive (3900 West) and 3725 North / Morgan Valley Drive (3900 West) intersections. Turning radii were measured on each study intersection. Those radii were compared to the minimum design turning radius and the minimum inside radius for three design vehicles listed in AASHTO *A Policy on Geometric Design of Highways and Streets (6th Edition, 2011)*, which are typical for this type of intersection. These three design vehicles are: passenger cars, single-unit trucks (representing emergency vehicles, garbage trucks, or other large vehicles), and school bus.

The existing radii at the study intersections, as well as the minimum design turning radius and the minimum inside radius for each of the three design vehicles are summarized in Table 2. As shown in Table 2, the turning radii at each study intersection exceeds the minimum dimensions necessary to accommodate turning movements from each of the design vehicles considered. It should be noted that the maximum turning radii are also adequate at both intersections.

Table 2 Turning Radii Summary

Intersection	Existing Design Turning Radius (ft)	Existing Inside Radius (ft)
3900 North / Morgan Valley Drive (3900 West)	50	27
3725 North / Morgan Valley Drive (3900 West)	55	28
AASHTO Design Vehicle	Minimum Design Turning Radius (ft)	Minimum Inside Radius (ft)
Passenger Car (P)	23.8	14.4
Single-Unit Truck (SU-30)	41.8	28.4
School Bus (S-BUS40)	38.6	23.8

Source: Hales Engineering, October 2015

Intersection Sight Distance

Hales Engineering utilized methods set forth in AASHTO *A Policy on Geometric Design of Highways and Streets (6th Edition, 2011)*, to determine minimum intersection sight distances for each study intersection. For a two lane road with speeds of 40 mph (such as Morgan Valley Drive), the minimum sight distance for left-turning vehicles is 445 feet, and 385 feet for right turning vehicles. Intersection sight triangles showing the areas where obstructions would impede the driver’s view of the intersecting roadway are shown in Figure 2 and Figure 5.

At the 3900 North / Morgan Valley Drive (3900 West) intersection, sight distance to the north is impeded by a vertical curve in the roadway. As is shown in green in Figure 2, left-turning vehicles only have approximately 260 feet of sight distance due to the vertical curvature on Morgan Valley Drive (3900 West) north of 3900 North (see Figure 3 for drivers view). Sight distance to the south is adequate, but is subject to obstruction by roadside vegetation as shown in Figure 4.



Figure 3. Intersection Sight Distance at 3900 North and Morgan Valley Drive Looking North



Figure 4. Intersection Sight Distance at 3900 North and Morgan Valley Drive Looking South

At the 3725 North / Morgan Valley Drive (3900 West) intersection, sight distance to the north is impeded by a vertical curve in the roadway. As is shown in green in Figure 5, left-turning vehicles only have approximately 350 feet of sight distance due to the vertical curvature on Morgan Valley Drive (3900 West) north of 3725 North (see Figure 6 for drivers view). There is sufficient sight distance to the south of the intersection as shown in figure 7.



Figure 5. Intersection Sight Distance at 3725 North and Morgan Valley Drive



Figure 6. Intersection Sight Distance at 3725 North and Morgan Valley Drive Looking North



Figure 7. Intersection Sight Distance at 3725 North and Morgan Valley Drive Looking South

Lowering the speed of vehicles traveling on Morgan Valley Drive (3900 West) would help to improve sight distances at the study intersections. This could be accomplished by lowering the speed limit, or by other traffic calming measures. The speeds on Morgan Valley Drive (3900 West) would need to be lowered to 20 mph at 3900 North, and 30 mph at 3725 North, to attain adequate intersection sight distances with the existing roadway geometry. When future improvements are made to Morgan Valley Drive (3900 West), consideration should be given to locations where the vertical curvature of the roadway impedes minimum sight distances. Care should be taken to maintain the roadside vegetation along Morgan Valley Drive (3900 West) such that adequate sight distance is maintained.

Conclusions

The findings and recommendations of the study are as follows:

- The turning radii at each of the study intersections are sufficient to accommodate emergency vehicles, and other typical daily traffic.
- Sight distance for left-turning vehicles is insufficient at both study intersections.
- Lowering the speed of vehicles traveling on Morgan Valley Drive (3900 West) could improve site distance conditions.
- Consideration should be given to modifying the vertical curvature of Morgan Valley Drive (3900 West) to improve sight distances when future improvements are made.
- Sight distance for right-turning vehicles is adequate, but could potentially be impeded by roadside vegetation.
- Care should be taken to maintain roadside vegetation such that it does not impede sight distances at intersections along Morgan Valley Drive (3900 West).

If you have any questions regarding this study performed by Hales Engineering please feel free to contact us.

Exhibit B: Email Communication Regarding Proposed Changes – (various dates as noted)

(NOTE: Mr. Perrin is a traffic engineer that Mark Miller consults with on traffic issues. His evaluation should be taken in this light. The review that Mr. Perrin references is the one attached above).

Thu 3/10/2016 1:10 PM
Mark <wcmtn@comcast.net>
FW: Peterson Whittier Estates ISD Figures

FYI



From: Joe Perrin [<mailto:a@trans@comcast.net>]
Sent: Wednesday, March 09, 2016 9:59 PM
To: 'Future Homes'
Cc: 'Mark Miller'; a@trans@comcast.net
Subject: RE: Peterson Whittier Estates ISD Figures

Also, make sure the analysis was based on the design speed and not the posted speed. The design speed is typically 10 mph above the posted speed.

Joe

From: Joe Perrin [<mailto:a@trans@comcast.net>]
Sent: Wednesday, March 09, 2016 9:27 PM
To: 'Future Homes'
Cc: 'Mark Miller'; a@trans@comcast.net
Subject: RE: Peterson Whittier Estates ISD Figures

So with no traffic study to review, just the sight distance issues in the attached figures, I assume it is the 3900 N / 3900 W intersection for sheet 1 and 3725 North / Morgan Valley Road intersection for sheet 2. I also have no knowledge of the proposed development for the area.

On Sheet 1, the limitation of left turn egress will (in theory) address the sight distance issue but since this is an existing intersection at 3900 W and 3900 N, it will likely perform similarly to the current operations. Restricting the left turn movements by signage alone is likely to lead to a substantial violation rate.

On Sheet 2, the assumption that the speed of the curve is 30 MPH from the north should be confirmed with a speed study. At the point of the vehicle sight based on AASHTO Sight Triangle the speed will need

to be measured. If the 85th percentile is at 30 mph, then a curve speed warning sign should be installed.

Both cross streets are existing County roads and therefore should have met the AASHTO standards prior to installation and therefore any improvements will be to bring the current intersection up to safe standards.

Let me know if you have more specific questions.

Joe

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(801) 582-6252 Fax
www.a-transengineering.com

From: Future Homes [<mailto:futurehomesutah@gmail.com>]
Sent: Wednesday, March 09, 2016 11:42 AM
To: atrans@comcast.net
Cc: Future Homes
Subject: Fwd: Peterson Whittier Estates ISD Figures

Joe,

I just left you a vmail about the below items. Mark Miller, Morgan County engineer, is requesting the you review the attached documents from Hales Engineering traffic study. Will you please do this and give us a thumbs up or insight of what needs changed please. We are trying to get on the planning commission meeting for tomorrow night so your attention on this matter is very much appreciated.

Please call with any questions or further explanation.

Thanks in advance,

Future Homes
Blair Gardner
Wyndell Pasch
801-528-4804

Begin forwarded message:

From: wcmtn@comcast.net
Subject: Fwd: Peterson Whittier Estates ISD Figures
Date: March 8, 2016 at 5:36:41 PM MST
To: Mike Waite <mwaite@morgan-county.net>, bcobabe@morgan-county.net
Cc: scott@halesengineering.com, futurehomesutah@gmail.com

Bill & Mike,

Here is the most recent proposal from Future Homes. It appears they are recommending no left turn off of 3900 onto MVD. On 3725, the engineering exhibit states that "Due to the horizontal curvature of Morgan Valley Drive, vehicles will naturally reduce speed to navigate this segment. With this reduced speed, the available 350' sight distance will be adequate".

I recommend the following:

1. The political consideration should be for the elimination of the left turns onto MVD from 3900 North.
2. Hales appears to be stating that the sight distance is adequate for left turns from 3725 North onto MVD so I see no reason to not approve the recommendation at this time.
3. I recommend we have Dr. Perrin (with A-Trans Engineering) look at the 3725 North analysis within the next few weeks to insure he agrees with the safety aspect of the recommendation. As mentioned in our field meeting, I don't feel qualified to make that judgement.

Based on their analysis, the only thing that needs to be considered by the Planning Commission and Council at this time is the "No-Left turn" from 3900 North onto MVD. Please call if you have any questions. Mark

(NOTE: The following is an excerpt from Mark Miller's Review Memo dated 16 Feb 2016)



Memorandum

To: Bill Cobabe, Planning and Development Services Director
Morgan County

From: Mark T. Miller, P.E.
Wasatch Civil Consulting Engineering

Date: February 16, 2015

Subject: **Whittier Estates Phase 1**

We have reviewed the latest submittal for Whittier Estates as they relate to our September 30, 2015, and December 21, 2015 review memos. Following are items (enumerated from the September memo) with our current response italicized and underlined below:

...

Item 8. – The sight distance problems at the intersections of 3900 North and 3725 North do not appear to have been addressed as recommended in the Hales Engineering traffic study. Also, the 17.5' existing width of 3900 North is unsuitable and not safe for two lane travel. We would consider it irresponsible to approve a new subdivision access with an unsafe width. This issue should be addressed. *We saw a note regarding the widening of the road on 3900 North. We suggest it be modified to state that all work will be within the legal right-of-way and that the developer will work with the fronting property owners to coordinate construction and transitions to their existing homes. The sight distance issue does not seem to have been addressed.*

Morgan County Zoning Map Amendment
Public Hearing
March 24, 2016

Background

As was pointed out in the last Planning Commission meeting, the language of the text of the Zoning Ordinance was amended, and each of the zoning designations was changed, but the official Zoning Map for the County was not amended to reflect these changes. The following notes the designations as changed:

8-5C-1: PURPOSE:

The purpose of the following districts is:

- A. ~~Commercial-Buffer~~ **Business Park** District ~~CB (BP)~~: To provide areas for appropriate transitions of **between** commercial uses **and residential uses**. **Developments are intended to reduce impact adjacent properties by using landscaping, setbacks, and building design.**
- B. Neighborhood Commercial District ~~C-N (NC)~~: To provide areas in appropriate locations where convenience buying outlets may be established to serve surrounding residential neighborhoods. The regulations of this district are designed to promote a combination of retail and service facilities which in character and scale are necessary to meet day to day needs of area residents.
- C. ~~Commercial Shopping District C-S~~: To provide areas in appropriate locations where a combination of businesses, commercial, entertainment and related activities may be established, maintained and protected. The regulations of this district are designed to promote and encourage the development of comparison shopping centers.
- D. ~~Highway Commercial District C-H~~: To provide areas in appropriate locations adjacent to highways or major streets where activities dependent upon or catering to thoroughfare traffic and the traveling public may be established, maintained and protected. The regulations of this district are designed to encourage harmony between traffic needs and centers for retail commercial, entertainment, automotive facilities, and other appropriate highway related activities.
- E. General Commercial District ~~C-G (GC)~~: To provide areas in appropriate locations where a combination of businesses, commercial, entertainment, and related activities may be established, maintained and protected. Regulations of this district are designed to provide a suitable environment for those commercial and service uses which are vital to economic life, but some of which would be intrusive and disruptive in a shopping center type of commercial development.
- F. **Light** Manufacturing ~~Distribution~~ District ~~M-D (LM)~~: To provide areas in appropriate locations where light manufacturing, industrial processes and warehousing not

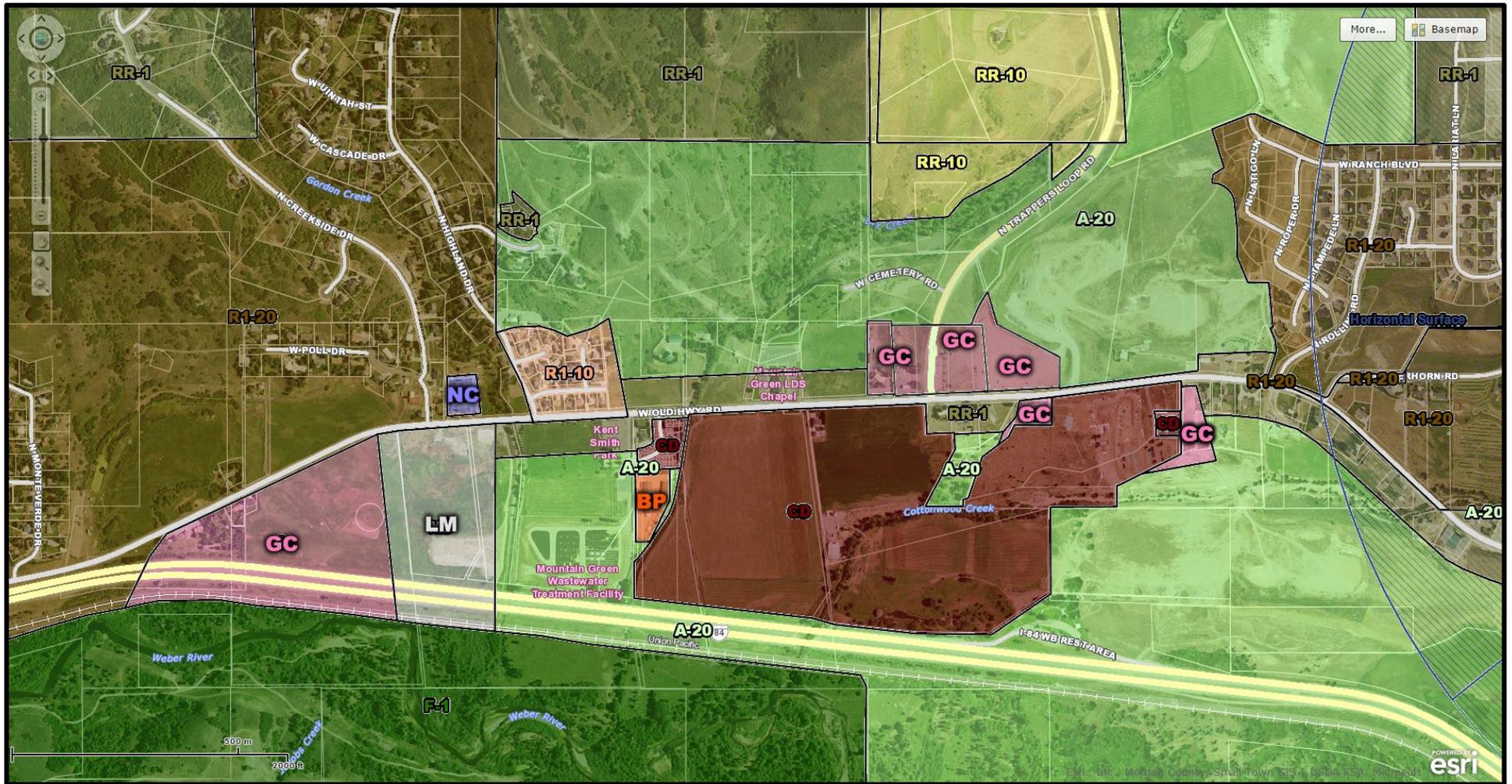
producing objectionable effects may be established, maintained and protected. The regulations of this district are designed to protect environmental quality of the district and adjacent areas.

- G. General Industrial District ~~M-G~~ **(I)**: To provide for areas in appropriate locations where heavy industrial processes necessary to the economy may be conducted. The regulations of this district are designed to protect environmental quality of the district and adjacent areas.

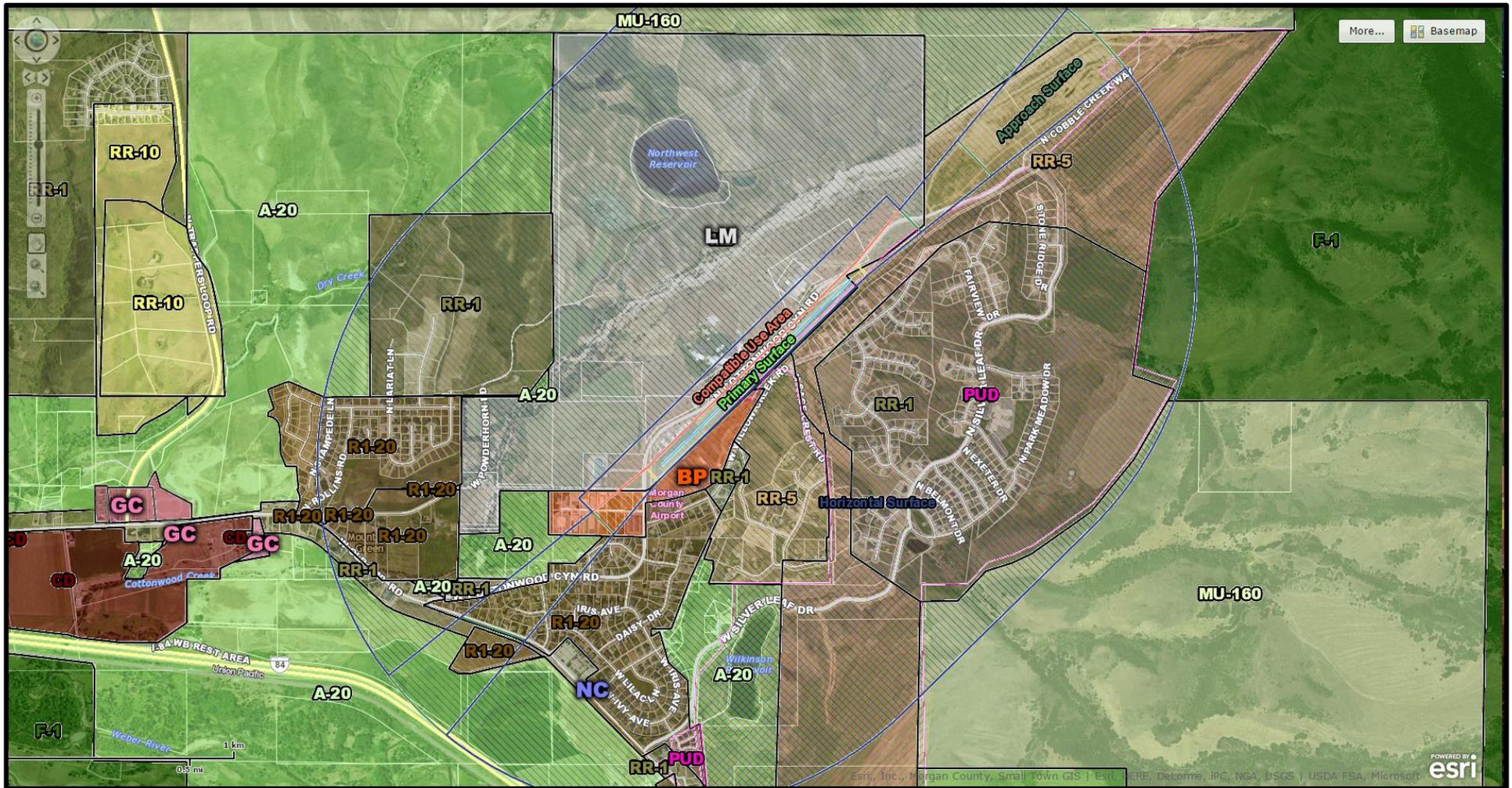
The intent of these changes seems apparent in the **Bold/Strikethrough** formatting above, where the amended text indicates which new zoning district would be applied to which former designation. Further, the "C-S" and "C-H" districts were anticipated to be combined in the newly named "GC" or General Commercial zoning district.

It should be noted that the geographically defined boundaries of those areas currently designated in the several commercial districts is not changed or proposed to be changed by this amendment. Rather, it is a formal declaration of the names of each district and specifying on the official zoning map how the amended names should be reflected.

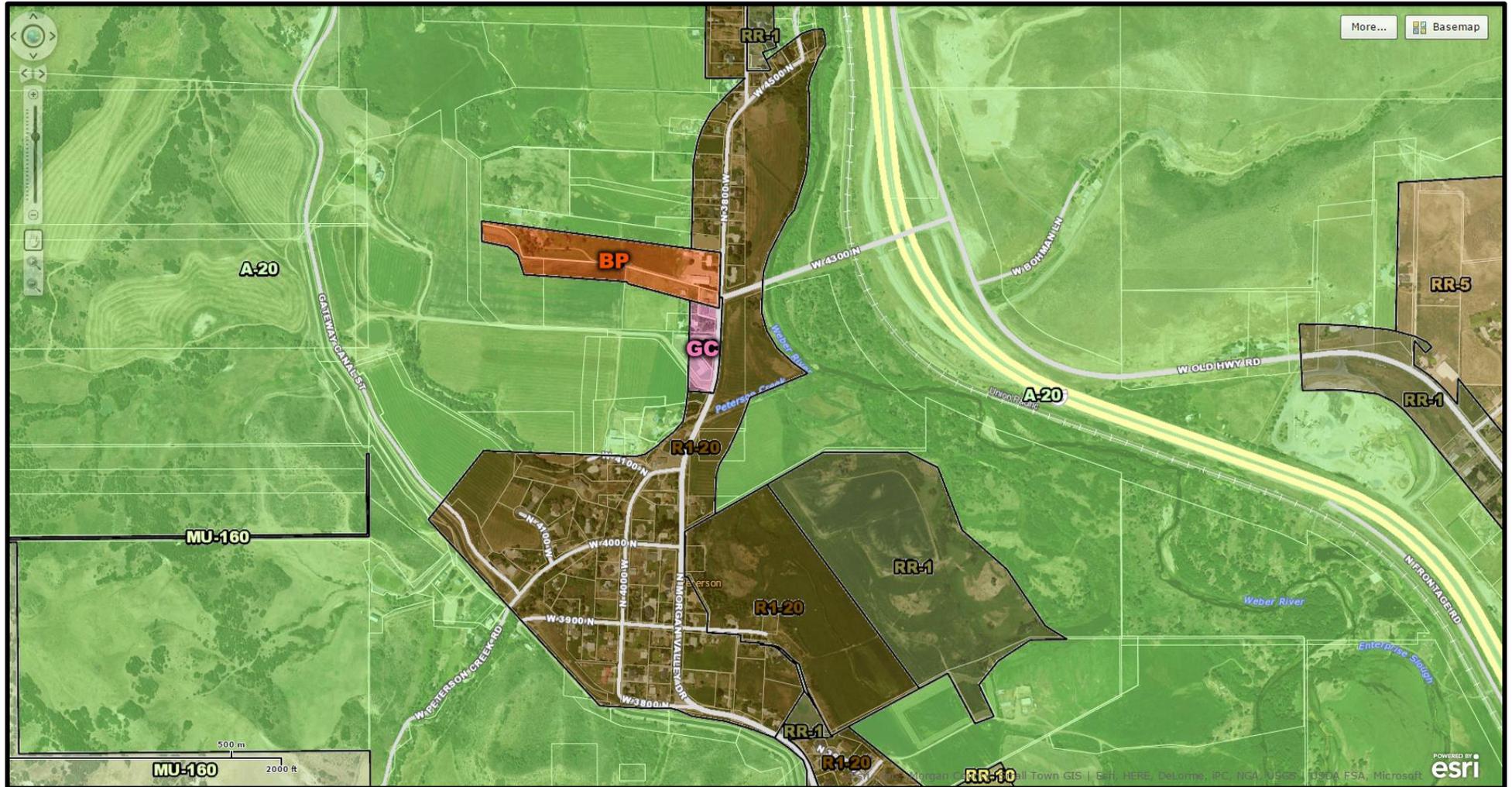
Map 1 – Mountain Green – Central Area



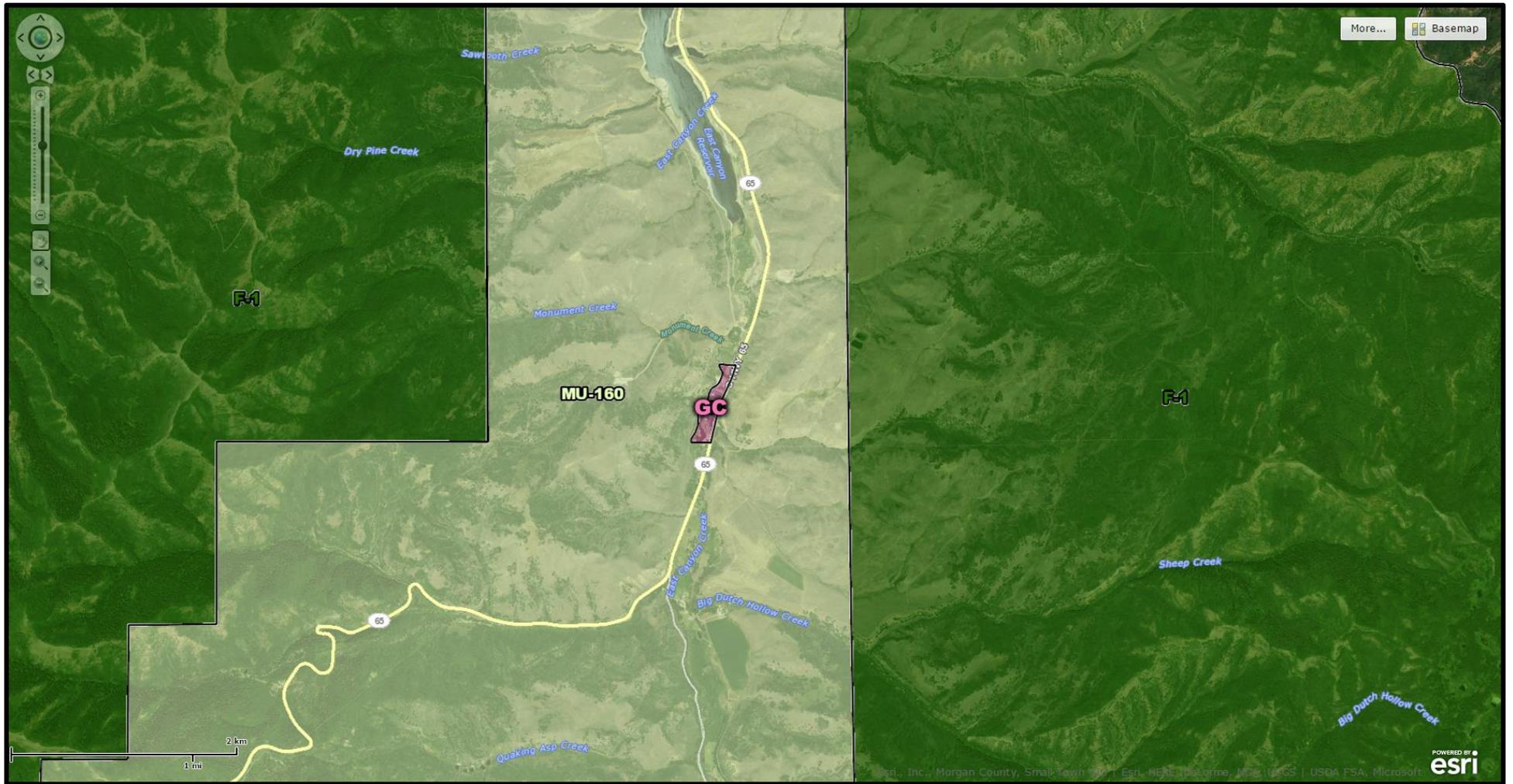
Map 2 – Mountain Green – Eastern Area



Map 3 – Peterson/Enterprise Area



Map 4 – East Canyon Area



Map 5 – Round Valley/Croydon Area

