

LAYTON CITY PLANNING COMMISSION WORK MEETING MINUTES
JANUARY 23, 2024

MEMBERS PRESENT: Chair Trevor Steenblik, Vice Chair Lindsey Hamilton, Commissioners Scott Carter, Wesley Felice, Peter McDonough, Julie Pierce, Justin Whitworth, and George Wilson

MEMBERS ABSENT: Commissioner Bret Nielsen

OTHERS PRESENT: Staff: Director Chad Wilkinson, City Planner Weston Applonie, Planner Kem Weaver, Planner Zachary Kadin, Secretary Michelle Williams, City Engineer Stephen Jackson, and Deputy City Attorney Darren Curtis

Chair Steenblik called the work meeting to order at 6:15 p.m.

1. Traffic 101 with City Engineer Stephen Jackson – TRAINING

Engineer Jackson stated the Engineering Department completes a significant amount of planning and testing when it comes to the transportation engineering for Layton City. The Transportation Master Plan will be updated over the next 5 years; however, the Plan is constantly changing due to road development and changes in traffic patterns.

Engineer Jackson reviewed the analysis and implementation of the Transportation Master Plan, topics and maps presented included:

Roadway Network Analysis

- Traffic Demand Modeling
 - o Land Use Planning
 - o Socioeconomic conditions
 - o Trip generation
 - o Travel demand model precautions
- Functional classification
- Level of service
- Existing roadway network conditions
- Future roadway network conditions

Capital Facilities Plan

- Transportation needs as a result of new development
- Proposed means to meet demands of new development

Traffic Analysis Zones (TAZ)

- Number of households
- Employment opportunities

Trip Generation – Used for Traffic Impact Studies

- Trips originating from TAZ
- Trips assigned to other TAZ

WFRC Travel

- Predicts regional travel patterns
- Refined for Layton City to be more detailed

Functional Classification

- Freeways and expressways – meant for long-distance trips, high mobility; no land access (Ex: I-15)
- Arterials – designed to move the traffic, access management (Ex: Antelope Drive)
- Collectors – serve both through traffic and land access, relatively equal proportions (Ex: Gentile Street)
- Local streets – primarily serve land access functions, lower mobility (Ex: residential streets)

Level of Service (LOS)

- LOS-D is approximately 80% of a roadway's capacity and is a common goal for urban streets during peak hours.
- A standard of LOS-D for system streets (collectors and arterials) is acceptable for future planning. Attaining LOS-C or better on these streets would be potentially cost-prohibitive and may present societal impacts, such as the need for additional lanes and wider street cross-sections.
- LOS-D suggests that for most times of the day, the roadways will be operating well below capacity. The peak times of the day will likely experience moderate congestion characterized by a higher vehicle density and slower than free-flow speeds.

Intersection Level of Service

- Signalized Intersection LOS-D: a car would proceed through in less than 55 seconds.
- Stop-Controlled Roundabout LOS-D: a car would proceed through in less than 35 seconds.

Traffic Impact Study (TIS)

- Required if development generates 100 or more peak-hour trips
- Specific analysis requirements and level of detail are determined by four categories:
 - o A Category 1 Traffic Impact analysis may also be required for sites generating less than 100 trips during the morning or afternoon peak hour for any of the following reasons:
 - The existence of any current traffic problems or concerns in the local area
 - The sensitivity of the adjacent neighborhoods or other areas where the public may perceive an adverse impact
 - The proximity of project drive approaches to other drives or intersections

- Other specific problems or concerns that may be aggravated by the proposed development
 - Should such conditions arise the City Engineer will evaluate the need for the study based on technical merit.
- TIS Category Requirements for Categories 1 through 4

Analysis Approach and Methods

- Study Area
- Study Horizon Years
- Analysis Time Period
- Seasonal Adjustments
- Data Collection Requirements
 - Turning movements
 - Current and projected daily traffic volumes
 - Traffic accident data
 - Roadway geometry
 - Traffic control
- Trip Generation
 - ITE Trip Generation Manual Application
 - AM and PM peak hour
- Trip Distribution and Assignment
- Capacity Analysis
- Traffic Signal Needs
- Accident Analysis
- Speed Considerations
- Improvement Analysis
- Certification – Professional Engineer

Commissioner McDonough asked if the City had a designated traffic engineer on staff. Engineer Jackson affirmed and noted that the City does not conduct TIS for developers, they need to hire outside service providers.

Engineer Jackson noted that staff seek to find what is actually happening on the ground based on the data. Traffic counters don't care what day it is, the purpose is to find out what is actually happening by obtaining objective data.

Chair Steenblik asked if new data has become affordable with the Google and Apple mapping systems. Engineer Jackson noted that the City is connected to the UDOT Traffic Center in Salt Lake City. All of the traffic signals are connected to the fiber, which enables staff to monitor real-time what is going on with every signal in the City. UDOT uses its own traffic signal counters rather than outside source data. Commissioner Felice asked if this was just for UDOT roads. Engineer Jackson stated it includes any signal that has a fiber connection.

Commissioner McDonough asked if the City's traffic signals had battery backups in case of a power outage. Engineer Jackson stated that they do not, as it is cost-prohibitive; however, there are generators available.

2. American Freight – CONDITIONAL USE

Planner Kadin presented the conditional use petition for an appliance and furniture store located in the northwest corner suite at 2159 North Harris Boulevard. The space is approximately 23,300 square feet and will be a showroom with storage in the back.

Code requires 1.5 parking stalls per 1,000 square feet of area, which means 35 parking stalls are required. There is plenty of shared parking to meet the requirement.

Landscaping would need to be brought into compliance with updates to 5 landscape islands and the installation of 9 trees around the perimeter of the building.

There is a Development Agreement associated with this property, which does not allow for any outdoor storage. Staff recommends the Commission approve the conditional use with the conditions noted in the Staff Report.

Commissioner Felice asked what kind of furniture sales would be provided. Planner Kadin noted that American Freight is a national business that offers discounted pricing on new, scratch-and-dent, out-of-the-box, and refurbished products.

Chair Steenblik asked for clarification on how the deliveries would occur and if there was backup on Harris Boulevard. Planner Kadin explained there is access around the west side of the building for the delivery trucks to pull through to the back and pull out onto Harris Boulevard without disrupting traffic on Harris Boulevard.

3. Knowlton Church Street Subdivision – PRELIMINARY PLAT

Planner Weaver presented the preliminary plat for the 2-lot subdivision by creating a smaller parcel, which has the current home on it in the northwest corner. The parcels will maintain the A (Agriculture) zoning. The preliminary plat is before the Commission for street dedication.

There currently isn't a developer for the larger portion, Lot 1. The applicant asked for a street improvement postponement agreement to delay road improvements until the time of development. Whoever develops Lot 1 in the future will have to put in the street improvements.

Chair Steenblik asked if Lot 2 has curb and gutter. Planner Weaver stated there is no curb and gutter, but it would be required at the same time as the development of Lot 1. Both lots are under the postponement agreement.

Commissioner Pierce asked about potential setbacks for the stream on Lot 1. Planner Weaver indicated that a geotechnical review would be required and setbacks from the stream would likely be required.

ADJOURNMENT:

At 6:54 p.m., Chair Steenblik adjourned the work session to proceed to the regular meeting.

A handwritten signature in cursive script, reading "Michelle Williams", positioned above a horizontal line.

Michelle Williams
Planning Commission Secretary