



HIGHLAND PLANNING COMMISSION MINUTES

TUESDAY, FEBRUARY 27, 2024

Approved April 23, 2024

Highland City Council Chambers, 5400 West Civic Center Drive, Highland Utah 84003

VIRTUAL PARTICIPATION

YouTube Live: <http://bit.ly/HC-youtube>

Email comments prior to meeting: planningcommission@highlandcity.org

7:00 PM REGULAR SESSION

Call to Order: Chair Audrey Moore

Invocation: Commissioner Christopher Howden

Pledge of Allegiance: Commissioner Debra Maughan

The meeting was called to order by Commissioner Audrey Moore as a regular session at 7:02 pm. The meeting agenda was posted on the *Utah State Public Meeting Website* at least 24 hours prior to the meeting. The prayer was offered by Commissioner Howden and those in attendance were led in the Pledge of Allegiance by Commissioner Maughan.

PRESIDING: Commissioner Audrey Moore

COMMISSIONERS

PRESENT: Christopher Howden, Sherry Kramer, Trent Thayn, Debra Maughan, Wesley Warren

CITY STAFF PRESENT: Mayor Kurt Ostler, Assistant City Administrator /Community Development Director Jay Baughman, Public Works Administrative Assistant Gretchen Homer, City Attorney Rob Patterson, City Engineer Andy Spencer, Planning Commission Secretary Heather White

OTHERS PRESENT: Jon Hart, Shellie Biese, Spencer Robinson, John Ort, Stan Biese, Chad Broadhead, Rochelle Broadhead, Shane Davenport, Deanna Pymm, Trent Boggess, Landon Bye, George Bishop, Peter Olsen, Kurt Nelson, Scott Pymm, Amy Olsen, Ethan Budiman

1. UNSCHEDULED PUBLIC APPEARANCES

Please limit comments to three minutes per person. Please state your name.

Resident Shellie Biese invited commissioners to walk from Manor Drive across 4800 West. She said she walked

that route daily and it was not safe because many drivers along 4800 West did not stop in the turn lane.

2. PRESENTATIONS

a. Swearing in New Planning Commission Members *General City Management Jay Baughman, Assistant City Administrator/Community Development Director*

Planning Commission Alternates Sherry Kramer and Wesley Warren were recommended by the Mayor and approved by the City Council at the February 20th City Council meeting. These new Commissioners will now be sworn in.

Commission Alternates Sherry Kramer and Wesley Warren were sworn in by Ms. Homer. They were invited to participate in the meeting.

b. Open and Public Meeting Training

Mr. Patterson reviewed the details of the Public Meetings Act.

Commissioner Thayn wondered if posting requirements were followed for the recent neighborhood meeting. He also wondered if public comments sent to the city regarding an agenda item were posted prior to meetings. Mr. Patterson explained that a Notice of Quorum was posted for both the Council and Planning Commission in anticipation of possible attendance at the neighborhood meeting. He also explained that public comment sent to the city for a specific agenda item was not posted or sent to the public. The exception was if someone asked for comments to be read during a meeting that they could not attend.

Commissioner Howden wondered how many commissioners could be in one area without notice. Mr. Patterson explained that two to three commissioners were okay at casual or chance meetings because a quorum consisted of four commissioners.

Mr. Patterson reviewed the difference between legislative action vs. administrative action.

3. CONSENT ITEMS

Items on the consent agenda are of a routine nature. They are intended to be acted upon in one motion. Items on the consent agenda may be pulled for separate consideration.

a. Approval of Meeting Minutes

Commissioner Thayn MOVED to approve the minutes from the January 23, 2024 Planning Commission Meeting.

Question on the Motion:

Commissioner Kramer asked that the minutes be reviewed and to clarify comments from Ms. Rice regarding Millhaven and building on lots near the wash.

Commissioner Thayn withdrew his previous motion.

Commissioner Thayn MOVED to continue the approval of the minutes from the January 23, 2024 meeting to the

next Planning Commission meeting in order to check the record regarding Ms. Rice's comments.

Commissioner Maughan SECONDED the motion.

The vote was recorded as follows:

Commissioner Jerry Abbott	<i>Absent</i>
Commissioner Tracy Hill	<i>Absent</i>
Commissioner Christopher Howden	<i>Yes</i>
Commissioner Claude Jones	<i>Absent</i>
Commissioner Debra Maughan	<i>Yes</i>
Commissioner Audrey Moore	<i>Yes</i>
Commissioner Trent Thayn	<i>Yes</i>
Commissioner Alternate Sherry Kramer	<i>Yes</i>
Commissioner Alternate Wesley Warren	<i>Yes</i>

The motion carried 6:0

4. ACTION ITEMS

a. **ACTION: Election of 2024 Chair and Vice Chair General City Management** *Rob Patterson, City Attorney*
Selection of chair and vice-chair for 2024.

Commissioner Thayn MOVED that the Planning Commission select Commissioner Audrey Moore as Planning Commission chair and Commissioner Chris Howden as Planning Commission vice-chair.

Commissioner Maughan SECONDED the motion.

The vote was recorded as follows:

Commissioner Jerry Abbott	<i>Absent</i>
Commissioner Tracy Hill	<i>Absent</i>
Commissioner Christopher Howden	<i>Yes</i>
Commissioner Claude Jones	<i>Absent</i>
Commissioner Debra Maughan	<i>Yes</i>
Commissioner Audrey Moore	<i>Yes</i>
Commissioner Trent Thayn	<i>Yes</i>
Commissioner Alternate Sherry Kramer	<i>Yes</i>
Commissioner Alternate Wesley Warren	<i>Yes</i>

The motion carried 6:0

b. **ACTION: PUBLIC HEARING: 4800 General Plan Amendment** *General Plan Amendment (Legislative)*

Rob Patterson, City Attorney

The Planning Commission will consider whether to recommend amending the transportation element

in the City's general plan to re-designate a portion of 4800 W between SR-92 and 11200 North from

a 3-lane major collector to a 5-lane arterial.

Mr. Spencer reviewed the history of the area. He said the study presented tonight was based on 2050 traffic projections and that staff was trying to address traffic needs of the city as a whole. Mr. Patterson explained that cities were required to have a circulation and transportation network, study, or plan that classified various roads. He explained that Highland applied for funding in 2022 to improve the 4800 West/ SR-92 intersection with a design that aligned lanes through the intersection, provided shoulders for driveway exits and bicycle lanes, provided two-way left turn lanes, created a multi-use trail on the east side, and improved pedestrian crossings. That funding application was eventually approved. The project was expected to move forward in 2026. Since the 2022 funding request and project scope was approved, City staff continued to work to improve the safety of the SR-92/4800 West intersection. Additional studies to resolve remaining safety issues were conducted. Staff worked with UDOT (Utah Department of Transportation) to improve signal timing, striping/painting, and signage. These improvements helped but did not fully resolve traffic and safety concerns at the intersection. He showed pictures of the 2022 plan versus a proposed plan based on 2050 projections from the recent Hales Engineering traffic study.

Commissioner Moore mentioned that several years ago there was discussion regarding a road connection to Little Cottonwood Canyon. Mr. Spencer said no one approached Highland recently about the connection and did not think it was being pursued. He said a road connection to Little Cottonwood Canyon was not considered in the traffic study. He talked about the process that MAG (Mountainland Association of Governments) and UDOT followed to do road planning and projections.

Mr. Patterson explained that staff continued with the intersection improvement project approved in 2022. MAG preferred to support a project on 4800 West that would permanently resolve the intersection safety and capacity concerns. To evaluate the need for additional improvements beyond the scope of the approved 2022 project, an additional, independent traffic study from Hales Engineering was commissioned. He said the purpose of this study was to determine what improvements, if any, would be necessary to address ongoing safety and capacity issues with 4800 West/SR-92. He talked about the need to support Alpine traffic through Highland. He summarized the findings in the traffic report and explained that the intersection would need to be improved more than what was approved in 2022. The report found that the intersection would continue to degrade. He reviewed the recommendations from the traffic study. He said the impact to all residents needed to be considered. He showed digital mapping of the current intersection as well as a computer model based on the proposed improvements.

Commissioner Moore opened the public hearing at 8:15 PM and asked for public comment.

Resident Spencer Robison read the email he sent to the city. His comments compared the traffic study done in 2022 and the recent study by Hales Engineering. He pointed out that on page 16 of the Hales study it was determined that the intersection was operating at an acceptable level of service during morning and evening peak hours. He said that right now there was no problem. He talked about significant queueing from the southbound approach and that distracted driving contributed to it. Mr. Robison then compared traffic counts from the 2020 and 2024 traffic studies. He said traffic decreased 20% from 2020 to 2024. He spoke about the amount of PM traffic going through the intersection and said only 1/3 of the traffic went straight through the intersection. He found it hard to understand the need for two northbound lanes. He cited numbers for eastbound traffic compared to the MAG population growth study and said the math didn't work. Mr. Robison looked at the morning traffic and pointed out that the Hales projections of 570 cars coming from the north in 2050 was the same traffic counts that were recorded in 2020. He said according to the Hales study, the worst case scenario was already experienced in 2020. When strictly reviewing the numbers, it made it hard for him to understand why more lanes were needed. He said the traffic studies did not show the need for additional lanes. Commissioner Thayn expressed interest in hearing Mr. Robison's opinions and what he thought should be done.

Resident John Ort appreciated hearing about the background. He thought another option might be to make North County Blvd one way north of SR-92. He proposed to make Alpine Highway five lanes, allowing drivers to turn left onto SR-92 with two lanes going south to North County Blvd. He said Alpine Highway was not currently used as a true five-lane connector arterial and it needed to be two lanes in each direction. He said drivers should be able to turn and head south with two lanes. He pointed out that property could be taken on just one corner. He said another outlet should be used, maybe the gravel pit, for access to SR-92, but North County Blvd should be kept to a narrow residential street with decreased speed to 25 mph (miles/hour), speed bumps, and lower noise levels.

Resident Stan Bieseile pointed out that the computer model showed people walking along sidewalks and having conversations at the end of the driveway. He said it was unrealistic. People were not able to have conversations in front yards anymore. He said widening I-15 did not reduce the number of accidents. Instead it made room for more cars. He thought paving more of Highland would make it more convenient for outlying cities to drive through. Decreased property values and increased traffic made it almost impossible to live near the intersection right now. His kids needed to cross the road to get to school and it was already almost impossible to do without injury.

Resident Chad Broadhead said the amount of savings from the last report to the 2024 report was eight seconds during the morning commute. He talked about watching an accident that had nothing to do with north/south traffic. He said Lone Peak High School was not growing more from Alpine and demographics were changing rapidly. He thought the numbers in the study did not align with what was happening in the community. Because of this, he thought the study was erroneous. He said safety was a concern and mentioned an autistic family member who crossed 4800 W. He said light changes and other items were previously discussed with UDOT and thought they kept fighting the same things over and over. He agreed that there needed to be a solution, but said driveways would be too short with the proposed plan.

Resident Rochelle Broadhead said she would not want a five-lane highway with a 10-ft path. She did not think anyone would use it. She said it made no sense when the population was decreasing. She did not feel heard or any of their points taken seriously. Ms. Broadhead said she had not seen any difference in signage. She agreed with Mr. Robison's comments and asked the commissioners to think about the small impact it would have on Highland residents. She thought an additional road was needed above the gravel pit.

Resident Shane Davenport agreed with other public comments and was grateful for Mr. Robison's preparations. He said almost 25% of accidents at the intersection were eastbound traffic heading south. He said the statistics from the traffic study were not going to change very much from now to 2050. He pointed out that the Hales study reported the intersection was currently running at an acceptable level. He also said that minor changes helped the intersection according to the Hales study. Mr. Davenport suggested that the city consider additional minor changes that could improve the intersection before digging up yards and changing the make-up of Highland. He hoped the city would review the stats from MAG before making big changes.

Resident Deeanna Pymm agreed with other public comments. She talked about cleaning up accidents from her yard and said crossing the road to visit neighbors was scary. She said adding two left-turning lanes helped with traffic. She talked about the expansion to the Pleasant Grove freeway off ramp and said it was a mess. She said people needed to go back to Driver's Ed, slow down, and maintain their lane.

Resident Trent Boggess did not understand why Highland was entertaining the proposed amendment. He thought it clearly benefitted Alpine and damaged Highland. He said the commissioners represented Highland residents, not UDOT, not MAG, nor Alpine. He talked about who the noise and traffic damages home values. Mr. Boggess said the eminent domain process was terrible and very unfair and thought there would need to be a total taking for some of the homes. He talked about his understanding of the eminent domain process and

hoped the city considered the Highland residents.

Alpine Resident Landon Bye said Alpine residents did not want help from Highland City. He said Alpine city pushed to change their policy without notifying anyone. He said Alpine City told residents they were not allowed to talk at their meeting. He appreciated that Highland notified neighbors. In all the meetings he attended, he had not heard one resident say the change was a good idea, including those from Alpine. He appreciated Mr. Robison's work in looking at the numbers. He thought Alpine City would push for five lanes to the round-a-about if the road became five lanes in Highland. He thought it would be nice to align the road going north, but otherwise said it should be left alone.

Resident George Bishop didn't think there was anything that could be done to fix the intersection. He said more major improvements would result in more accidents and problems. He talked about having trouble getting out of his driveway in the mornings because teenage drivers did not let him out. He said two turn lanes from SR-92 going north were not needed. Five lanes were not needed going north of the intersection. He said the southbound lane on 4800 West, turning west, was very underutilized and thought it could easily be a dual-use lane going straight and turning. He pointed out that there was no compensation for diminished property value when property was taken from residents. He talked about neighbors who would be greatly impacted with the proposed changes and asked commissioners to consider the lives of those who were impacted.

Resident Peter Olsen agreed with public comment thus far, especially Mr. Boggess when he said the proposed change was to fix an Alpine problem at the cost of Highland residents. He said people would drive faster on a five-lane road which made it less safe and created more noise. He didn't think the computer model accurately showed how close the road would be to some of the homes. He said the proposed road improvements would ruin the value of some of the homes. His house had a bedroom less than 30 ft from the road and widening the road would make it worse.

Resident Kurt Nelson agreed 100% with comments from the public. He wished he had trust that the five lanes would not continue to Alpine.

Resident Scott Pymm said he's had five or six cars end up in his front yard, mostly high school drivers, since moving to their house eight years ago. He suggested making a belt route up and over the gravel pit into Alpine since most of the traffic came from Alpine.

Resident Amy Olsen talked about the potential negative effects of noise pollution, including increased risk of cardiovascular events and disease, increased stress and mental health disorders. She said the city would risk the health of Highland residents because of noise from a five-lane road. As a mom of new drivers, she could not imagine road speeds getting faster. She said the speed was already intense and accidents would increase.

Resident Shellie Bieseles said she agreed with public comments.

Resident Ethan Budiman said he would lose the most property with the proposed improvements, but most people in attendance would lose property. He agreed with previous comments and thought residents would be losing a lot while gaining very little. He said it seemed that most accidents were front/rear collisions and encouraged everyone to take more time to really look at the data.

Commissioner Moore asked for additional comments. Hearing none, she closed the public hearing at 8:52 PM. She asked for additional discussion and wondered if the Hales report took into account the population growth from the development south of Lone Peak. Mr. Spencer said the MAG travel demand study considered the Ridgeview land use, so it might have been included in a general sense, but he was not sure. Mr. Patterson said the development would be 689 units of various product types. Commissioner Moore speculated that the development would not have heavy commuter traffic to Alpine, but they would use SR-92. She also wondered

if Canal Blvd had any impact on traffic when comparing both the 2020 and 2024 studies. Mr. Spencer said he would ask Hales Engineering, but thought it took some of the traffic off of SR-92.

Commissioner Trent Thayn thought Highland had a responsibility to neighboring cities but did not think a five-lane road was needed going north. He thought it was recently determined that the safety of the intersection was the priority. He talked about the need for fixing the alignment and wondered if the road could be aligned without making it five lanes. Mr. Patterson explained that the 2022 proposal already funded by MAG would correct the alignment. He added that the recent recommendations from Hales Engineering focused more on getting people in and out of the intersection.

Commissioner Warren wondered who else the city had consulted with about this project. He wondered if a wholistic road safety study was done that looked at other alternative mobility considerations for pedestrians, runners, and cyclists, as well as drivers. Mr. Spencer said the city commissioned its own traffic study and asked the engineer for recommendations to fix the intersection. Mr. Spencer thought the engineer mostly looked at a vehicular solution. Commissioner Warren said he had been interested in the issue for about 15 years. He wondered if cities could remain small without promoting traffic and if they could also be friendly to cyclists and pedestrians. He reviewed crash data from the last 14 years and said the number of accidents had been constant. There were 78 crashes between 2012-2017 and 82 crashes between 2018-2023. He said data showed that 60-70% of crashes were teenagers. Commissioner Warren didn't think there was any indication that the intersection was inherently unsafe. He reviewed the day and hour of most crashes and said morning and evening commutes had the fewest number of accidents. He thought a little congestion was safer. He said he balked at the traffic studies and had zero confidence in them. He said it was proven that expanding highway capacity increased vehicle use. After seriously reviewed the data, he thought there were a lot of holes in the methodology as well as the data collected. He did not see anything compelling to change the general plan.

Commissioner Maughan was against the proposed change. She thought there was no doubt that Alpine would continue the five-lane road that would eventually filter into a single-lane roundabout. She offered to give a school assembly with pictures showing new students where to turn, stop, and go. She thought this change would impact the feel of the east side of Highland. She thought more that could be done for less money and impact said it was too soon to take property.

Commissioner Kramer was surprised to see a proposed five-lane road through the neighborhood. She talked about driving on a similar road in Salt Lake County and liked that they prioritized the quality of life of residents.

Commissioner Howden thought Highland was already divided by big roads. He discussed different concepts of roads and moving traffic; one where cars moved quickly on big roads and the other where smaller roads kept the city looking quaint and charming. He said one concept wasn't better than the other, but residents needed to be honest about what they really wanted and how it would affect commutes and drive time. He said he respected city staff and understood the position they were in. He did not think the proposed amendment was necessary and said he was biased to smaller roads and lower speed limits.

Commissioner Moore thought the number of accidents was high. She said the intersection was not safe, partly because of tourists and the canyon. She said the lines on the road were sometimes hard to see and that it was difficult to turn east onto SR-92. She talked about the lanes not lining up and out-of-town people not knowing where to drive. She said something needed to be done to make it safer and suggested painting arrows in the lanes on SR-92 and posting better signs. She did not see the need to expand the road to the north. She didn't feel like she had ever received a good explanation as to why Alpine Highway wasn't an option and thought it could be better utilized.

The commissioners talked about how the problem was first identified and if the issue should be addressed

later with the upcoming general plan update. Mayor Ostler explained why the intersection was being discussed again. He said the city was about to get funding for the 2022 approved project. MAG asked Highland if there was anything else needed to improve the intersection. He said a full study of the gravel pit was performed as well as a full active transportation plan that looked at bike lanes and pedestrians. There were four different engineering firms that did studies. Staff also met with UDOT. Timing of the lights, striping, and signs were changed. He said this was the last time to consider improvements because MAG would not approve more changes for this intersection in the next six to ten years. He said the city could not afford to make improvements to the intersection without MAG.

Commissioner Thayn encouraged residents to attend the council meeting for this discussion. He strongly believed that the city should listen more to the professionals who prepared the report.

MOTION: Commissioner Howden MOVED that the Planning Commission recommend denial of the proposed General Plan amendment based on the following findings:

1. *Studies show that the volume of traffic would not increase in a material and substantial way.*
2. *Significant and disproportionate impact on residents.*
3. *Lack of perceived value to any of the highland residents.*

Commissioner Maughan SECONDED the motion.

The vote was recorded as follows:

<i>Commissioner Jerry Abbott</i>	<i>Absent</i>
<i>Commissioner Tracy Hill</i>	<i>Absent</i>
<i>Commissioner Christopher Howden</i>	<i>Yes</i>
<i>Commissioner Claude Jones</i>	<i>Absent</i>
<i>Commissioner Debra Maughan</i>	<i>Yes</i>
<i>Commissioner Audrey Moore</i>	<i>Yes</i>
<i>Commissioner Trent Thayn</i>	<i>No</i>
<i>Commissioner Alternate Sherry Kramer</i>	<i>Yes</i>
<i>Commissioner Alternate Wesley Warren</i>	<i>Yes</i>

The motion carried 5:1

Mr. Patterson encouraged residents to attend the March 12th Council meeting. He spoke about ways to contact councilmembers and other city officials.

ADJOURNMENT

Commissioner Howden MOVED to adjourn the meeting. Commissioner Thayn SECONDED the motion. All were in favor. The motion carried.

The meeting ended at 9:58 PM.

I, Heather White, Planning Commission Secretary, hereby certify that the foregoing minutes represent a true, accurate and complete record of the meeting held on February 27, 2024. The document constitutes the official minutes for the Highland City Planning Commission Meeting.

Welcome to the Highland Planning Commission Meeting

February 27, 2024

Please Sign the Attendance Sheet



1

7:00 PM REGULAR SESSION

Call to Order - Chair Audrey Moore
Invocation - Commissioner Chris Howden
Pledge of Allegiance - Commissioner Debra Maughan



2

UNSCHEDULED PUBLIC APPEARANCES

Time set aside for the public to express their ideas and comments on non-agenda items.

- Please state your name clearly.
- Limit your comments to three (3) minutes.



3

SWARING IN NEW PLANNING COMMISSIONERS

Item 2a.
Presented by - Jay Baughman and Gretchen Homer
Sherry Kramer
Wesley Warren



4

ANNUAL OPEN & PUBLIC MEETINGS ACT

Item 2b.
Presented by - Rob Patterson
City Attorney



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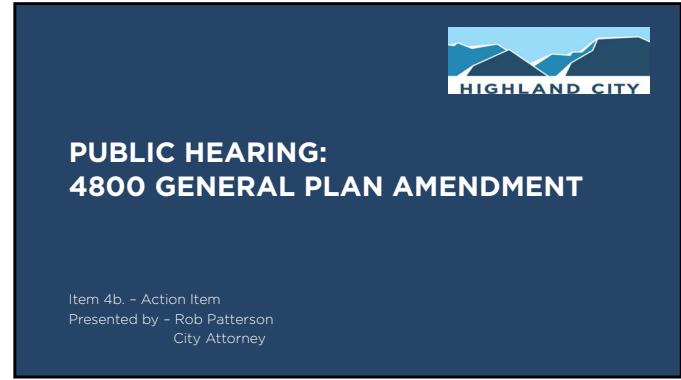
CONSENT ITEMS

A. Approval of Meeting Minutes: January 23, 2024
General City Management

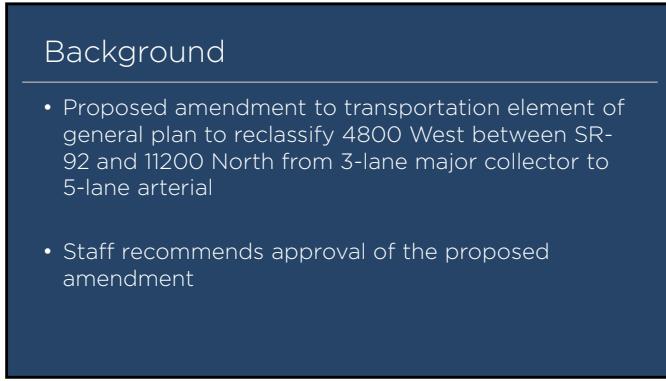
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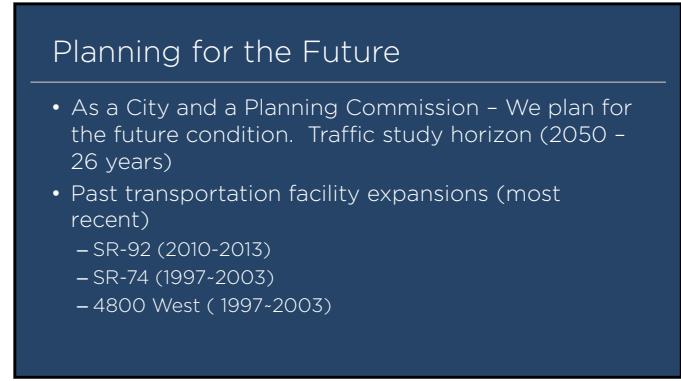
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8



9



10



11



12

SR-92/SR-74 (July - 2023)



13

Alpine Highway & 4800 West (9-1997)



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Other Intersections to be Improved

Substantial Changes Planned

- SR-92 Lane Additions
- Timpanogos Highway/Alpine Highway Intersection
- Timpanogos Highway/6000 West Intersection

Minor Changes Planned

- Timpanogos Highway/HIGHLAND Blvd. Intersection
- Timpanogos Highway/6400 West Intersection

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Proposed Amendment



MAP 3-2
RECOMMENDED
TRANSPORTATION
NETWORK

- 5-Lane Arterial - Constructed
- 5-Lane Arterial - Proposed
- 3-Lane Major Collector - Constructed
- 3-Lane Major Collector - Proposed
- 3-Lane Minor Collector - Constructed
- 3-Lane Minor Collector - Proposed
- 2-Lane Residential Collector - Constructed
- 2-Lane Residential Collector - Proposed
- Other Jurisdiction (State, County, Municipal)
- Highland City
- Existing Signals
- Planned Signals

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General Plan Requirements

- State law (UCA 10-9a-403) requires the plan to include the location and extent of “arterial and collector streets”
- State law (UCA 10-9a-406) also requires that, once a general plan is adopted, no street can be constructed or authorized unless it conforms to general plan
- Amending a general plan requires planning commission to provide notice, hold a public hearing, and make a recommendation to the council. The city council makes a final decision on any amendment to the general plan.

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Previous History - 2022

- Planning Commission reviewed and unanimously recommended approval of general plan amendment that would reclassify entirety of 4800 West to Alpine as 5-lane collector with additional recommendation that council consider safety and other concerns raised by residents
- Council considers amendment and gathers additional information. Eventually, the council voted to not adopt the proposed amendment, approved limited intersection improvements to 4800 West/SR-92 intersection, and to continue to look to improving safety of overall intersection.

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Why Consider More?

- MAG and UDOT consider this intersection and connection a higher priority in terms of needing safety and capacity improvements
- MAG requests that whatever project the City does here, that it solve the intersection and not result in future funding requests.
- Other improvements (signage, striping, light timing, etc.) have not resulted in desired improvements in intersection safety and function

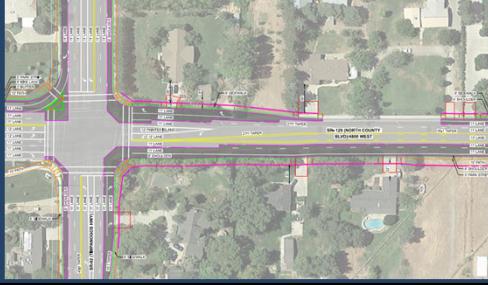
19

2022 Approved Intersection Improvements



20

Conceptual Design for Proposed Arterial



21

Considerations – Hales Engineering

- Independent traffic study – no limit on options to be considered. Scope was to “solve” the intersection, whatever was best.
- Project will need to be done, whether now or later.
- 4800 West/SR-92 intersection will continue to degrade in service and capacity

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Considerations – Hales Engineering

- 4800 West improved to 5-lane arterial to 11200 North
 - Two southbound lanes beginning at 11200 north continuing onto North County Blvd
 - Two northbound lanes, one that ends as a trap right turn lane at 11200 north
- Two left turns SR-92 eastbound onto 4800 West
- Keep dedicated right-turn SR-92 westbound onto 4800 West
- Third southbound lane on SR-92 as acceleration lane for dedicated right-turn.

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Considerations

- Impacts to residents
 - Property owners adjacent to improvements will have property taken and used for improvements. Will bring homes and yards closer to roadway
 - Width of road for pedestrians
 - Increased safety and capacity on 4800 west with additional lanes, shoulders, and intersection connectivity

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Staff Recommendation

- Staff believes that the project scope approved in 2022 is insufficient to fully resolve the safety and traffic concerns at the 4800 West/SR-92 intersection.
- Staff has reviewed and agrees with the recommendation from Hales Engineering that 4800 West be widened to a 5-lane arterial from SR-92 to 11200 South, with the other recommendations described in the Hales' study.
- Staff recommends that the Planning Commission consider the proposed amendments to the City's general plan, the impacts to adjacent property owners from widening 4800 West, and the safety impacts and needs of the 4800 W/SR-92 intersection; conduct a public hearing; and recommend APPROVAL of the proposed amendment to the classification of a portion of 4800 West.

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Proposed Motions

- I move that the Planning Commission accept the findings and recommend APPROVAL of the proposed amendment to the Transportation Element of the General Plan to update a portion of 4800 West between SR-92 and 11200 North from a 3-lane major collector to a 5-lane arterial.
- I move that the Planning Commission recommend DENIAL of the proposed General Plan amendment based on the following findings: (The Commission will need to draft appropriate findings).

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PLANNING COMMISSION AND STAFF COMMUNICATION ITEMS

- a. **Future Meetings**
 - March 12, City Council, 7:00 pm, City Hall
 - March 19, City Council, 7:00 pm, City Hall
 - March 26, Planning Commission, 7:00 pm, City Hall

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