

**TOQUERVILLE CITY
PLANNING COMMISSION MEETING**

AMENDED AGENDA

Wednesday-March 21, 2018

Work Meeting 6:30 p.m. - Regular Meeting 7:00 p.m.

Held at 212 N. Toquerville Blvd, Toquerville Utah



6:30 PM WORK MEETING:

1. Discussion on Short Term Rentals-Bed and Breakfast and Nightly/Short Term Rentals
2. Discussion of Master Transportation Plan
3. Discussion on Flag Lots

7:00 PM REGULAR MEETING:

1. Call to Order by Chairman Alex Chamberlain; Pledge of Allegiance by Jake Peart
2. Disclosures and Declaration of Conflicts from Commission members (if any)

A. REVIEW OF MINUTES:

1. Review and Possible Approval of Planning Commission Meeting Minutes from the Regular Work and Business Meeting on February 21, 2018.

B. PUBLIC HEARING:

Limit three (3) minutes per person; please address the microphone and state full name and address.

1. Public input is sought on a Home Occupation Conditional Use Permit Application Submitted by Jessica Russo for a Nail and Aromatouch Therapy Salon, located at 245 West Sunset Avenue in Toquerville, UT 84774. Property Tax ID# T-109. Zoning is MU-20.
2. Public input is sought on a Home Occupation Conditional Use Permit Application for a Home Office Submitted by Heather North for a Commercial and Residential Cleaning Business located at 460 North Toquerville Boulevard in Toquerville, UT 84774. Property Tax ID# T-96-B-N. Zoning is R-1-12.
3. Public input is sought on a Home Occupation Conditional Use Permit Application for a Home Office Submitted by Adam Jowers for a Mobile CPA Business located at 855 South Peachtree Drive in Toquerville, UT 84774. Property Tax ID# T-AHP-A-27. Zoning is R-1-12.

C. BUSINESS/ACTION ITEM(S):

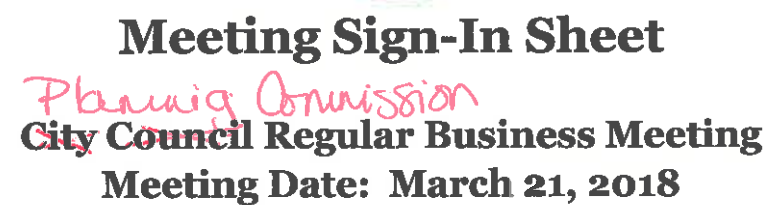
1. Discussion and Possible Recommendation on the Final Draft of the Master Transportation Plan.
2. Discussion and Possible Recommendation of a Final Plat Application for Ash Creek Overlook Subdivision submitted by Brent Bluth from Self-Help Homes. Subdivision will create 16 lots located on Property Tax ID# T-138-A-2-A and T-138-C. Zoning is R-1-12.
3. Discussion and Possible Action on a Home Occupation Conditional Use Permit Application Submitted by Jessica Russo for a Nail and Aromatouch Therapy Salon, located at 245 West Sunset Avenue in Toquerville, UT 84774. Property Tax ID# T-109. Zoning is MU-20.
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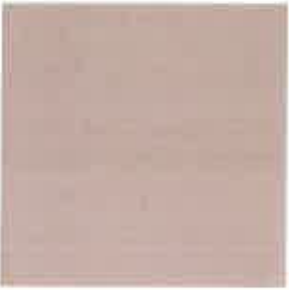
D. HO/CUP REVIEW & POSSIBLE RECOMMENDATION:

1. Conditional Use Permit: Diamond G Ranch and Rodeo at 1091 S Toquerville Blvd - Steve & Cyndi Gilbert
2. Conditional Use Livestock Permit: 112 N Ash Creek Drive - Steve Thayer
3. Conditional Use Livestock Permit: 124 N Ash Creek Drive - Layne & Renee Garner
4. Conditional Use Permit: Toquerville Auto at 40 Berry Lane - Ned Snow
5. Conditional Use Livestock Permit: 124 N Ash Creek Drive - Layne & Renee Garner
6. Conditional Use Permit: Valentine Bed & Breakfast at 1015 S Mulberry Drive - James & Deborah Valentine

E. ADJOURN:

In compliance with the Americans with Disabilities Act, individuals needing special accommodations (including auxiliary communicative aids and services) during this meeting should notify Dana McKim at the City Office 435.635.1094, at least 48 hours in advance. This Agenda will be sent to the Spectrum Newspaper, posted on the State website at <http://gdm.utah.gov>, on the Toquerville City website at www.toquerville.org, and in four places at least 24 hours in advance of this meeting. The four places are: (1) City Office Board; (2) Toquerville Post Office Kiosk; (3) Cholla Park Kiosk; (4) Westfield Road Kiosk. Posted March 16, 2018 by Toquerville City Recorder, Dana M. McKim.

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Toquerville Transportation Master Plan

March 2018 • Project 1605-320



PREPARED BY

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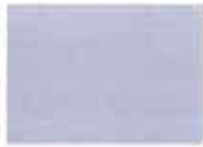


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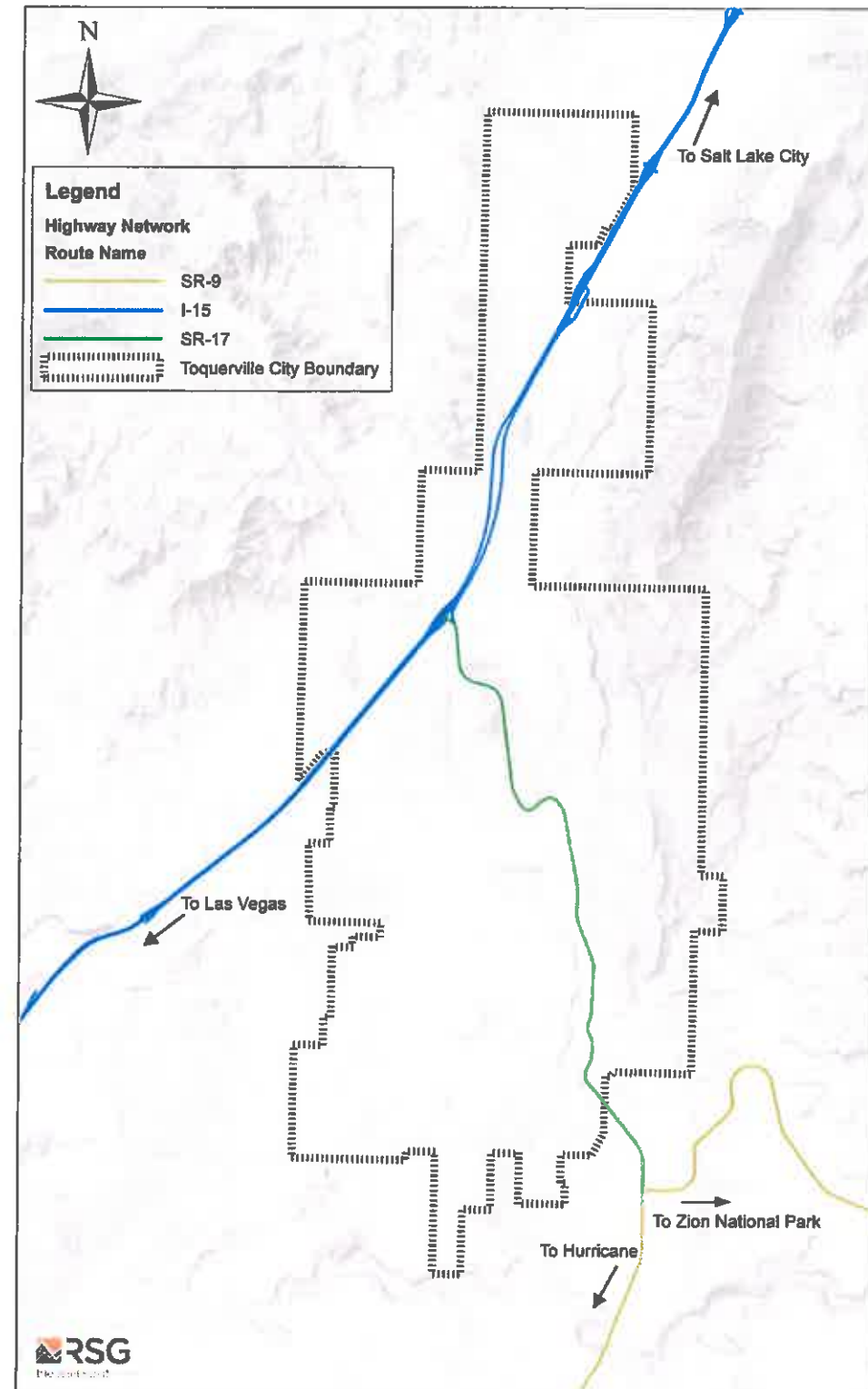


Figure 1. Vicinity Map Introduction



1.1. BACKGROUND

Toquerville City is a picturesque city nestled amongst a black lava rock capped mountain and natural springs in Southwestern Utah. The city is celebrated for its breathtaking scenery, outdoor appeal, and backcountry adventures. The population has grown from only 19 families in the late 1800s to near 2000 residents. Toquerville has become a bed and breakfast community to visitors of Zion National Park and has seasonal population increases. Toquerville has remained a friendly, safe and clean community and kept its sense of place as a unique place in the world for its beauty and small town feel. Detailed maps of the study area and city limits are shown throughout the study.

1.2. STUDY NEEDS

Toquerville City is located on SR-17, one of the primary routes to Zion National Park. Visitation to Zion National Park is growing astronomically and creating an increase in commuter and seasonal traffic. The city's population and commercial property also continues to increase at a steady rate, resulting in increased traffic. Transportation facilities not designed to accommodate these increased volumes can create safety problems, congestion and delay for both motorized and non-motorized travel. For Toquerville to maintain its unique community character to serve its residents, importance must be placed on being proactive with the transportation system. Transportation concerns that will be addressed in this plan that have been identified by Toquerville City include the following:

- Street Classification
- Future Corridor Needs
- Roadway Design
- Transportation Guidelines

1.3. TRANSPORTATION PLANNING PURPOSE

The purpose of this study is to develop a transportation master plan for Toquerville City. The primary objective of the study is to establish a reliable transportation network to guide future developments and wisely utilize funds for needed improvements.



1.3.1. COMMUNITY PLANNING

The planning process requires a target or goal. The community vision as outlined in the City's General Plan serves as this target and defines the planning process. This includes a master planning process that helps overall community planning and enhances the understanding of the relationship between individual community elements. The best example of this is the interrelationship between transportation and land use. An expensive cycle of incremental road improvements and land use changes will occur unless these two elements are planned in a coordinated fashion. Proper planning allows early implementation of the ultimate transportation facilities necessary to accommodate the ultimate land use adjacent to the roadway. The residents of Toquerville are very active in the community planning process and this plan was to give them the opportunity to voice their opinions and be a part of the planning process.

1.3.2. ECONOMIC VIABILITY

Traffic congestion is a major concern in Toquerville with the increased demand. Tourists will not come to Zion if it is difficult or dangerous to reach. The transportation system is the lifeline for economic viability; much like the human body's circulatory system provides blood to organs and muscles. Arterial blood clots can be fatal to the body and roadway and parking congestion can be fatal to a community's economic health. Means to provide revenue for future improvements to roadway issues will be briefly explored in this report.

1.3.3. SAFETY OF CITIZENS

Traffic congestion leads to dangerous driving behaviors and increased accident rates for vehicles and pedestrians. Approximately 40,000 people die every year in vehicle accidents in the United States, which makes traffic accidents the third leading cause of death in this country. It is the leading cause of death for people under the age of 30. Utah averages about one fatal car accident per day as reported by the Utah Highway Safety Office. Roadways that are planned and designed correctly can reduce the accident rate by as much as 30%. This plan will look at ways to improve safety for the traveling public through improvements to the roadway system.



1.3.4. QUALITY OF LIFE FOR CITIZENS

Quality of life includes many factors and some of the factors that are important to the citizens in Toquerville include but are not limited to, preservation of rural environment and scenic views, preservation of the natural night sky, air quality, safety, and ability to use multi-modal means of transportation. A poorly planned transportation system diminishes all of these elements. There are three reasons for planning improvements to the transportation system:

1. *Mobility* – Alleviate existing or anticipated traffic congestion
2. *Safety* – Improve safety for drivers, pedestrians, and bicyclists
3. *Access* – Provide access routes to newly developed portions of the City

1.3.5. LEGAL BASIS FOR DEVELOPMENT EXACTION

Due to the decrease in funding available from federal and state sources, local governments are asking land developers to pay for the infrastructure necessary to support proposed development projects. A long-range plan is the legal basis for these exactions and impact fees. Legal challenges will be minimized if the estimated roadway construction costs are based on the community vision and system plans that support the vision.

1.3.6. UDOT COORDINATION

UDOT is responsible for the safe and efficient operation of state roads, even if they pass through cities. SR-17 is the major transportation facility through Toquerville and UDOT has been involved in the planning process to ensure these roadways are being planned to meet their requirements. Coordination with UDOT is essential in obtaining federal and state funds to construct transportation facilities. This coordination will also help the town to qualify their projects in the State Transportation Improvement Program (STIP). Lack of overall planning and coordination leads to haphazard results and poor circulation along transportation corridors.

1.4. STUDY PROCESS

The study process for the Toquerville City Transportation Master Plan is depicted in Figure 2. Study Flow Chart. The goal of this procedure is to identify the need, opportunities, and constraints for establishing and implementing the transportation plans. This process involves the participation of the city and public for guidance, review, evaluation and recommendations in developing the transportation plans.



Figure 2. Study Flow Chart

The first component of the study process is to gather the existing and future traffic, infrastructure, population, and employment conditions. Coordination with the local officials and Dixie Metropolitan Planning Organization (DMPO) will insure that the data is accurate and that assumptions are valid.

The second component of the study process is to analyze the data that has been gathered. Population and employment forecasts are developed and a traffic model is built. The location and concept formulation of projects is developed during this component.

The third component of the study process is to present and obtain approval from the planning commission and city council. Comments from these two bodies are incorporated into the study's final report. Transportation projects that are recommended for the short-term and long-range needs are discussed and finalized. The master plan is then adopted.

1.5. STUDY GOALS

Toquerville's goals for the transportation system are listed below:

- Formalize a Transportation Master Plan
- Develop an Official Street Map delineating roadway functional classification
- Create a plan to reduce future congestion and to maintain the small town atmosphere



- Create a working transportation model that can be readily updated

2. EXISTING CONDITIONS

An inventory and evaluation of existing conditions was conducted to identify current transportation problems and uses that influence the transportation facilities and area wide system. This information is used as a baseline to identify deficiencies and as an instrument to measure required improvements.

2.1. LAND USE

It is essential to analyze and recommend roadway improvements based on an understanding of the historical land use patterns within the study area. Land use obviously develops along transportation corridors and typically follows future use plans identified by the city. Toquerville has a unique network in that everything feeds off SR-17 which is the main lifeline through city.

Toquerville is comprised of both commercial and residential areas. The current Land Use Plan can be viewed in Toquerville City's General Plan. All undeveloped lands adjacent to SR-17 are viable areas to consider for both residential and commercial development. Toquerville City has a specific strategy to have both residential and commercial development along SR-17.

2.2. ENVIRONMENTAL

Southern Utah is rich with cultural, historic, geologic and other natural features. Tourism in Southern Utah accounts for a great deal of industry for many communities. Much of this tourism is based on features defined by natural and physical environments. Toquerville has some of the most pristine views in all of Utah. Along with this unique landscape are issues of sensitive species, natural environmental and geologic concerns.

Some of the environmental concerns facing Toquerville include archaeological sites, geological sites, soil conditions, and water drainage and flooding areas.

Threatened and endangered species and their habitat are protected by the National Environmental Policy Act (NEPA). Developments in these areas are typically off limits, although in past history development has been allowed to encroach in these sensitive areas. Development that poses an impact to these areas will require an Environmental Impact Statement (EIS).

Natural drainage areas can be incorporated into many developments, which usually do not create an impact to the feature. The impact is usually felt by the development by the discovery that certain land is undevelopable and usually remains as an open space feature. Environmental concerns should be addressed when looking at an area for any type of improvement to the transportation system. Specific issues for Toquerville will not be discussed here, as they are more related to specific projects as they are built.



2.3. SOCIO-ECONOMIC DATA

Table 1 shows the year 2010 census socioeconomic data for Toquerville. Historical growth rates have been identified for this study, because past growth is usually a good indicator of what might occur in the future.

Table 2 identifies the population growth over the past 60 years for the State of Utah, Washington County, and Toquerville City. The table identifies that population change in Washington County has changed drastically. The growth in the State has gained between 18 percent and 38 percent during the past 60 years. Toquerville City’s population change has grown over the last 60 years with a significant increase between 1990 and 2010.

Table 1. 2010 Census Data - Toquerville

Population	Housing units
1370	444

Table 2. Population Data

Year	State of Utah	Washington County	Toquerville City
1950	688,862	9,836	219
1960	890,627	10,271	197
1970	1,059,273	13,669	185
1980	1,461,037	26,065	277
1990	1,722,850	48,560	488
2000	2,233,169	90,354	910
2010	2,763,885	138,115	1370

2.4. STREET SYSTEM INVENTORY

Due to the limited roadway network that currently exists in Toquerville, there was not much data that needed to be gathered to analyze the system. The data that was collected was mostly visual observations and coordination with local administration. This data is used for analyzing the existing conditions and to help in developing the future conditions. All of the roadways in Toquerville are 2-lane roads. Most of them are between 22 and 28 feet of pavement. SR-17 which is owned and maintained by UDOT is wider than 28’ through the heart of Toquerville but is still a 2-lane roadway.



2.4.1. ANALYSES OF EXISTING ROADWAYS AND INTERSECTIONS

The daily capacity for each roadway was estimated based on engineering judgement and descriptions found in the Highway Capacity Manual (Transportation Research Board, National Research Council, *Highway Capacity Manual*, Washington, DC, National Academy of Sciences, 2010). Streets with daily traffic volumes forecasted to exceed the estimated capacity levels have been identified including potential mitigation measures. Detailed traffic analysis is included in Chapter 3.

2.5. TRAFFIC ACCIDENT DATA

Jones & DeMille reviewed reported accident data from 2010 to 2016. Out of a 113 accidents on SR-17, 57 of those accidents occurred within populated areas of Toquerville. Because Toquerville’s main corridor is the state highway, a total of 10 (out of 113 during 2010 – 2016) accidents were due to local street traffic intersecting the highway. An evident trend was shown when commercial/large truck accidents were queried. The results showed all accidents for these type of vehicles occurred between milepost 3.7 to 4.1. All of which were classified as geometry related due to the dramatic horizontal curve present within this roadway section.

2.6. BICYCLE AND PEDESTRIAN TRAFFIC

A separate study is recommended in order to see how this could benefit Toquerville City. An Active Transportation Plan should accompany this study to outline the goals, plans, and policies regarding bicycle and pedestrian traffic.

2.7. REVENUE SOURCES

Maintenance of the existing transportation facilities and construction of new facilities come primarily from revenue sources that include the Toquerville City general fund, federal funds, and State Class C funds. Financing for local transportation projects consists of a combination of federal, state, and local revenues. However, this total is not entirely available for transportation improvement projects, since annual operating and maintenance costs must be deducted from the total revenue. In addition, the City is limited in their ability to subsidize the transportation budget from general fund revenues.



2.7.1. STATE CLASS B AND C PROGRAM

The distribution of Class B and C Program monies is established by state legislation and is administered by the State Department of Transportation. Revenues for the program are derived from state fuel taxes, registration fees, driver license fees, inspection fees, and transportation permits. Seventy-five percent of the funds derived from the taxes and fees are kept by the Utah Department of Transportation for their construction and maintenance programs. The remaining twenty-five percent is made available to counties and cities. Class B and C funds are allocated to each City and county by a formula based on population, road mileage, and land area. Class B funds are given to counties, and Class C funds are given to cities. Table 3 below identifies the method used to allocate B and C funds.

Table 3. Apportionment Method of Class B and C Funds

Based on	Of
50%	Roadway Mileage
50%	Total Population

Class B and C funds can be used for maintenance and construction of highways; however thirty percent of the funds must be used for construction or maintenance projects that exceed \$40,000. Class B and C funds can also be used for matching federal funds or to pay the principal, interest, premiums, and reserves for issued bonds.

2.7.2. FEDERAL FUNDS

There are federal monies that are available to cities and counties through the federal-aid program. The funds are administered by the Utah Department of Transportation. In order to be eligible, a project must be listed on the five-year Statewide Transportation Improvement Program (STIP).

The Surface Transportation Program (STP) provides funding for any road that is functionally classified as a collector street or higher. STP funds can be used for a range of projects including rehabilitation and new construction. Fifty percent of the STP funds are allocated to urban and rural areas of the state based on population. Thirty percent can be used in any area of the State, at the discretion of the State Transportation Commission. The remaining twenty percent must be spent on highway safety projects and transportation enhancements. Transportation enhancements include 10 categories ranging from historic preservation, bicycle and pedestrian facilities, and water runoff mitigation. The amount of money available for projects specifically in the study area varies each year depending on the planned projects in UDOT's Region Four.



2.7.3. IMPACT FEES

Toquerville City does currently collect impact fees for transportation improvements. These fees can be found in the Impact Fee Facility Plan & Analysis for the City of Toquerville. The impact fees will assist in building the necessary roadway improvements to handle the increased growth and mitigate congestion that is currently being realized on the roadways in city.

2.7.4. LOCAL FUNDS

Toquerville City, like most cities, has utilized general fund revenues in its transportation program. Other options available to improve the City’s transportation facilities could involve some type of bonding arrangement, either through the creation of a redevelopment district or a special improvement district. These districts are organized for the purpose of funding a single, specific project that benefits an identifiable group of properties. Another source is through general obligation bonding arrangements for projects felt to be beneficial to the entire entity issuing the bonds.

2.7.5. PRIVATE SOURCES

Private interests often provide sources of funding for transportation improvements. Developers construct the local streets within the subdivisions and often dedicate right-of-way and participate in the construction of collector or arterial streets adjacent to their developments. Developers can also be considered as a possible source of funds for projects because of the impacts of the development, such as the need for traffic signals or street widening.

3. FUTURE GROWTH

3.1. BACKGROUND

3.1.1. ZION NATION PARK VISITATION

The City of Toquerville is located on SR-17, one of the primary routes to Zion National Park. Zion has had a steady growth in annual visitation, but over the last few years has experienced exponential growth, reaching the milestone of over 4 million visitors in 2016. With increased visitation has come increased vehicular traffic on SR-17. Figure 3 shows both Zion visitation as well as annual average daily traffic (AADT) on SR-17 in the Toquerville area.

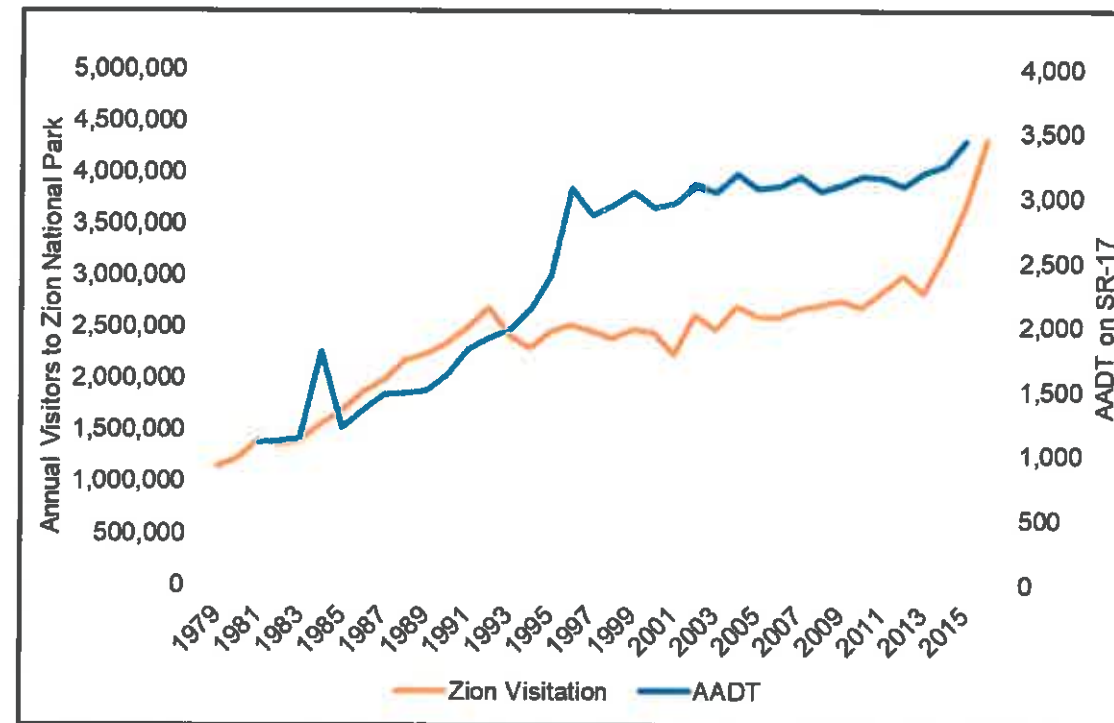


Figure 3. Zion National Park Annual Visitation and AADT on SR-17

3.1.2. BYPASS CORRIDOR

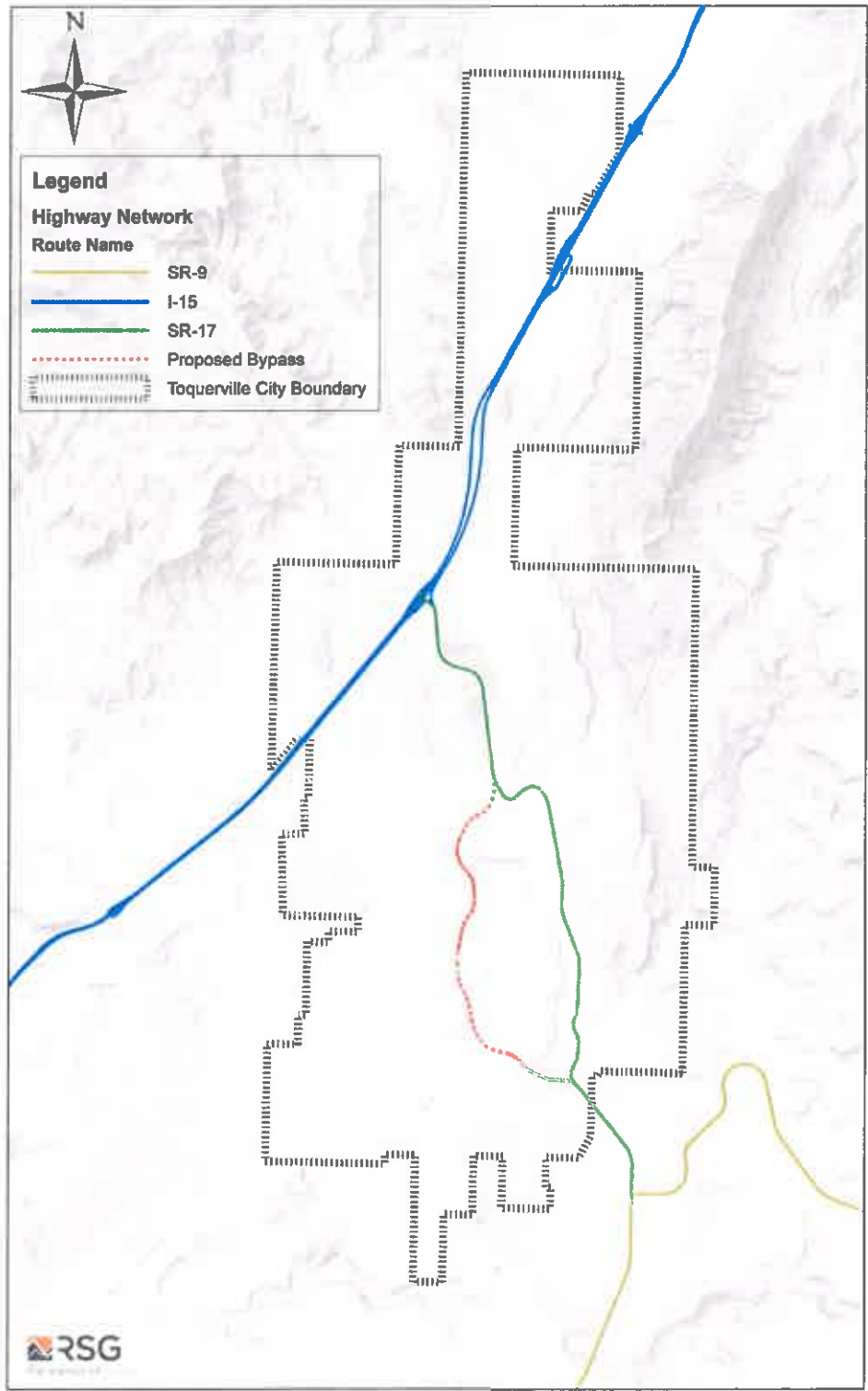
In response to growth in traffic on SR-17, the City has proposed a 3-mile bypass road that would connect to SR-17 at approximately MP 4.2 (about 1 mile northwest of Old Church Road), and at approximately MP 1.1 (about 700 feet north of South Zions Parkway), passing around the west side of Toquerville. Figure 4 shows conceptual linework for the proposed road.

The proposed bypass road would have a fairly high design speed of 55 mph which would allow for a posted speed limit of 45 to 50 mph. The bypass road would also have limited, but at-grade, access at major intersections. Direct business or residential accesses would be prohibited. According to the city, much of the right-of-way for this bypass road has already been acquired.

One proposed option is that the road be constructed in one phase. If this doesn't occur, the city believes that the road will be constructed in small segments as the west side develops. This distinction is discussed in greater detail below.



Figure 4. Bypass Corridor on West Side of Toquerville





3.1.3. DATA COLLECTION

Resource Systems Group (RSG), the sub consultant for traffic modeling, collected traffic volume counts on SR-17 north of Toquerville between Thursday, August 3, and Sunday, August 6, 2017. Traffic volumes by time of day are shown in Figure 5.

UDOT reported an average annual daily traffic (AADT) of 3,040 vehicles per day in 2015. Figure 6 shows the daily traffic volumes in August 2017 compared to the 2015 AADT value. Two factors at play are: recent growth in Zion National Park visitation between 2015 and 2017, and the 2015 data is an estimate of traffic during the entire year, whereas the August 2017 data represent peak summer conditions. The August data also show there appears to be little difference between weekday and weekend volume during the peak season.

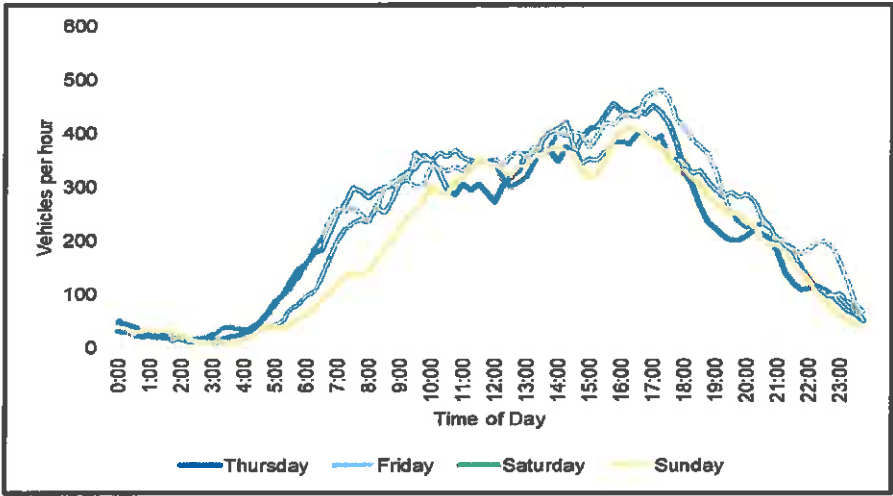


Figure 5. Traffic Variation on SR-17 by Time of Day, August 3-August 6, 2017

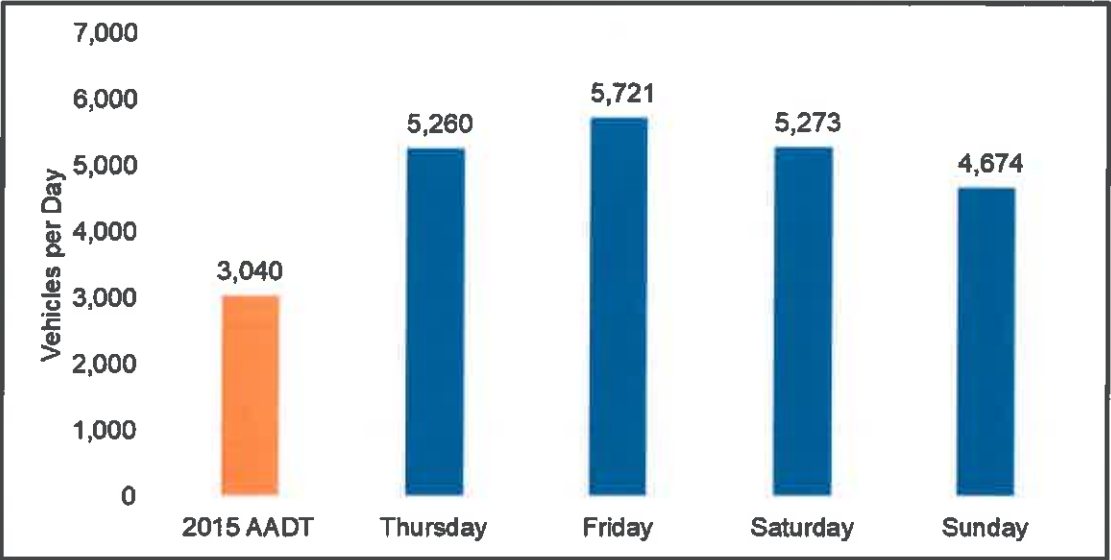


Figure 6. Daily Traffic Volumes in August 2017 Compared to 2015 AADT

3.1.4. TRAVEL DEMAND MODEL REFINEMENTS

RSG used Version 2 of the Dixie Metropolitan Planning Organization (DMPO) travel demand model (with subsequent updates by DMPO current as of June 16, 2017). Version 2 was used by DMPO in the development of the 2015-2040 Regional Transportation Plan. All travel demand modeling work was done in Citilabs Cube 6.4.2. The model includes a base year (2012) and three future years, 2025, 2035, and 2040, which corresponds to the Regional Transportation Plan (RTP) phases, Phase I, II, and III, respectively.

The DMPO model is intended for regional planning purposes and not necessarily refined for work on municipal level transportation master plans. Therefore, RSG evaluated the current model structure and performed several model refinements to assist in producing more accurate forecasts. Model refinements included updated traffic analysis zone (TAZ) structure, updated socioeconomic inputs (land use) to reflect current planning efforts by the City of Toquerville, and updated highway network to account for all collector and above roads, including the proposed bypass road.

3.1.4.1. TAZ STRUCTURE

The DMPO model included limited TAZs in the Toquerville area, many of which were too large and unrefined on the west edge of the city for a detailed roadway analysis. RSG split TAZs to better follow the topography, current and planned roads, and to better match land use patterns. Figure 7 shows the old and new TAZ structure for the Toquerville area.

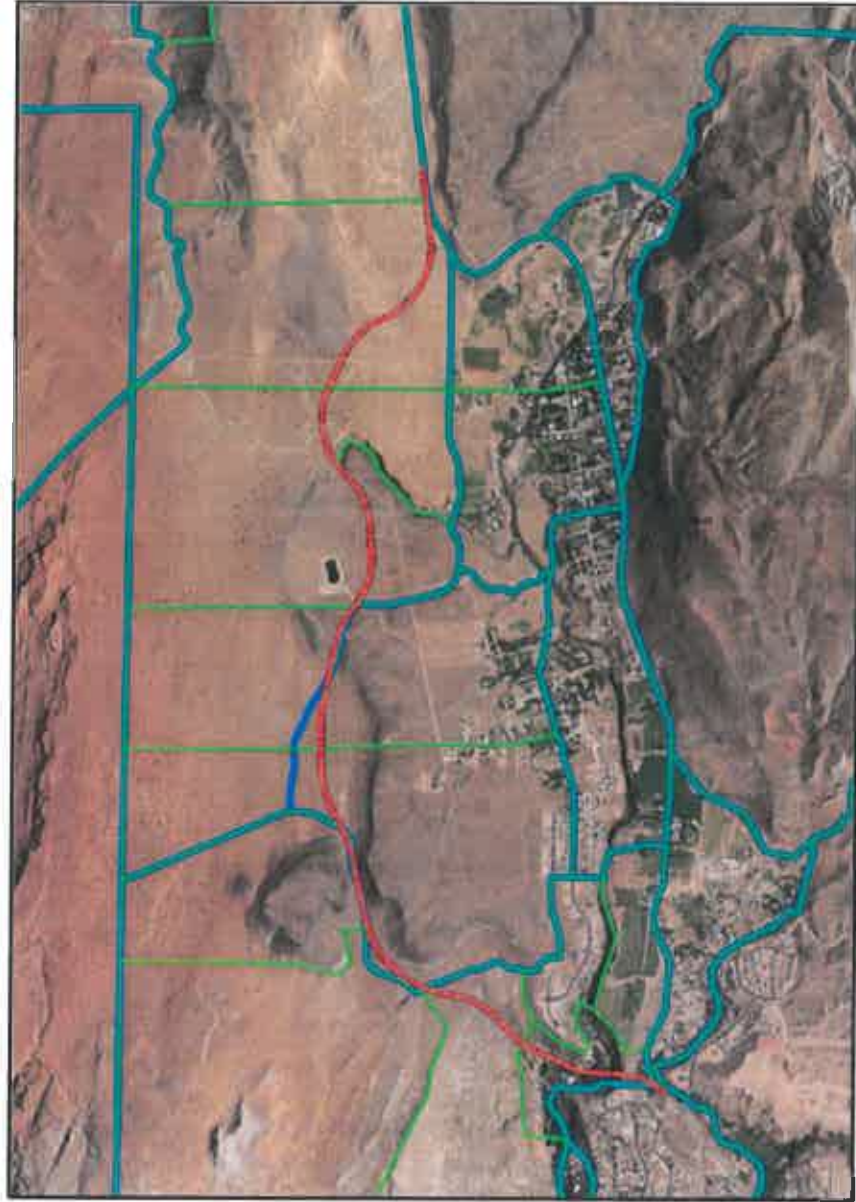


Figure 7. TAZ Refinements to DMPO Model



3.2. GIS GROWTH MODELING APPROACH

Effectively planning for the future needs of a City requires insight into how its population is expected to change over time. Changes in population influence how and where people live, work, and recreate across the landscape, driving development patterns and transportation needs. To better understand Toquerville City's future development and transportation needs, demographic data were incorporated into a Geographic Information System (GIS) model to estimate future population, household, and employment growth and distribution patterns within the City over the next 30 years.

Base demographic data for the model were obtained from the Governor's Office of Management and Budget (GOMB). The data included population, household, and employment counts for Toquerville City from the 2010 Census, as well as population projections for the City at each decade interval out to the year 2060. Household and employment projections for the same time intervals were only available at the county level.

Calculating population, household, and employment projections for years between the base data's decade intervals required interpolation using basic assumptions. Population projections were interpolated by applying the annualized average population growth for Toquerville City between one decade interval and the next, assuming constant growth between decades. Household and employment projection calculations were performed in a similar manner, using 2010 Census information for base year numbers and applying rates of change from county-level data for the projections. This assumes employment levels and household sizes in Toquerville City will change in the same direction and at the same rate as Washington County overall. It is important to note that while the population of Toquerville is projected to grow throughout the forecast period, the average household size is projected to decrease until approximately 2040 when it begins to stabilize.

Once completed, the demographic projections were incorporated in a GIS model to estimate where housing growth may occur within the City for the study period. The projected number of households was used as a proxy for the number of housing units required to house the City's projected population for a given year, which was calculated by dividing the City's projected population by the projected average household size. Using GIS, a point feature layer was developed to show the approximate locations of housing units for each year of interest. A base-level housing location layer for the current year was developed by placing a point feature within each parcel containing an existing residential structure. Housing location points were then added to the GIS in direct correlation with the number of projected households for each year of interest to represent a likely buildout scenario.



Several assumptions were made when placing household location points when modeling future growth patterns within the City. First, growth is most likely to first occur in already-developed or planned subdivisions. Second, topography will severely limit any additional housing developments to the east of already-developed areas of the City. Third, the majority of housing growth will occur on the west side of incorporated area of the City, with growth generally moving from the north to the south along the proposed bypass corridor. Lastly, larger parcels within the already-developed portions of the City will gradually fill in as demand for new housing increases over time. This can be seen in the figure on the following page.

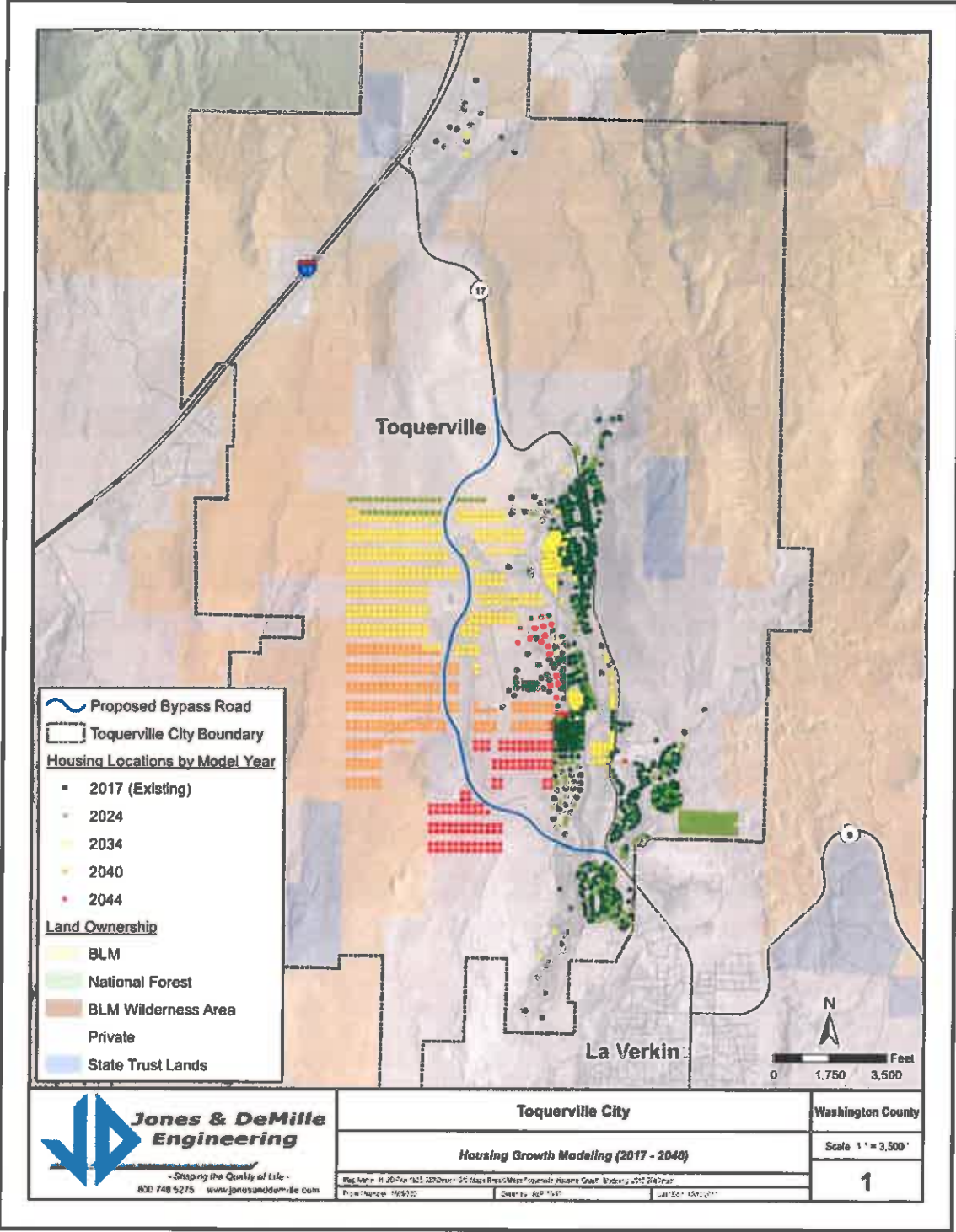


Figure 8. Housing Growth Model



3.3. LAND USE AND TRANSPORTATION

Coordination between land use and transportation is critical for the future development of Toquerville City. Street classification and development of streets can guide both desirable and undesirable land uses. The same holds true for land use development. It forces the street classification in advance that could be in opposition to the goals of the transportation plan. Therefore, it is imperative that the goals of land use and transportation are coordinated with each other to support and augment one another and not oppose each other.

The current version of the DMPO model projects a total of nearly 2,500 households but less than 800 jobs by year 2040. RSG discussed land use assumptions with Jones and DeMille, who worked in close coordination with city staff to estimate future land use in Toquerville. Jones and DeMille provided households and commercial acreage by phase. We estimated that approximately 70% of commercial land would be useable (accounting for roads and other infrastructure such as open space). Table 4 shows conversion factors used to convert commercial acreage to jobs.

Table 4. Commercial Land Use Conversion Factors

Land Use Type	Proportion of Commercial	Floor-to-area Ratio (FAR) ¹	Employees per 1,000 sq ft
Retail	50%	0.25	2
Restaurant	30%	0.25	3
Office	10%	0.3	3
Hotel	10%	0.5	2

1. Conversion of acreage to square footage of buildings.

For the Build analysis, we assumed that the Bypass Corridor would be constructed in one phase, therefore the Bypass Corridor is included in each Build scenario. In the No Build scenarios, the Bypass Corridor is expanded incrementally from the north to the south as shown in Figure 9. Therefore, portions of this road are included in the 2025 and 2035 No Build scenarios, but 100% is included in the 2040 scenario. The basis for this assumption is that portions of the Bypass Corridor would be constructed with on-going development. Based on conversations with the consultant team, this would most likely occur from north to south. Figure 9 shows which portions built in each phase.

Table 5 shows the assumed households and employment for the original model and the newly created No Build and Build models for each horizon year. Households and employment are also shown in Figure 10 and Figure 11, respectively. It is assumed there will be more commercial development (employment) due to the plans for the bypass and reservoir and less residential growth (households) than the original DMPO model.



Table 5. Land Use Assumptions

Horizon Year	Households			Employment		
	Original Model	No Build	Build	Original Model	No Build	Build
2012	494			131		
2025	1,008	692	692	299	1,283	1,861
2035	1,838	1,094	1,094	541	3,825	5,443
2040	2,468	1,335	1,482	727	5,212	6,483

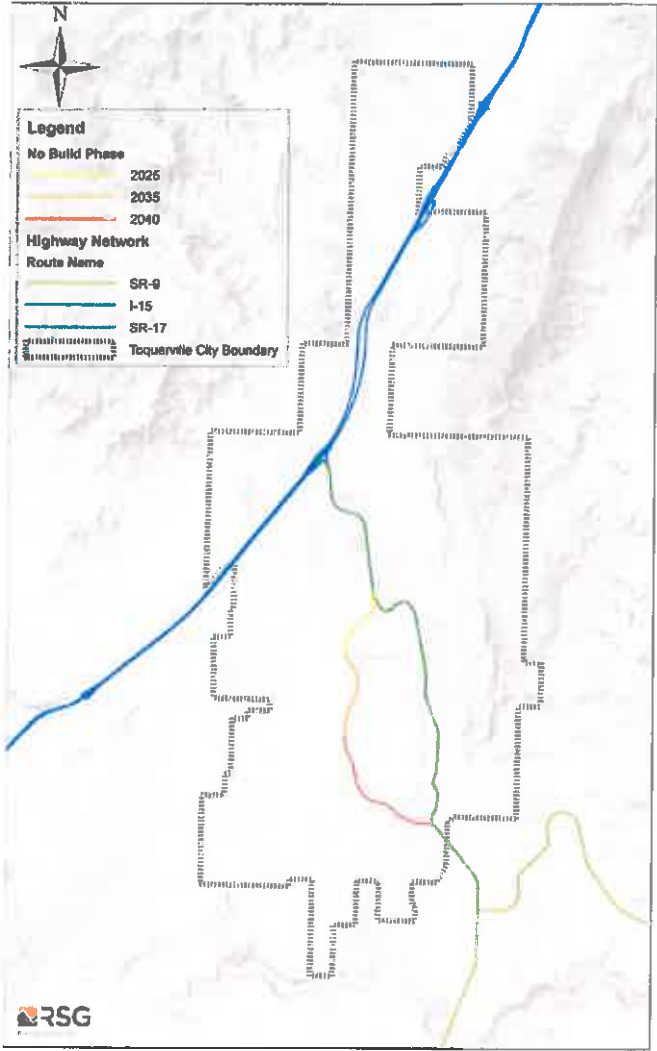


Figure 9. Bypass Corridor by Phase

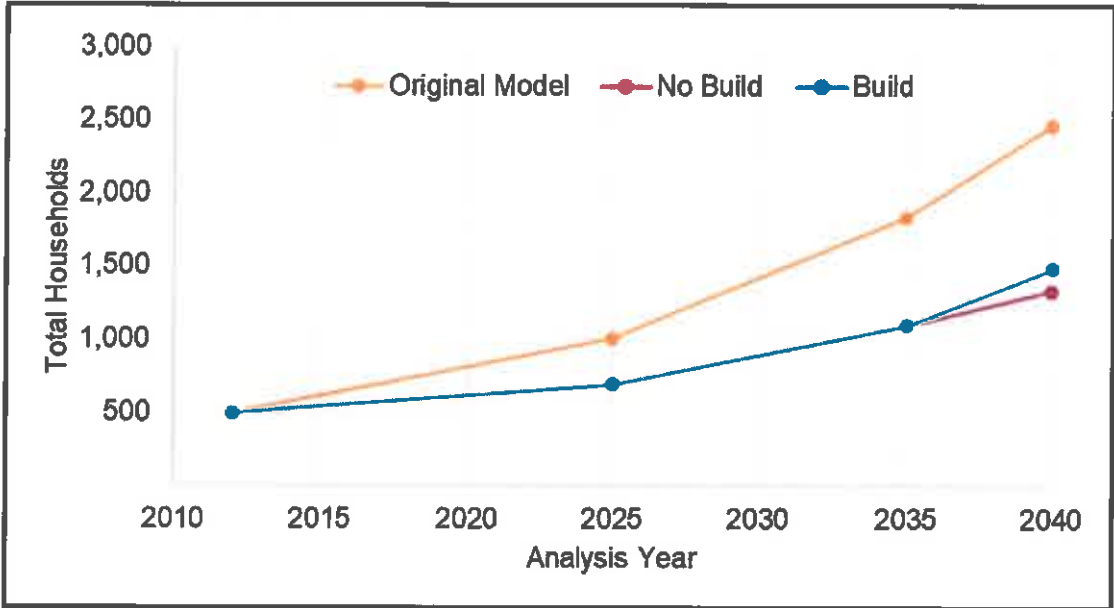


Figure 10. Households by Year for Each Model

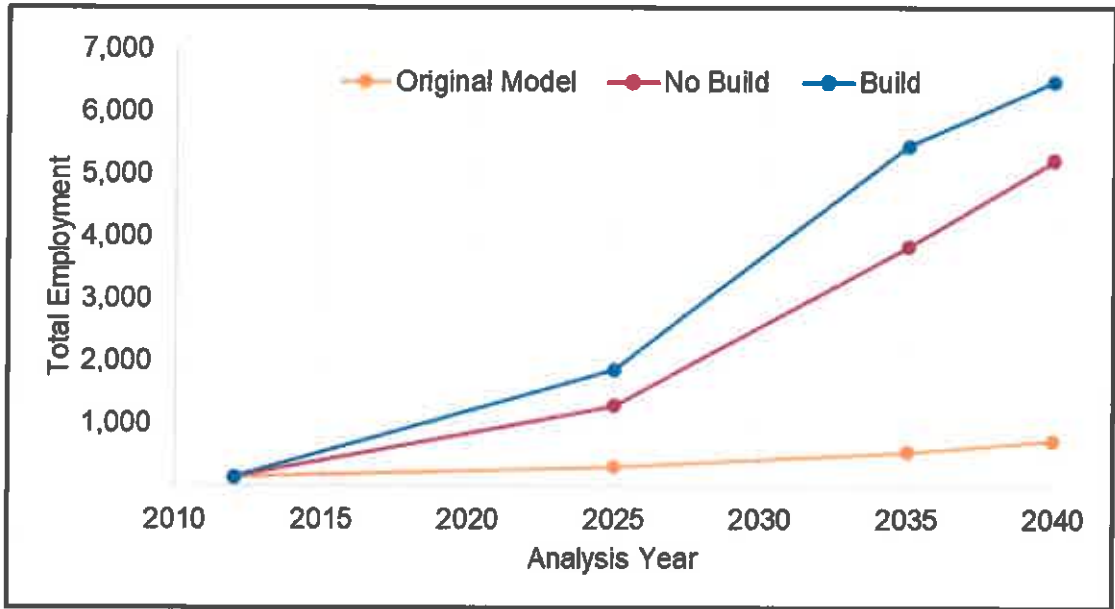


Figure 11. Total Employment by Year for Each Model



3.3.1. FUNCTIONAL STREET CLASSIFICATION

Functional street classification is a subjective means to identify how a roadway functions and operates when a combination of the roadway's characteristics are evaluated. These characteristics include; roadway configuration, right-of-way, traffic volume, carrying capacity, property access, speed limit, roadway spacing, and length of trips using the roadway. Four primary classifications were used in classifying selected roadways in Toquerville. These classifications are: Arterial, Collector, Residential Local, and Residential Minor. Arterials provide a higher degree of traffic mobility with limited property access and often connect to the freeway system. Collectors provide a balance between mobility and property access trips. Residential streets and roads serve property access based trips and these trips are generally shorter in length. Traffic from residential roads is gathered on to the collector system and channeled to the arterials.

SR-17, the major route through Toquerville, is classified as an Arterial. The proposed Bypass Corridor will be functionally classified as an Arterial. Westfield Road, Springs Drive, Zions Parkway, Shangri-La, and Cholla Drive are functionally classified as collectors. The proposed Old Church Road that would connect to the Bypass Corridor will be functionally classified as a Collector. A map of the streets and their classifications is shown in the maps at the end of this section.

Included on these maps are city boundaries, land designations, and future proposed roadways. These features are discussed on the next several pages. The roadway cross-sections for new development have not changed from what is currently in place. This does not mean that every existing roadway in city will have to be reconstructed to meet these standards. This effort is to develop a standard section that will meet the City's needs and be used for future development plans. All new roadways will be required to meet this standard as approved by the city council.

The design of the individual roadway elements depends on the intended use of the facility. Roads with higher design volumes and speeds need more travel lanes and wider right-of-way than low volume, low speed roads. The high use roadway type should include wider shoulders and medians, separate turn lanes, dedicated bicycle lanes, careful placement of on street parking, and control of driveway access. On most of the cross sections an additional area beyond the curb line is provided to accommodate landscape buffers, sidewalks, and drainage facilities.

3.3.1.1. RESIDENTIAL STREETS

Residential streets provide access to abutting land uses and service local traffic movement. Due to low traffic speeds and relatively small traffic volumes on the street, parking is usually allowed on the street and bicycles are allowed without a separate travel lane. The cross-sections for residential streets include options for both private and public roads. The private roads include a 30-foot minimum right-of-way. The public roads also have a right-of-way of 30-feet but differ in the elements that comprise each roadway. These cross sections allow one travel lane in each direction, parking, and curb and gutter and sidewalk.



3.3.1.2. COLLECTORS

Collector streets provide for traffic movement between local streets and arterial streets and provide access to abutting land uses. The collector roadway is a two-lane section with 36-feet minimum of right-of-way. No delineated bicycle facilities are planned on these roadways and they share the roadway with the vehicles. The increased width of this type of roadway versus that of the local streets allows for the development of on-street parking and sidewalks on both sides of the roadway. This type of roadway allows for higher speeds and increased traffic volumes with more capacity than a local street. These roadways are included as part of the overall trails network and accommodating bicyclists will need to be part of the roadways.

3.3.1.3. ARTERIALS

Arterial streets provide major through traffic movement between geographic areas. These roadways typically have some form of access control that limits the location of driveways. The arterial roadway is a 2-lane section with a minimum of 60 feet of right-of-way. The only arterial in city is SR-17 and is owned and maintained by UDOT. The actual right-of-way width on this roadway varies from 60 feet to over 100 feet. UDOT is in the process of revising the cross section of this roadway to include bike lanes on each side of the roadway, one travel lane in each direction, and parking on one side of the roadway. The section also includes areas for pedestrian facilities, curb, gutter, light poles, drainage facilities, and traffic calming features.

3.3.2. ROADWAY CROSS SECTIONS

Cross sections are the combination of the individual design elements that constitute the design of the roadway. Cross section elements include the pavement surface for driving, parking lanes, and bike lanes, curb and gutter, sidewalks and additional bike path and landscape areas. Right-of-way is the total land area needed to provide for the cross section elements. The roadway cross-sections for Toquerville City are found in the City's Design Standards.

3.3.3. THE CENTRAL CORE OF TOQUERVILLE

Toquerville City has developed a downcity core along SR-17. The downcity core is important for a couple of reasons. It identifies a place or an identity for a community. It is important that the downcity area keep that through keeping traffic and speed down.

Figure 12. Classification of Roads- Current North

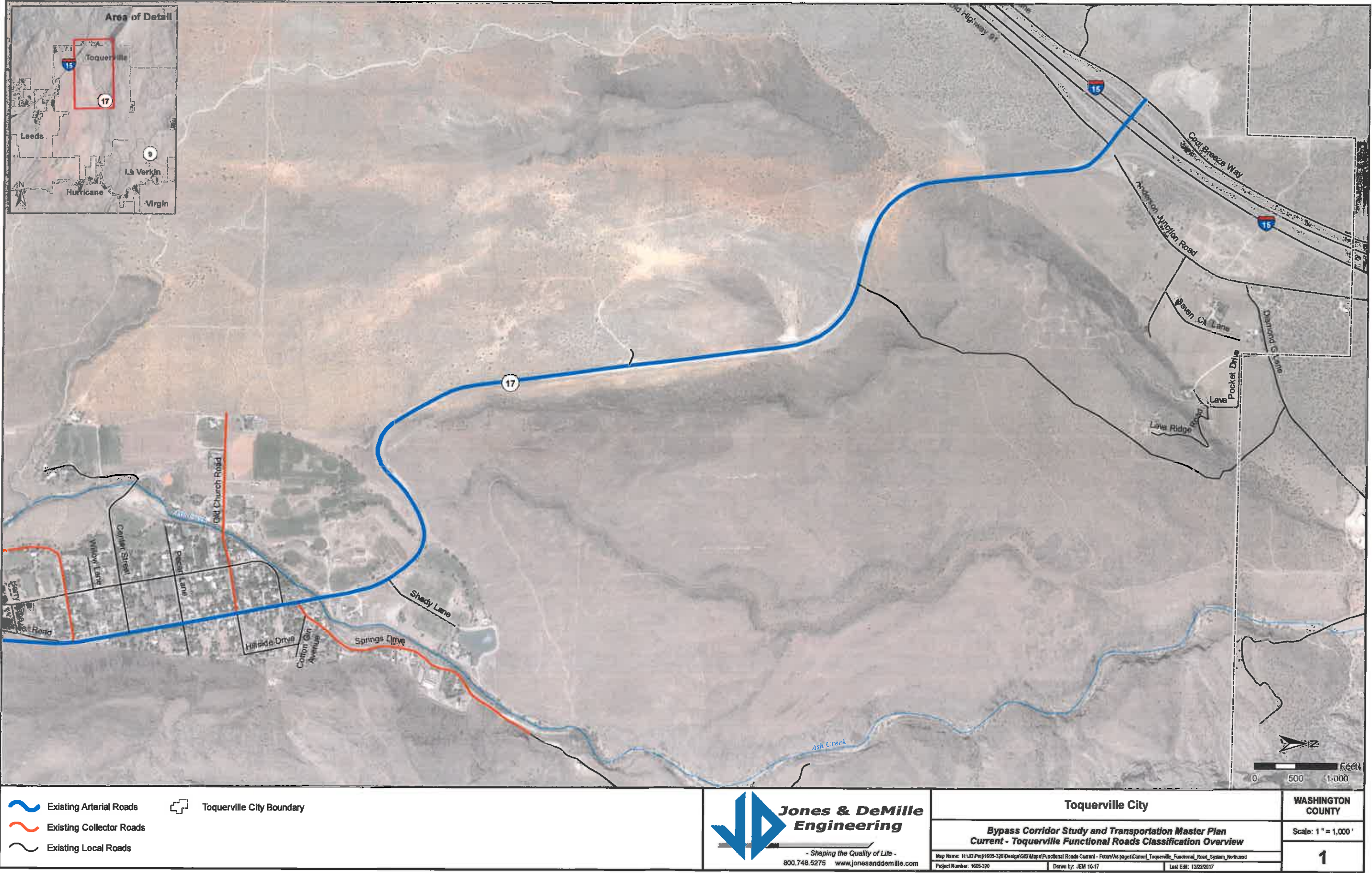


Figure 13. Classification of Roads- Current South

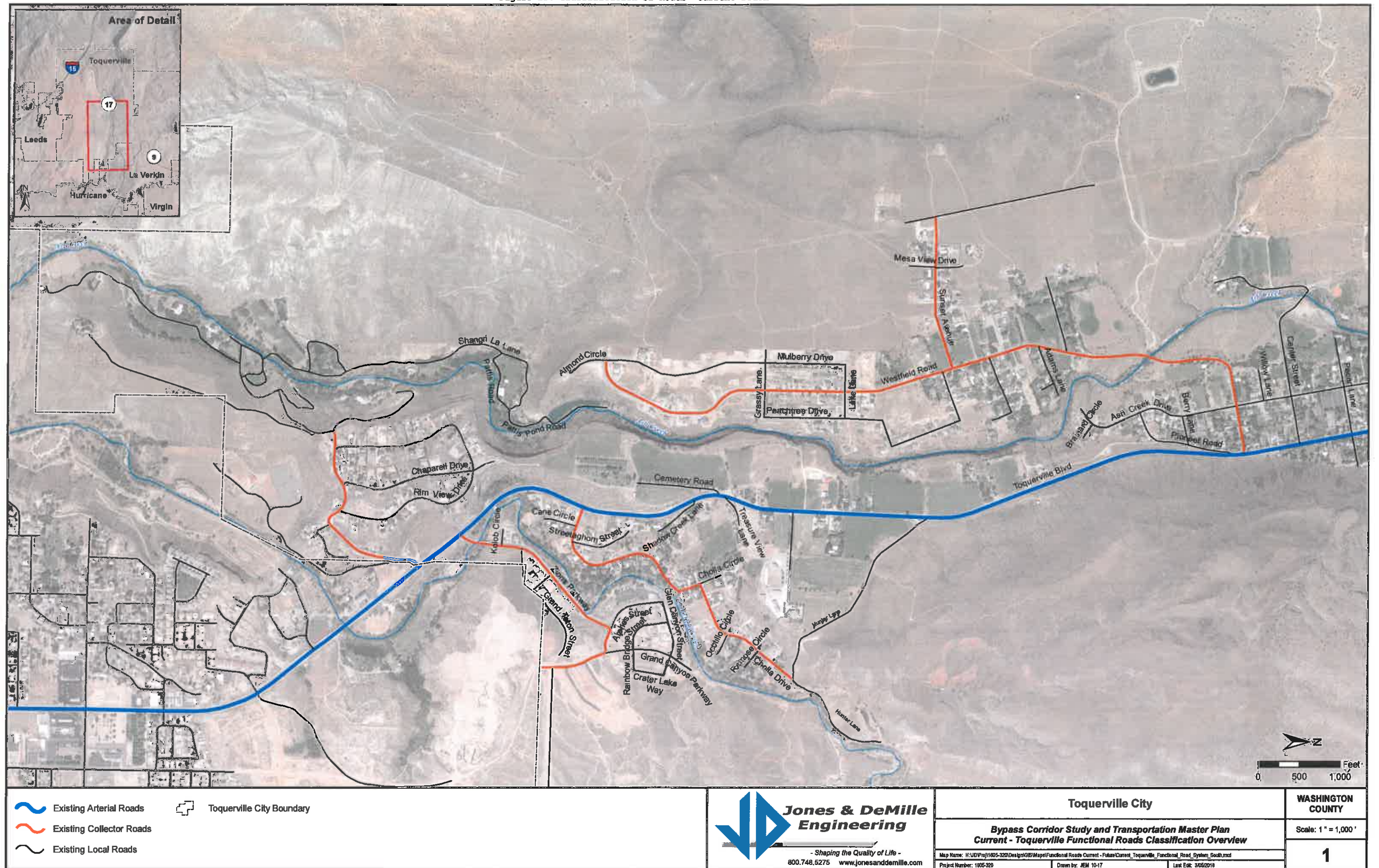


Figure 26 Future Roads North

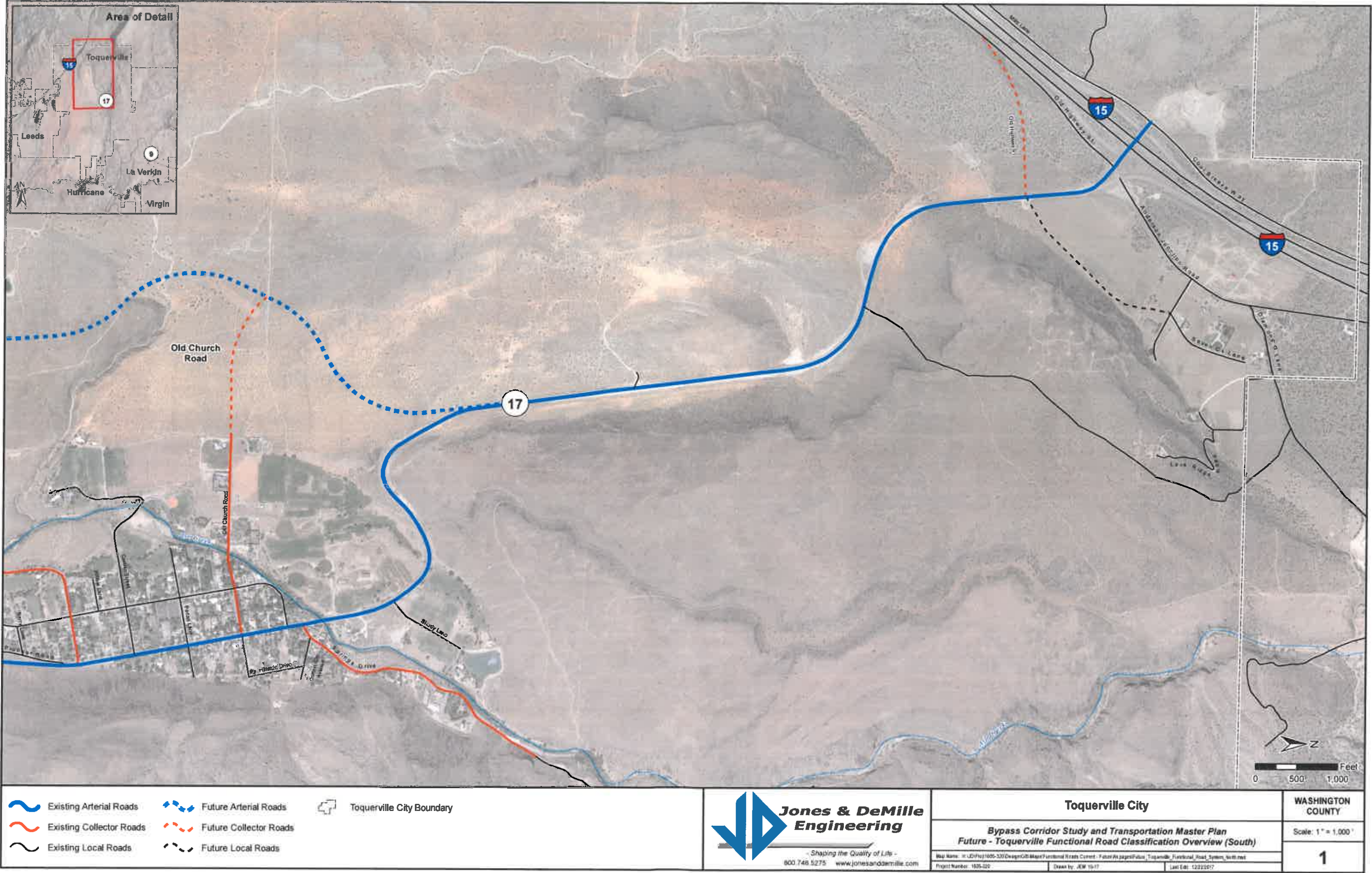
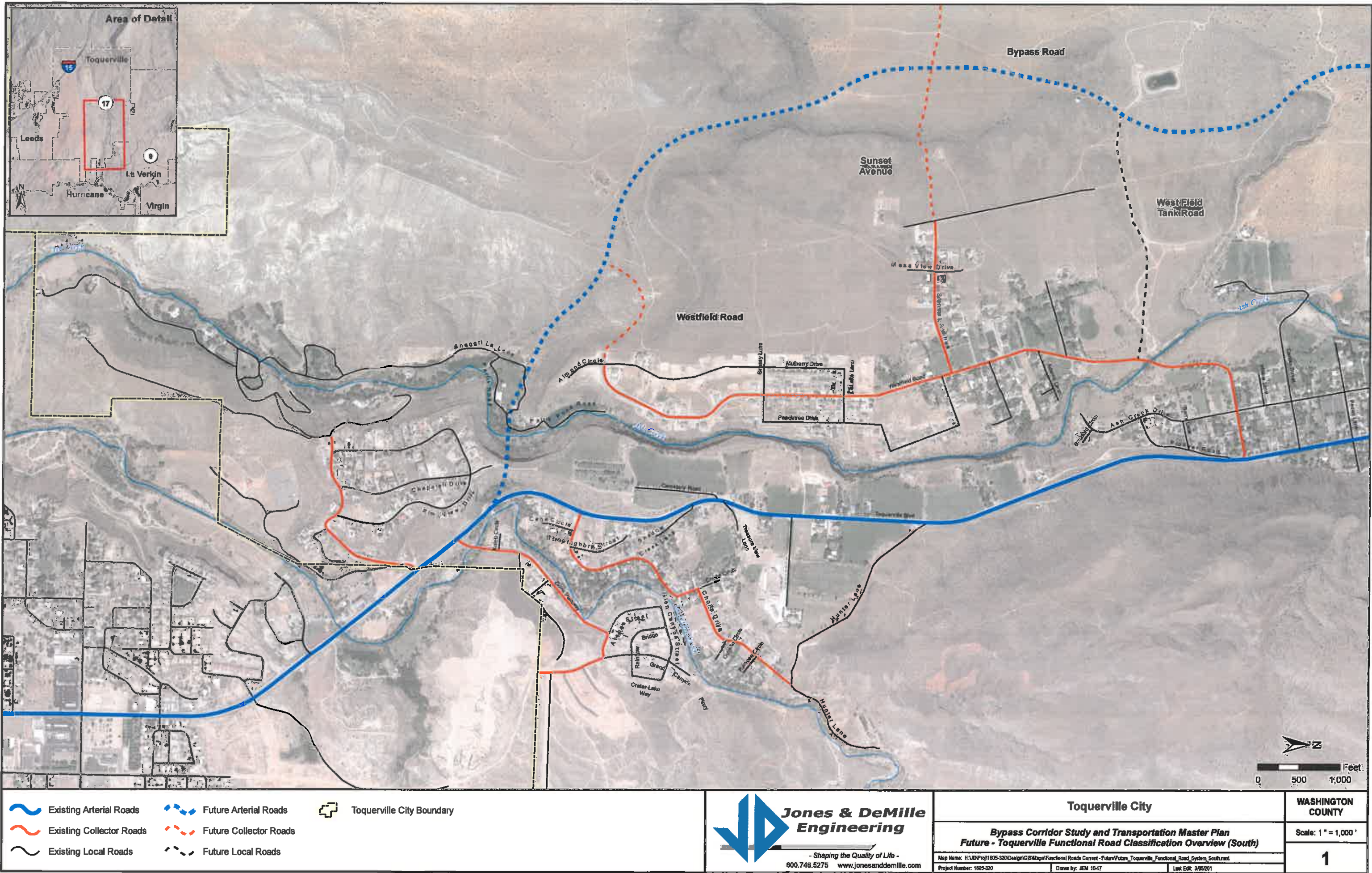


Figure 27 Future Roads South





3.4. ROADWAYS

The model done by RSG mainly looks at how a Bypass Corridor could help relieve traffic from SR-17. Other roads were studied that would connect to the Bypass Corridor in order to effectively move the flow of traffic to the Bypass Corridor which includes Old Church Road, Westfield Road, and Sunset Road.

The DMPO model included a previous alignment for the Bypass Corridor, however, limited collector class roads were included in the highway network. RSG added additional roads deemed to be significant for this transportation master plan, as well as additional TAZ connectors given the refined TAZ structure. Figure 14 shows the old and new roadway network structure.

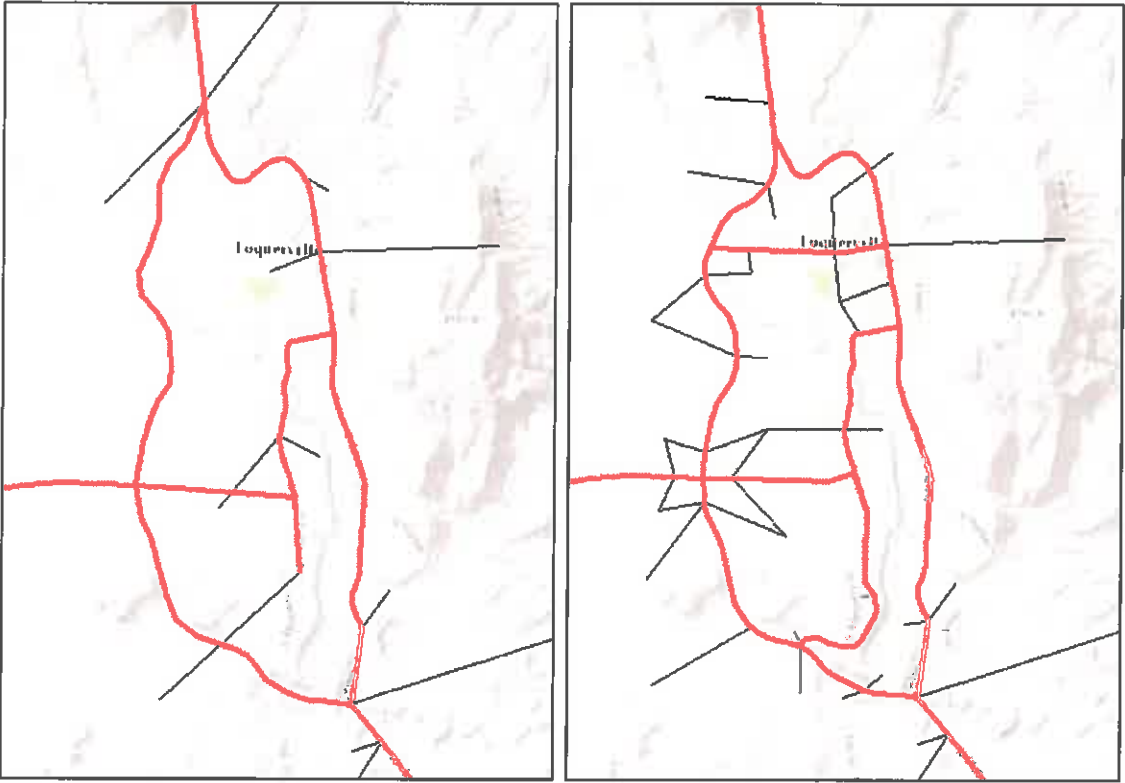


Figure 14. Old and New Roadway Network in Toquerville Area



As shown in Figure 14, new (or modified) roads include:

- **Bypass Corridor** This linework was updated to include more recent conceptual plans. The Bypass Corridor was modeled as a Principal Arterial which has an assumed free flow speed of 40 – 48 MPH. The Bypass Corridor was modeled with two lanes in each direction of travel.
- **Old Church Road** from the Bypass Corridor over to SR-17. Most of Old Church Road already exists as a two-lane street. This road was modeled as a Minor Collector with one lane in each direction of travel. A Minor Collector is assumed to have a free flow speed of 26 – 32 MPH.
- **Westfield Road** extension down to the Bypass Corridor. This road was modeled as a Minor Collector with one lane in each direction of travel. A Minor Collector is assumed to have a free flow speed of 26 – 32 MPH.

3.4.1. BASE FORECASTS

Base year (2012) traffic volumes for each roadway were compared against historical traffic counts obtained from UDOT in order to determine base year error. The DMPO travel demand model reflects average weekday daily traffic (AWDT) during a spring time condition. As such it does not take into account recreational traffic from Zion National Park, or the variation of traffic on weekdays or weekends. Making a direct comparison is difficult because the model counts represent a spring AWDT, while UDOT data are estimated AADTs. Furthermore, UDOT counts are not available for all road segments of interest. In a typical urban area, AWDT is normally 5 to 10% larger than AADT. However, in areas with more recreational traffic, AADT can often be larger than AWDT. In this case, it is difficult to know whether springtime AWDT or AADT would be larger.

Data from the count RSG conducted showed similar traffic volumes on the weekdays and weekends. RSG obtained historical traffic volumes from a UDOT continuous count station (CCS) on SR-9 west of Hurricane (CCS #402). Data from this CCS shows the ratio of AWDT to AADT has been approximately 1.06 over the last few years. Assuming this same ratio applied to 2012 AADT data, the 2012 AWDT would have been approximately 2,900 vehicles per day compared to approximately 3,700 vehicles per day in the DMPO model. Because these volumes are fairly close, no adjustments were made future 2025, 2035, or 2040 volumes.

Figure 15, Figure 16, and Figure 17 show No Build and Build AWDTs for SR-17 north of Toquerville, in Toquerville, and south of Toquerville, respectively. Figure 18 and Figure 19 show No Build and Build AWDTs for the north and south ends of the Bypass Corridor, respectively.

3.4.2. SR-17 NORTH OF TOQUERVILLE

North of Toquerville, SR-17 is expected to exceed the capacity of a two-lane road (typically considered to be 10,000 to 15,000 vehicles per day) between 2025 and 2035, regardless of whether the Bypass Corridor is constructed. A widening project for this portion of SR-17 is currently planned for Phase II of the RTP (2025-2035). It is recommended this project stay on the RTP for this phase.



3.4.3. SR-17 IN TOQUERVILLE

In Toquerville, SR-17 is expected to exceed the capacity of a two-lane road within the next few years if no Bypass Corridor is constructed. With a Bypass Corridor in place, the AWDT on SR-17 is not expected to increase much more than current levels. Therefore, the Bypass Corridor is recommended to be constructed in later Phase I or early Phase II (near 2025).

3.4.4. SR-17 SOUTH OF TOQUERVILLE

South of Toquerville, SR-17 is expected to exceed the capacity of a three-lane road (typically considered to be 15,000 vehicles per day) regardless of whether the Bypass Corridor is constructed. A widening project for this portion of SR-17 is currently planned for Phase II of the RTP (2025-2035). It is recommended this project stay on the RTP for this phase.

3.4.5. BYPASS CORRIDOR

The Bypass Corridor is anticipated to have an AWDT of 20,000 to 25,000 vehicles per day in the future assuming it is connected on both ends. It is recommended to preserve the right-of-way in order to construct the Bypass Corridor as a five-lane cross section (two travel lanes in each direction and a center median for left-turn lanes at major intersections).

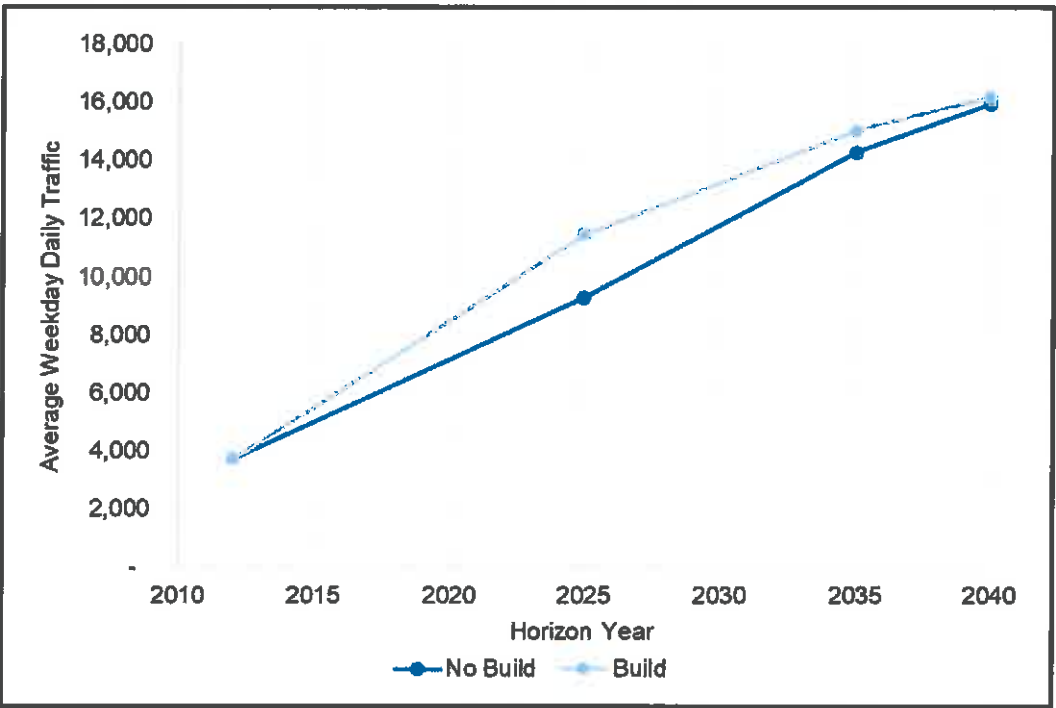


Figure15. AWDT on SR-17 North of Toquerville

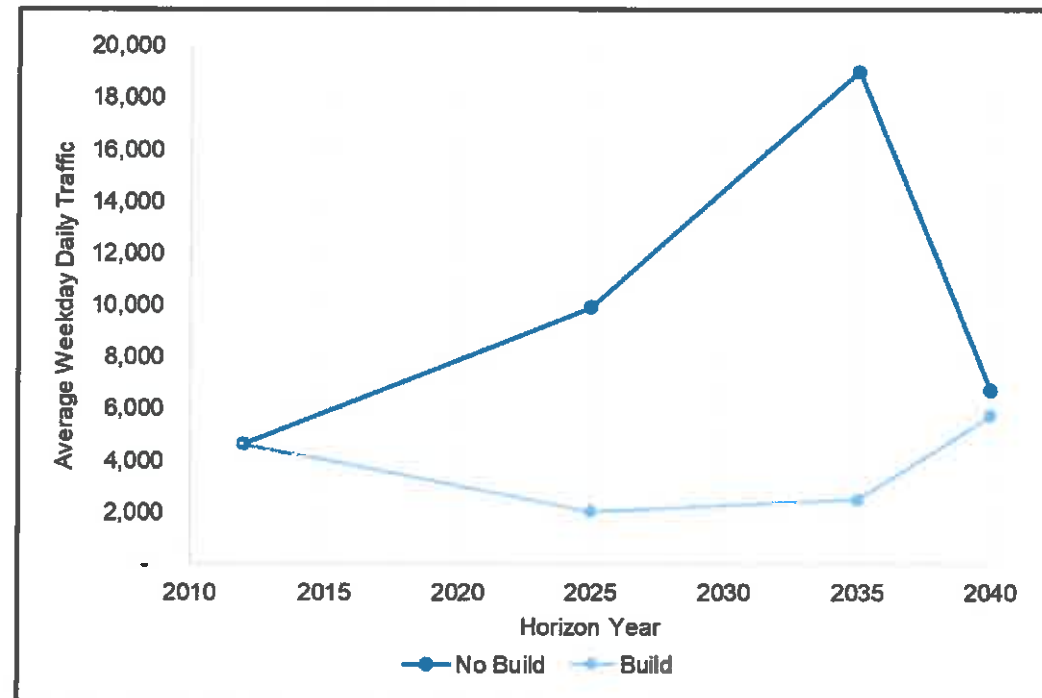


Figure 16. AWDT on SR-17 in Toquerville

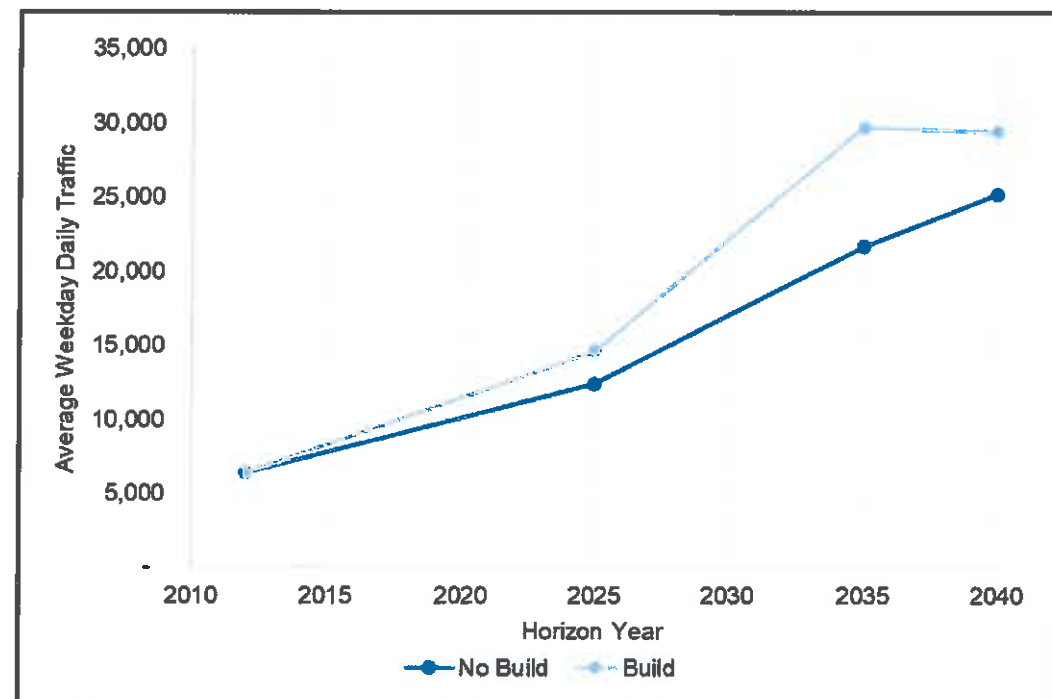


Figure 17. AWDT on SR-17 South of Toquerville

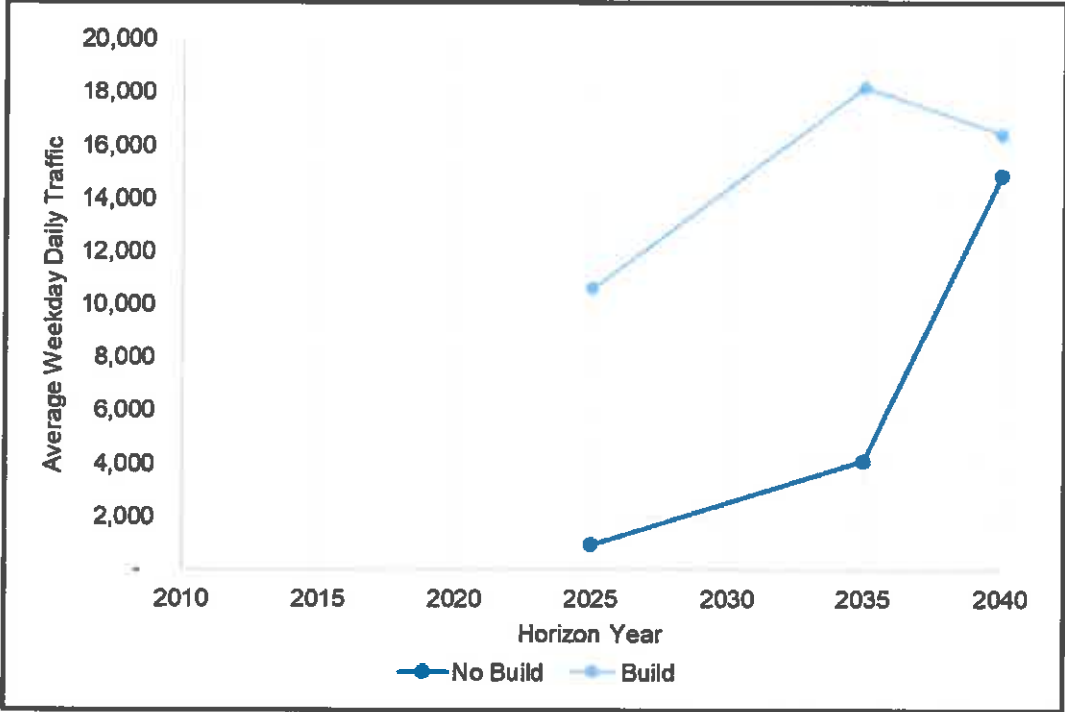


Figure 18. AWDT on North End of Bypass Corridor

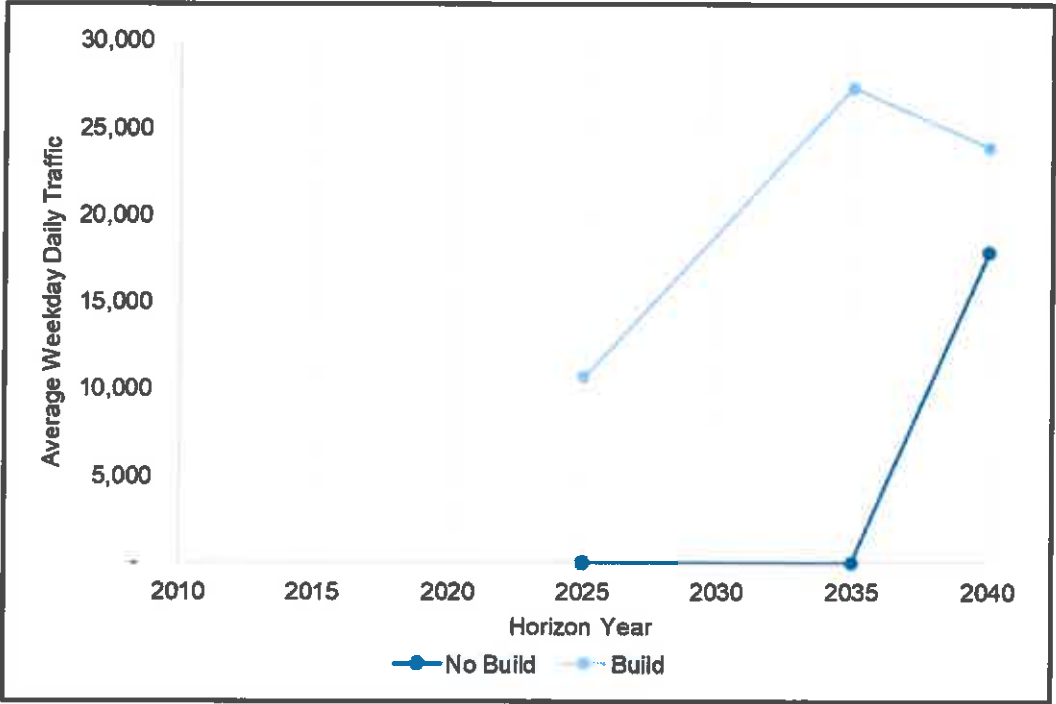


Figure 19. AWDT on South End of Bypass Corridor



3.5. SEASONAL FORECASTS

Due to the current set-up of the DMPO travel demand model, the previous forecasts represent typical weekday volumes during springtime. The model does not account for recreation trips, such as those to and from Zion National Park, that tend to be significant during the summer months. Given the overwhelming popularity of the park, these trips are also becoming more significant during the shoulder seasons. Enhancing the model to account for these trips was beyond the scope of this project, therefore, off-model calculations were made to estimate weekday and weekend conditions during peak seasons.

First, RSG determined the difference between August 2017 counts and 2015 AADT (the most recent AADT data from UDOT). Then, RSG evaluated converting model AWDT (springtime) to peak summer month AWDT, and converting peak summer month AWDT to peak summer month weekend daily traffic. Because there are no continuous count stations (CCSs) on SR-17, RSG obtained data from other sources to help determine these conversions. Finally, growth projections were applied to the base AWDT calculated by the DMPO model.

3.5.1. PEAK SUMMER WEEKDAY RECREATION TRIPS

Recreation trips were estimated by subtracting the 2015 AADT (3,040) from the August 2017 estimated AWDT (5,037¹) which results in 1,997 vehicles per day. Visitation data from Zion National Park shows that July is usually the busiest month.² The August weekday daily recreation trips (1,997) were therefore multiple by the ratio of July to August visitation at Zion National Park for 2016 ($1,997 \times 1.25 = 2,507$ daily trips).

3.5.2. PEAK SUMMER WEEKEND RECREATION TRIPS

RSG collected traffic data from CCSs near several other recreational destinations in Utah including Bear Lake, Big and Little Cottonwood Canyons, Moab/Arches, and Ogden Canyon. In all cases, the weekend traffic was at least 30% higher than weekday, with some locations close to double. However, the data collected on SR-17 in August 2017 showed weekend traffic levels were actually lower than on weekdays.³ A CCS on SR-9, west of Hurricane has a similar pattern of lower weekend traffic during the peak month. Two CCSs near Kanab, which would capture recreation traffic to Lake Powell and both the north and south rims of the Grand Canyon also had similar weekday/weekend traffic levels. A final check included collecting CCS data from a Montana site just outside of West Yellowstone.⁴ This data showed

¹ This was calculated based on partial data for Monday and Wednesday, and full data on Thursday and Friday.

² <https://www.nps.gov/zion/learn/management/upload/ZION-VISITATION-2007-2017-5.pdf>

³ One possible reason for this pattern is that Zion National Park is located further from large metropolitan areas, such as Las Vegas, Phoenix, and Salt Lake City, than many of the other recreational areas and visits to this park could be longer, thus requiring travel on non-weekend days.

⁴ CCS #A-018



nearly identical weekday and weekend traffic patterns despite the proximity to a large national park. Therefore, we conclude that weekend traffic on SR-17 is not significantly higher than weekday traffic during peak summer months.

3.5.3. RECREATIONAL TRIP GROWTH

Growth could continue during all months, including peak summer months, and/or growth could increase during the off-peak seasons (spring and fall) as people avoid the most congested periods. In fact, the latter has already started occurring in recent years as spring months see nearly as many visitors as summer months as shown in Figure 20. So far in 2017, April and May visitations were only 10% less than July, as compared to 2007 through 2013 when April visitations were roughly 25% less than July. This could be because the park has an effective “peak capacity” and travelers are learning that they need to visit during other months to better enjoy the park. Therefore, in the future, peak traffic conditions on SR-17 could occur for several months out of the year and not just during the summer season.

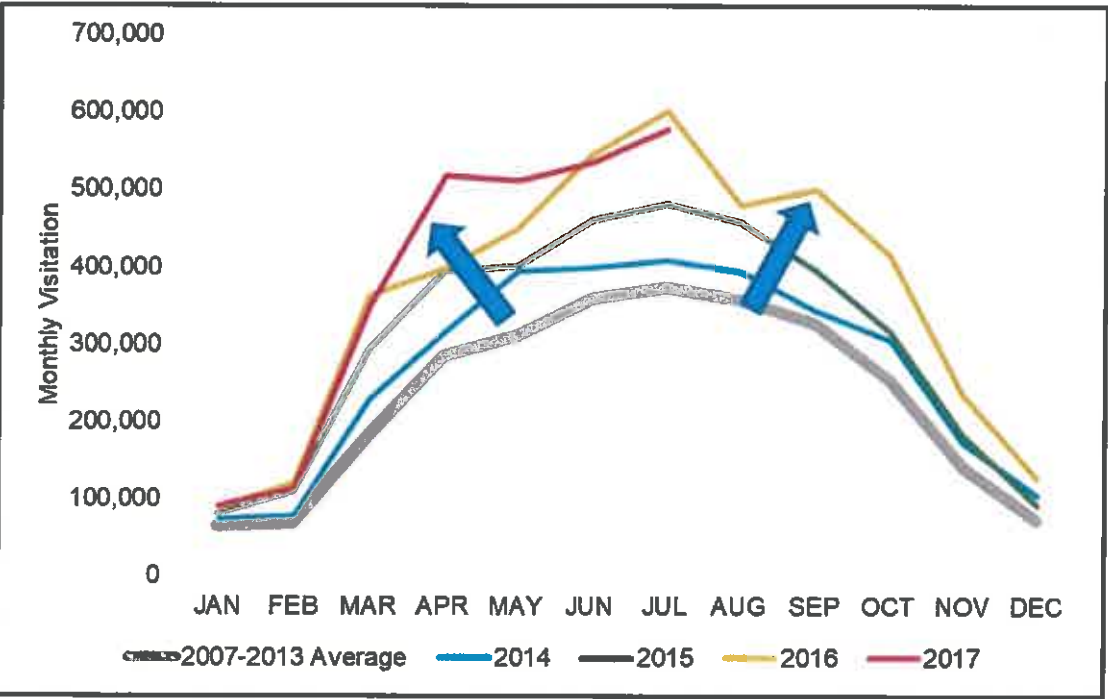


Figure 20. Recent Zion National Park Monthly Visitation Trends



Three sensitivity scenarios were analyzed including the following:

- **No Growth (0% through 2050)** – This scenario assumes that Zion National Park is effectively at capacity and recreational traffic will not be higher than it currently is today.
- **Moderate Growth (20% through 2050)** – This scenario assumes a dampened growth rate occurs, at roughly half the rate of historical growth as shown in Figure 21.
- **High Growth (40% through 2050)** – This scenario assumes continued increase in visitation is accommodated by Zion National Park, and the high growth rates continue as shown in Figure 22.

Figure 23 shows the projected future recreational traffic based on these three sensitivity scenarios. Figure 24 shows estimated forecasts including base weekday traffic plus estimated recreational traffic on SR-17 assuming the Bypass Corridor is not constructed. During peak months, which will now occur during multiple months of the year, the average daily traffic will exceed two-lane capacity as early as 2020. Figure 25 shows base weekday traffic and recreational traffic on the Bypass Corridor in the Build Scenario. The daily traffic volumes are anticipated to get as high as 30,000 vehicles per day, which is close to the upper end of the capacity of a five-lane cross section. It should be noted that the Zion National Park visitation sensitivity tests do not significantly alter the overall traffic volumes, nor the recommendations.

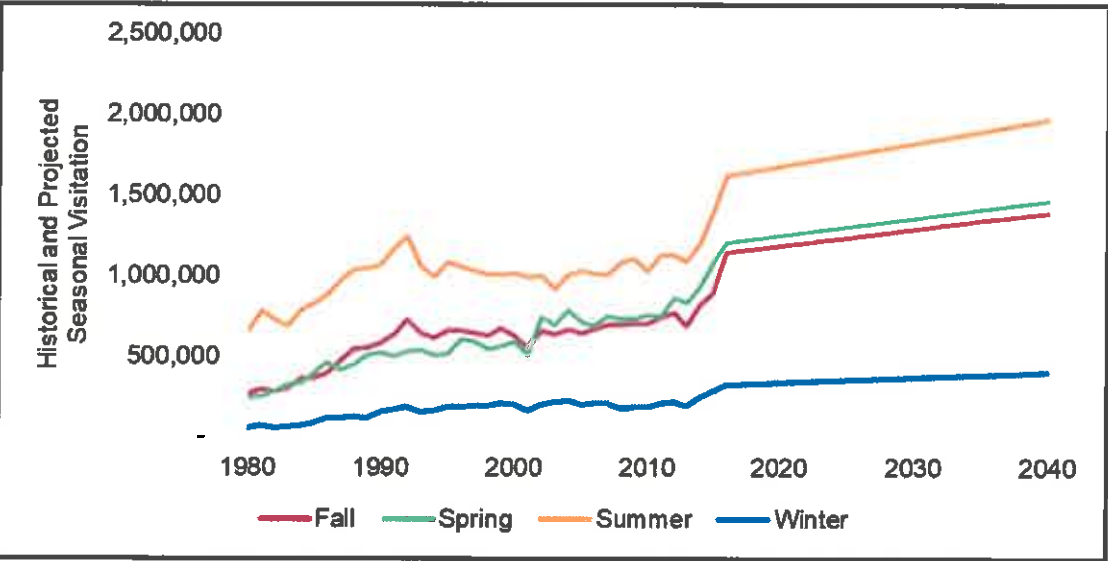


Figure 21. Historical and Projected Visitation Assuming Moderate Growth

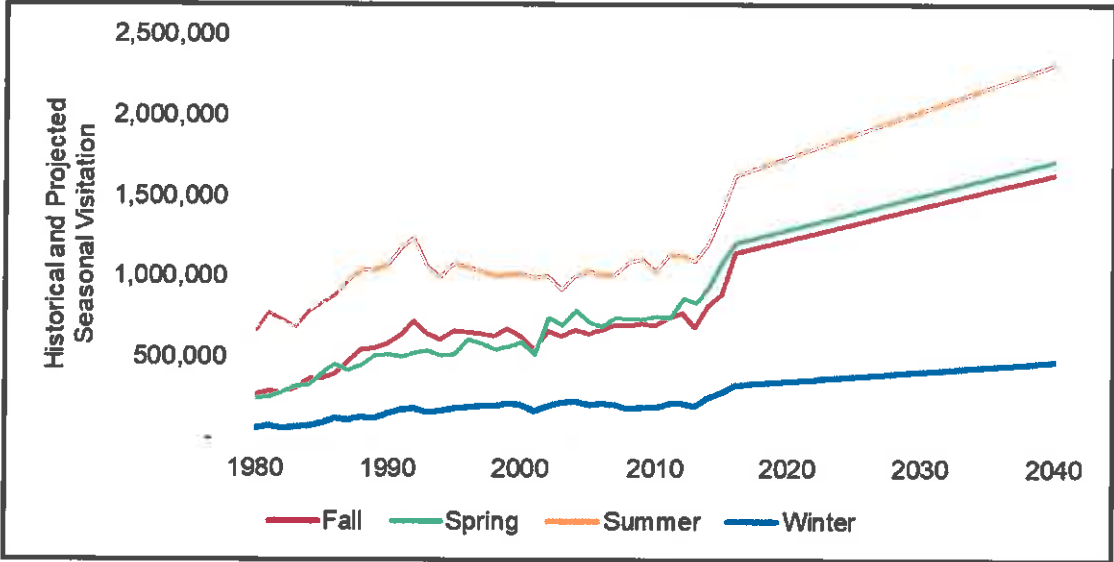


Figure 22. Historical and Projected Visitation Assuming High Growth

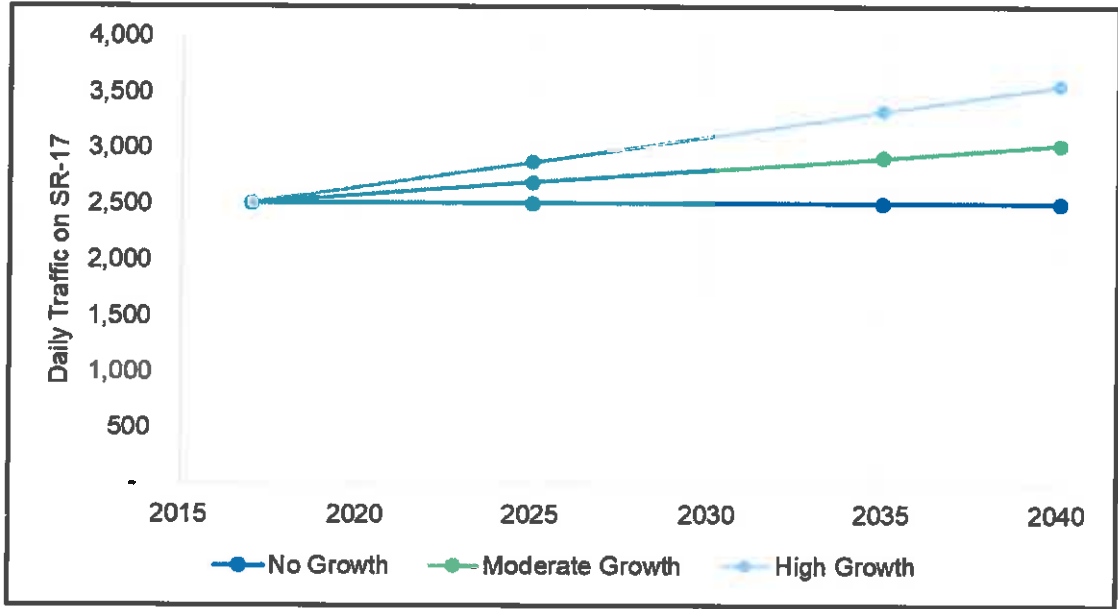


Figure 23. Projected Peak Season Daily Recreational Traffic on SR-17

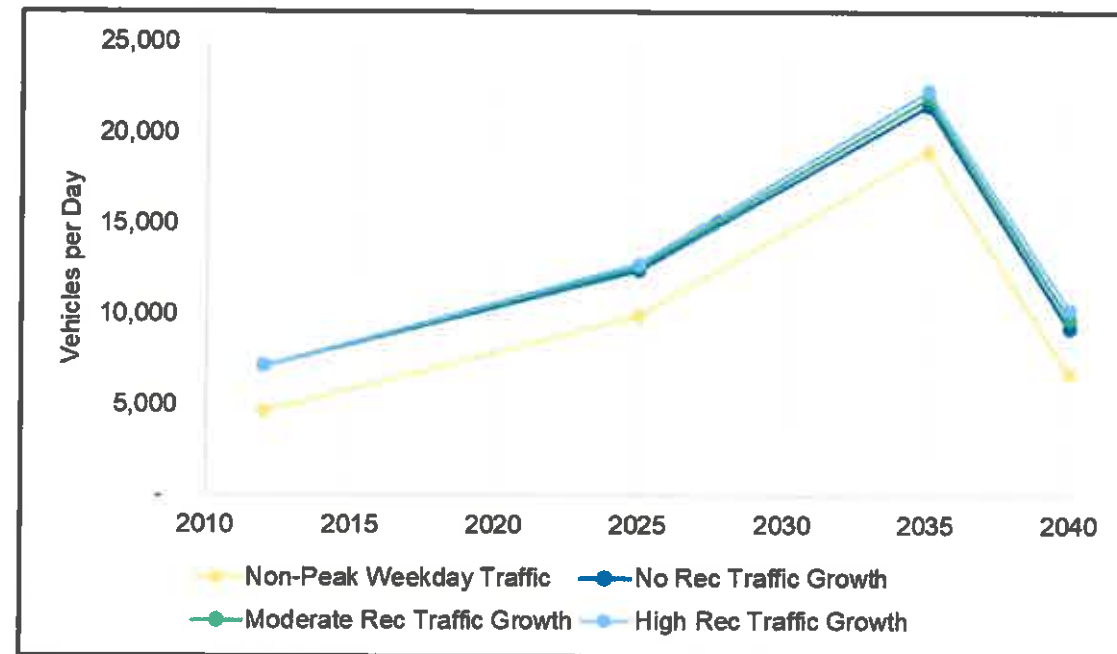


Figure 24. Base Weekday Traffic plus Recreational Traffic on SR-17 (No-Build Scenario)

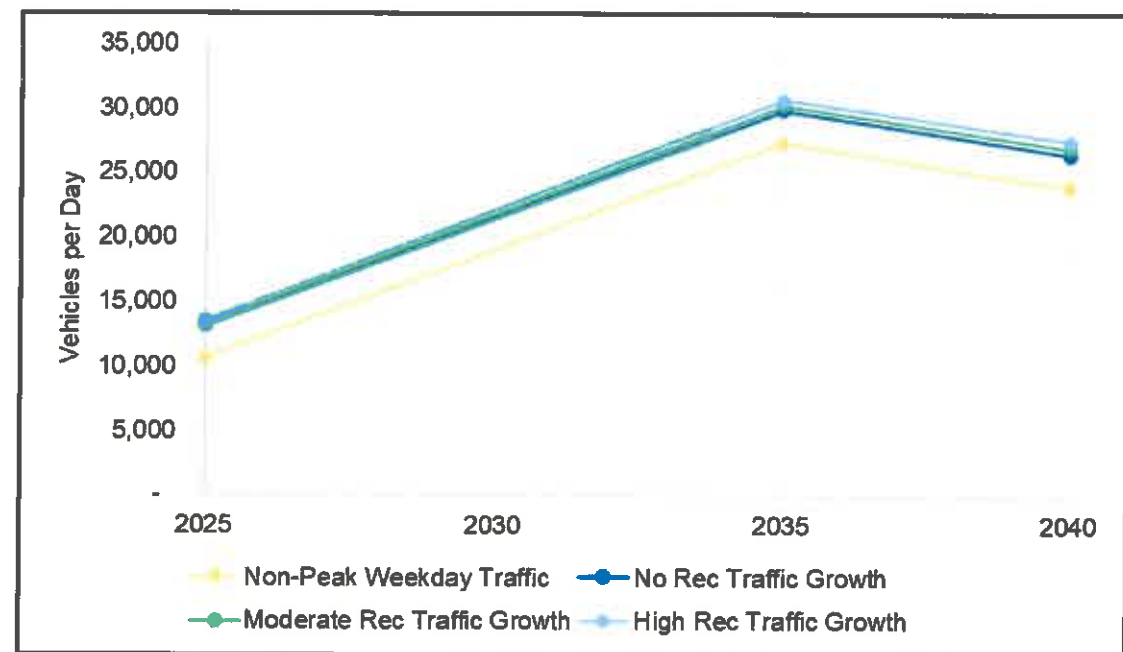


Figure 25. Base Weekday Traffic plus Recreational Traffic on Bypass Corridor (Build Scenario)



3.5.4. FUTURE TOQUERVILLE CITY ROADWAY SYSTEM

Roadway projects are selected based on the analysis provided in the previous sections. The recommended improvements to the roadway system include any new projects that will preserve critical transportation corridors or enhance the operation of the existing transportation network. The recommended roadway plan for Toquerville is presented in terms of functional classifications:

- Arterial Roads
- Collector Roads
- Local Roads

The Proposed Future Roadway System is shown in the figures at the end of this section. These figures are schematic in nature and do not show actual road alignments or curves. The focus of the plan is for local roadways. Very little detail is shown for the residential and residential private roadways to allow flexibility as development occurs between the collectors. Some local roads are shown on the map to emphasize or justify the layout of the roadways in that vicinity. Minimum acceptable roundabout spacing on an arterial is typically one-quarter mile, but varies based on the UDOT classification of the roadway. At some locations, additional right-of-way may be necessary on roadways above and beyond what is shown on the Proposed Future Roadway System Map to accommodate for future auxiliary lanes, such as acceleration, deceleration, and turn lanes.

The following roadways are proposed future roadways and can be found in the Future Roadway System Map:

Future Arterial Roadways:

- North of Toquerville, SR-17 is expected to exceed the capacity of a two-lane road between 2025 and 2035, regardless of whether the Bypass Corridor is constructed. A widening project for this portion of SR-17 is currently planned for Phase II of the RTP (2025-2035). It is recommended this project stay on the RTP for this phase.
- South of Toquerville, SR-17 is expected to exceed the capacity of a three-lane road regardless of whether the Bypass Corridor is constructed. A widening project for this portion of SR-17 is currently planned for Phase II of the RTP (2025-2035). It is recommend this project stay on the RTP for this phase.
- The Bypass Corridor is anticipated to have an AWDT of at least 25,000 vehicles per day in the future assuming it is connected on both ends. It is recommended to preserve the right-of-way in order to construct the Bypass Corridor as a five-lane cross section (two travel lanes in each direction and a center median for left-turn lanes at major intersections). The Bypass Corridor is recommended to be constructed in later Phase I or early Phase II (near 2025).



Future Collector Roadways:

- Westfield Road and Old Church Road will continue from its current location through undeveloped land and eventually connect to the Bypass Corridor. This is recommended to be constructed once the Bypass Corridor is finished.
- Sunset Avenue will continue from its current location through undeveloped land and eventually connect to the Bypass Corridor and continue west to connect to Old Hwy 91. This is recommended to be constructed once the Bypass Corridor is finished.
- The intersection of Old Highway 91 with SR-17 will need a realignment once UDOT improves Anderson Junction and development increases in the area. Old Highway 91 will be realigned to intersect SR-17 further south by turning east before it reaches SR-17.

Future Local Roadways:

- West Field Tank Road originates from Westfield Road near the crossing of Ash Creek and will connect to the Bypass Corridor. This is recommended to be constructed once the Bypass Corridor is finished.
- Hunter Lane originates from SR-17 and connects to the northeast end of Cholla Drive. This is currently a dirt road that will need to be paved as development increases.
- The Anderson Junction Road intersection with SR-17 will change once UDOT improves Anderson Junction and Development increases in the area. 7 C's Lane will continue southwest and connect to SR-17. This will remove traffic from the existing Anderson Junction turnoff which is unsafe due to its location near the off ramp of I-15.



4. TRANSPORTATION GUIDELINES AND POLICIES

Toquerville City may require a Traffic Impact Study (TIS) for any new development when the following guidelines indicate that a TIS is needed. The following sections are to be used to establish uniform guidelines for when a TIS is required and how the study is to be conducted, based on suggested guidelines established by the Institute of Transportation Engineers (ITE) and the American Public Works Association (APWA).

A TIS is a specialized study of the impacts that a certain type and size of development will have on the surrounding transportation system. It is specifically concerned with the generation, distribution, and assignment of traffic to and from the “new development”. The term “new development” also includes properties that are being redeveloped.

4.1.1. TIS REQUIREMENTS

A complete TIS shall be performed if any of the following situations are proposed:

- All new developments or additions to existing developments, which are expected to generate more than 100 new peak hour vehicle trips
- In some cases, a development that generates less than 100 new peak hour trips should require a TIS if it affects local “problem” areas. These would include high accident locations, currently congested areas, or areas of critical local concern
- All applications for rezoning when there is a significant increase in traffic volume
- All applications for annexation
- Any change in the land use or density that will change the site traffic generation by more than 15 percent, where at least 100 new peak hour trips are involved
- Any change in the land use that will cause the directional distribution of site traffic to change by more than 20 percent
- When the original TIS is more than 2 years old, access decisions are still outstanding, or changes in development have occurred in the site environs; and
- When development agreements are necessary to determine “fair share” contributions to major roadway improvements

The specific analysis requirements and level of detail are set forth in the following sections.



4.1.1.1. CATEGORY I

A Category I TIS should be required for all developments which generate one hundred (100) or more new peak hour trips, but less than five hundred (500) trips, during the morning, afternoon or Saturday peak hour. Peak hour trips will be determined by the latest edition ITE Trip Generation Manual. In addition to the above threshold requirements, a Category I TIS may also be required by the City for any specific traffic problems or concerns such as:

- Proposed or existing offset intersections,
- Situation with a high number of traffic accidents,
- Driveway conflicts with adjacent developments,
- Nearby intersections that have reached their capacity,
- Proposed property rezones when there is a significant potential increase in traffic volumes, and
- When the original TIS is more than two years old, or where the proposed traffic volumes in the original TIS increase by more than twenty percent.

For a Category I TIS, the study horizon should include the opening year of the development, and build-out of the entire development, if applicable. The minimum study area should include site access drives, affected signalized intersections and major unsignalized street intersections.

4.1.1.2. CATEGORY II

A Category II TIS should be required for all developments, which generate from five hundred (500) to one thousand (1,000) peak hour trips during the morning, afternoon or Saturday peak hour. The study horizon should include the opening year of the development, year of completion for each phase of the development, if applicable, and five years after the development's completion. The minimum study area should include the site access drives and all signalized intersections and major unsignalized street intersections within one-half mile of the development.

4.1.1.3. CATEGORY III

A Category III TIS should be required for all developments, which generate above one thousand (1,000) peak hour trips during the morning, afternoon or Saturday peak hour. The study horizon shall be for the year of completion for each phase of the development, the year of its completion, five years after the development's completion and ten years after the development's completion. The minimum study area shall include the site access drives and all signalized intersections and major unsignalized street intersections within one-half mile of the development.



4.1.2. INITIAL WORK ACTIVITY

A developer, or their agent, should first estimate the number of vehicular trips to be generated by the proposed development to determine if a TIS may be required and if so, to determine the applicable category. The City must give concurrence on the number of trips to be generated by the proposed development. The developer may, if desired, request that the City assist in estimating the number of trips for the purpose of determining whether a TIS is required for the proposed development.

The City or designated representative shall make the final decision on requiring a TIS and determining whether the study falls within Category I, II or III.

If a study is determined to be required by the City, the developer should prepare for submittal to the City, for review and approval, a draft table of contents for the TIS. The table of contents will be sufficiently detailed to explain the proposed area of influence for the study, intersections and roadways to be analyzed, and level of detail for gathering of traffic volume information and preparation of level of service analyses. There should also be included in the draft a proposed trip distribution for site traffic. After approval of the draft table of contents and trip distribution by the City, the actual TIS work activities may begin.

The Traffic Impact Study Scope of Work agreement between the developer and his/her traffic engineer should conform to the pre-approved draft table of contents. The findings, conclusions and recommendations contained within the TIS document should be prepared in accordance with appropriate professional Civil Engineering Canons.

4.1.3. QUALIFICATIONS FOR PREPARING TIS DOCUMENTS

The TIS should be conducted and prepared under the direction of a Professional Engineer (Civil) licensed to practice in the State of Utah. The subject engineer should have special training and experience in traffic engineering and be a member of the Institute of Transportation Engineers (ITE). The final report shall be sealed, signed and dated.

4.1.4. ANALYSIS APPROACH AND METHODS

The traffic study approach and methods should be guided by the following criteria:

4.1.4.1. STUDY AREA, HORIZON, AND TIME PERIOD

The minimum study area should be determined by project type and size in accordance with the criteria previously outlined. The extent of the study area may be either enlarged or decreased, depending on special conditions as determined by the City. The study horizon years should be determined by project type and size, in accordance with the criteria outlined in Sections 4.1.1.1 – 4.1.1.3.



Both the morning and afternoon weekday peak hours should be analyzed, unless the proposed project is expected to generate no trips, or a very low number of trips, during either the morning or evening peak periods. If this is the case, the requirement to analyze one or both of these periods may be waived by the City.

Where the peak traffic hour in the study area occurs during a different time period than the normal morning or afternoon peak travel periods (for example mid-day), or occurs on a weekend, or if the proposed project has unusual peaking characteristics, these additional peak hours should also be analyzed.

4.1.4.2. SEASONAL ADJUSTMENTS

When directed by the City, traffic volumes for the analysis hours should be adjusted for the peak season, in cases where seasonal traffic data is available.

4.1.4.3. DATA COLLECTION REQUIREMENTS

All data should be collected in accordance with the latest edition of the ITE Manual of Traffic Engineering Studies, or as directed by the City.

- **Turning Movement Counts:** Manual turning movement counts should be obtained for all existing cross-street intersections to be analyzed during the morning, afternoon and Saturday peak periods (as applicable). Turning movement counts may be required during other periods as directed by the City. Turning movement counts may be extrapolated from existing turning movement counts, no more than two years old, with the concurrence of the City.
- **Daily Traffic Volumes:** The current and projected daily traffic volumes should be presented in the report. If available, daily count data from the local agencies may be extrapolated to a maximum of two years with the concurrence of the City. Where daily count data is not available, mechanical counts will be required at locations agreed upon by the City.
- **Roadway and Intersection Geometrics:** Roadway geometric information should be obtained. This includes, but is not limited to, roadway width, number of lanes, turning lanes, vertical grade, location of nearby driveways, and lane configuration at intersections.
- **Traffic Control Devices:** The location and type of traffic controls should be identified at all locations to be analyzed.



4.1.5. TRIP GENERATION

The latest edition of ITE's Trip Generation Manual should be used for selecting trip generation rates. Other rates may be used with the approval of the City in cases where Trip Generation does not include trip rates for a specific land use category, or includes only limited data, or where local trip rates have been shown to differ from the ITE rates. Site traffic should be generated for daily, AM, PM and Saturday peak hour periods (as applicable). Adjustments made for "pass-by", "diverted-link" or "mixed-use" traffic volumes shall follow the methodology outlined in the latest edition of the ITE Trip Generation Manual or the ITE Trip Generation Handbook. A "pass-by" traffic volume discount for commercial centers should not exceed twenty-five percent unless approved by the City. A trip generation table should be prepared by phase showing proposed land use, trip rates, and vehicle trips for daily and peak hour periods and appropriate traffic volume adjustments, if applicable.

4.1.6. TRIP DISTRIBUTION AND ASSIGNMENT

Projected trips should be distributed and added to the projected non-site traffic on the roadways and intersection under study. The specific assumptions and data sources used in deriving trip distribution and assignment should be documented in the report and reviewed with the City. Future traffic volumes should be estimated using information from transportation models, or applying an annual growth rate to the base-line traffic volumes. The future traffic volumes should be representative of the horizon year for project development. If the annual growth rate method is used, the City must give prior approval to the growth rate used. In addition, any nearby proposed development projects currently under review by the City ("on-line") should be taken into consideration when forecasting future traffic volumes. The increase in traffic from proposed "on-line" projects should be compared to the increase in traffic by applying an annual growth rate.

If modeling information is unavailable, the greatest traffic increase from either the "on-line" developments, the application of an annual growth rate or a combination of an annual growth rate and "on-line" developments, should be used to forecast the future traffic volumes.

The site-generated traffic should be assigned to the street network in the study area based on the approved trip distribution percentages. The site traffic should be combined with the forecasted traffic volumes to show the total traffic conditions estimated at development completion. A "figure" should be prepared showing daily and peak period turning movement volumes for each traffic study intersection. In addition, a "figure" should be prepared showing the base-line volumes with site-generated traffic added to the street network. This "figure" should be prepared showing the base-line volumes with site-generated traffic added to the street network. This "figure" will represent site specific traffic impacts to existing conditions.



4.1.7. CAPACITY ANALYSIS

Level of service (LOS), a rating given from A-F of traffic flow, shall be computed for signalized and unsignalized intersections in accordance with the latest edition of the Highway Capacity Manual. The intersection LOS should be calculated for each of the following conditions (if applicable):

- Existing peak hour traffic volumes (“figure” required).
- Existing peak hour traffic volumes including site-generated traffic (“figure” required).
- Future traffic volumes not including site traffic (“figure” required).
- Future traffic volumes including site traffic (“figure” required).
- LOS results for each traffic volume scenario (“table” required).

The LOS table should include LOS results for AM, PM and Saturday peak periods, if applicable. The table shall show LOS conditions with corresponding vehicle delays for signalized intersections, and LOS conditions for the critical movements at unsignalized intersections. For signalized intersections, the LOS conditions and average vehicle delay shall be provided for each approach and the intersection as a whole. If the new development is scheduled to be completed in phases, the TIS will, if directed by the City, include an LOS analysis for each separate development phase in addition to the TIS for each horizon year. The incremental increases in site traffic from each phase should be included in the LOS analysis for each preceding year of development completion. A “figure” will be required for each horizon year of phased development.

4.1.8. ROUNDABOUT NEEDS

A roundabout needs study should be conducted for all intersections that encounter significant delay and are in need of capacity improvements. If the warrants are not met for the base year, they should be evaluated for each year in the five-year horizon. Roundabout needs studies should be conducted by a method pre-approved by the City.

Speed Considerations

Vehicle speed is used to estimate safe stopping and cross corner sight distances. In general, the posted speed limit represents the 85th percentile speed. The design speed of the roadway should be used to calculate safe stopping and cross corner sight distances.

Improvement Analysis

The roadways and intersections within the study area should be analyzed, with and without the proposed development to identify any projected impacts in regard to LOS and safety. Where the highway will operate at LOS C or better without the development, the traffic impact of the development on the roadways and intersections within the study area should be mitigated to LOS D for arterial and collector streets and LOS C on all other streets during peak hours of travel. Mitigation to LOS D on other streets may be acceptable with the concurrence of the City.



4.1.9. TIS REPORT FORMAT

This section provides the format requirements for the general text arrangement of a TIS.

Deviations from this format must receive prior approval of the City.

I. INTRODUCTION AND SUMMARY

- 1. Purpose of Report and Study Objectives
- 2. Executive Summary
 - Site Location and Study Area
 - Development Description
 - Principal Findings
 - Conclusions
 - Recommendations

II. PROPOSED DEVELOPMENT

- 1. Off-Site Development
- 2. Description of On-Site Development
 - Land Use and Intensity
 - Location
 - Site Plan
 - Zoning
 - Development Phasing and Timing

III. STUDY AREA CONDITIONS

- 1. Study Area
 - Area of Significant Traffic Impact
 - Influence Area
- 2. Land Use
 - Existing Land Use and Zoning
 - Anticipated Future Development
- 3. Site Accessibility
 - Existing and Future Area Roadway System
 - Traffic Volumes and Conditions
 - Access Geometrics
 - Other as applicable

IV. ANALYSIS OF EXISTING CONDITIONS

- 1. Physical Characteristics
 - Roadway Characteristics
 - Traffic Control Devices
 - Pedestrian/Bicycle Facilities



2. Traffic Volumes
 - Daily, Morning, Afternoon and Saturday Peak Periods (as applicable)
3. Level of Service
 - Morning, Afternoon and Saturday Peak Hour (as applicable)
4. Safety

V. PROJECTED TRAFFIC

1. Site Traffic Forecasts (each horizon year)
 - Trip Generation
 - Mode Split
 - Pass-by Traffic (if applicable)
 - Trip Distribution
 - Trip Assignment
2. Non-Site Traffic Forecasting (each horizon year)
 - Projections of Non-site (Background) Traffic (methodology for the projections shall receive prior approval of City)
3. Total Traffic (each horizon year)

VI. TRAFFIC AND IMPROVEMENT ANALYSIS

1. Site Access
2. Capacity and Level of Service Analysis
 - Without Project (for each horizon year including any programmed improvements)
 - With Project (for each horizon year, including any programmed improvements)
3. Roadway Improvements
 - Improvements Programmed to Accommodate Non-site (Background) Traffic
 - Additional Alternative Improvements to Accommodate Site Traffic
4. Traffic Safety
 - Sight Distance
 - Acceleration/Deceleration Lanes, Left-Turn Lanes
 - Adequacy of Location and Design of Driveway Access
5. Pedestrian Considerations
6. Speed Considerations
7. Traffic Control Needs
8. Traffic Signal Needs (base plus each year, in five-year horizon)
9. Site Circulation and Parking

VII. FINDINGS

1. Site Accessibility
2. Traffic Impacts
3. Need for Improvements
4. Compliance with Applicable Local Codes



VIII. RECOMMENDATIONS/CONCLUSIONS

1. Site Access/Circulation Plan
2. Roadway Improvements
 - On-Site
 - Off-Site
 - Phasing (as applicable)
3. Transportation System Management Actions (as applicable)
4. Other

IX. APPENDICES

1. Existing Traffic Volume Summary
2. Trip Generation/Trip Distribution Analysis
3. Capacity Analyses Worksheets
4. Traffic Signal Needs Studies
5. Accident Data and Summaries

X. FIGURES AND TABLES

1. The following items shall be documented in the text or Appendices
 - Site Location
 - Site Plan
 - Existing Transportation System
 - Existing Peak Hour Turning Volumes
 - Estimated Site Traffic Generation
 - Directional Distribution of Site Traffic
 - Site Traffic
 - Non-Site Traffic
 - Total Future Traffic
 - Projected Levels of Service
 - Recommended Improvements

(For Category 1, many of the items may be documented within the text. For other categories the items shall be included in figures and/or tables that are legible.)

XI. DESIGN STANDARD REFERENCE

1. Design in accordance with current *Toquerville City Standards*.
2. Conduct capacity analysis in accordance with the latest edition of the *Highway Capacity Manual*.

4.2. PUBLIC TRANSPORTATION

Not part of this study but public Transport could alleviate future traffic. Preliminary results suggested it would not be a good option due to the cost to benefit ratio.



4.3. ROADWAY STANDARDS

All streets shall be designed to conform to the Engineering standards and technical design requirements contained within Toquerville City Standards. The standards outlined in that document can be supplemented by this master plan, AASHTO (American Association of State Highways Transportation Officials), A Policy on Geometric Design of Highways and Streets, and the MUTCD (Manual on Uniform Traffic Control Devices). In cases of conflict, a determination shall be made by the City, whose determinations shall be final.

4.3.1. SAFE TRANSPORTATION SYSTEM

A goal of Toquerville City should be to establish and maintain a safe transportation system. This should be a high priority and the City should work diligently to meet applicable safety standards. This can be best accomplished by:

- Require all major developments to provide adequate access for emergency vehicles.
- Provide safe pedestrian street crossings, particularly near schools and recreation areas.
- Encourage development of school routing and recreation plans that minimize vehicle/pedestrian conflicts.
- Establish speed limits based on traffic engineering analysis. Enforce speed limits, especially near schools, in residential areas and downtown commercial areas.
- Provide guidance for vehicles on streets through striping, raised medians and islands, reduction of roadside obstructions, and other traffic engineering solutions.
- Require all roadway features to meet minimum design standards established by the American Association of State Highway and Transportation Officials (AASHTO). All signs, pavement markings and traffic signals must meet standards established by the Manual of Uniform Traffic Control Devices (MUTCD). Exceptions can be granted by the City on a case-by-case basis for those designs that demonstrate innovative superiority over the existing standards.
- Maintain optimal walkway conditions for walking, wheelchairs and strollers by:
 - Repairing cracks and bumps,
 - Minimizing slopes,
 - Maintaining visibility at corners,
 - Avoiding abruptly ending walkways,
 - Reducing speed and traffic,
 - Keeping walkways clear of poles and other objects,
 - Avoiding poor drainage and standing water on sidewalks, and
 - Providing curb cuts and ramps that comply with the Americans with Disabilities Act (ADA).
- Provide adequate emergency access and/or turnarounds on all dead-end streets or cul-de-sacs.



4.3.2. STREET DESIGN

All streets shall be designed to conform to the standards and technical design requirements contained within the *Toquerville City Design Standards*. The standards outlined in this document can be supplemented by AASHTO, *A Policy on Geometric Design of Highways and Streets*. In cases of conflict, a determination shall be made by the City, whose determinations shall be final.

Some of the basic elements of street design are outlined in this section. For the full text on Street Design issues, please refer to the *Toquerville City Design Standards* within the *Toquerville City Ordinances*.

4.3.2.1. STREET CROSS-SECTION STANDARDS

The requirements for the street cross-section configurations are shown in Table 6. These requirements are based on traffic capacity, design speed, projected traffic, system continuity and overall safety. All new developments shall use street cross-sections with 30 feet or more of right-of-way. Access to multi-family or commercial developments shall use street cross-sections with 36 feet or more of right-of-way. The roadway cross-sections for Toquerville City are found in the *Design Standards*. An arterial cross section is shown there for SR-9, which is governed and maintained by UDOT. This cross section varies in the right-of-way width.

Alternate road cross-sections incorporating the use of a landscape buffer may be permitted, if applicable safety and traffic standards are met and approved by the City Engineer.



Table 6. Street Cross-Section Configurations

Classification	Type	Design Volume (ADT)	Dwelling Units	Maximum Grade (%)	Right-of-Way ³ (ft)	Pavement Width ¹ (ft)	Sidewalk Width (feet)	Recommended Design Speed (mph)
Private	Private	<50	1-10	15	30	22	N/A	15
Minor Local ²	Public	1-250	1-25	15	30	22	4	25
Residential	Public	251-500	26-50	15	30	28	5	25
Collector	Public	500-1,000	50-100	12	36	32	5	25
Arterial	Public	>1,000	>100	8	≥60	≥25	6	≥30
Commercial Local	Comm.	NA	NA	8	36	32	5	25
Industrial Local	Ind.	NA	NA	6	36	32	5	25

1. Parking has been limited to one side of the road on an arterial street.
2. The smallest street maintained by the City shall be a 30' right of way.
3. Sidewalk widths for commercial areas will be determined on a case by case basis, according to each individual site and the surrounding area.
4. The minimum right-of-way and pavement width is shown. Each may be increased when required by a traffic impact study.



4.3.2.2. ROADWAY NETWORK DESIGN

New roadway networks shall be designed in accordance with the general planning concepts, guidelines, and objectives provided in this section. The “Quality of Life” for residents should be a primary concern when designing a residential roadway network with safety as the overriding factor in design. An emphasis on proper street hierarchy should be adhered to, namely, local streets should access collectors; collectors should access arterials; etc. An emphasis on access management should provide careful control of the location, design, and operation of all driveways, median openings, and street connections to a roadway. For more information on access management, refer to the Access Management section of this document.

Residential streets should be designed in a curvilinear method in order to reduce or eliminate long straight stretches of residential roadways, which encourage speeding and cut-through traffic. Substantial increases in average daily traffic, due to development on adjacent property on established streets not originally design to accommodate such increases, should be avoided. Drainage methods should concentrate on meeting the drainage needs while not impeding the movement of traffic. Roads should be designed to lie within existing topographic features without causing unnecessary cuts and fills.

A reduction in the use of cul-de-sacs should be emphasized in order to provide greater traffic circulation. Cul-de-sacs should only be allowed where topography and/or natural barriers prohibit the design of through streets. Circulation is of the utmost importance; long blocks and excessive dead-end streets should be avoided. Stopping sight distance must be considered at all intersections and curves to ensure the safety of the public, in accordance with AASHTO standards. Pedestrian and bicycle traffic should be considered in the planning and design of all developed streets. All street grades shall have a maximum grade as shown in Table 6.

4.3.2.3. IMPROVEMENT REQUIREMENTS

All improvements, including but not limited to the following, shall be constructed in accordance with the standard specifications and drawings unless otherwise approved. Required curb, gutter and sidewalk shall be constructed. Driveways shall be constructed in approved locations only. All streets, public or private, shall be surfaced to grade, with asphalt concrete pavement to the required minimum width and thickness in accordance with the Toquerville City Design Standards. No cross gutters shall be allowed across collector or arterial streets. On commercial and industrial streets, cross gutters are generally not allowed and require approval by the City for use. When new construction occurs, handicap ramps shall be constructed at all street intersections, unless otherwise approved, in accordance with the standard drawings. In addition, when a project occurs where existing improvements are in place, handicap ramps shall be upgraded to meet current standards. Raised medians on public roadways shall be approved by the City. Design and construction shall be in accordance with applicable standards. Developments shall construct the minimum number of accesses needed to adequately address the needs of the development and only at approved locations.



Adequate drainage facilities shall be installed to properly conduct runoff from the roadway. Sub-drains and surface drainage facilities shall be designed in accordance with the approved drainage study. The above required improvements are not all inclusive. Other improvements needed to complete the development in accordance with current engineering and planning standard practice may be required by the City.

4.3.2.4. CONNECTED STREET SYSTEM OR GRID SYSTEM

When designing residential roadways, block lengths without an intervening collector roadway shall not exceed eight hundred feet (800') in length unless approval has been granted by the City (cul-de-sacs are not considered an intervening connecting street). Collectors and higher functional classification roadways shall not be permanently dead-ended or end in a cul-de-sac unless approval has been granted by the City. Stub streets are required to serve adjacent undeveloped properties as directed by the City. Interconnectivity is an integral part of the transportation system in Toquerville and reduces the traffic on the major roadways that are accessing adjoining properties. Bicycle/pedestrian easements or access ways are required at the end of cul-de-sacs or between residential areas and parks, schools, churches, or other activity centers as directed by the City.

5. ACCESS MANAGEMENT

This section will define and describe some of the aspects of Access Management for roadways and why it is so important. Access management is the practice of coordinating the location, number, spacing and design of access points to minimize site access conflicts and maximize the traffic capacity of a roadway. Uncoordinated growth along some of the region's major travel corridors has resulted in strip development and a proliferation of access points. In most instances, each individual development along the corridor has its own access driveway. Numerous access points along the corridor create conflicts between turning and through traffic which causes delays and accidents. Though Access Management is generally used on roads that are larger and have more volume, it can have impacts on those roads that are defined as residential as well.

5.1. DEFINITION

Access management involves providing (or managing) access to land development while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity, and speed. (Source: Policy on the geometric Design of highways and Streets, AASHTO, 2010).



5.1.1.1. ACCESS MANAGEMENT TECHNIQUES

There are many techniques that can be used in access management. The most common techniques are signal spacing, street spacing, access spacing, and interchange to crossroad access spacing. There are various distances for each spacing dependent upon the roadway type being accessed and the accessing roadway. The Utah Department of Transportation has developed an access management program. More information can be gathered from the UDOT website and from the Access Management Program Coordinator.

5.1.1.2. ACCESS MANAGEMENT

Access management is the process in which access is provided from the street network to adjacent land development while preserving traffic flow on the roadway system. Safety, capacity, and speed are determining factors on how land development is accessed by a roadway. Managing access is achieved by controlling the location, design, and operation of driveways, median openings, and street connections. In addition, auxiliary lanes (turn lanes or by-pass lanes) are also used to divert traffic out of the through traffic stream to improve the traffic flow and improve safety.

Roadways are classified for access control based upon their importance to local and regional mobility. No facility can move traffic well and provide unlimited access at the same time. Figure 28 shows the relationship between mobility, access and the functional classification of streets. For example, the strictest access control is applied to roadways that serve through traffic or regional trips. The least access control is given to local streets and residential areas that serve local traffic and short trips. In many cases, accidents and congestion are the result of streets trying to serve both mobility and access at the same time.

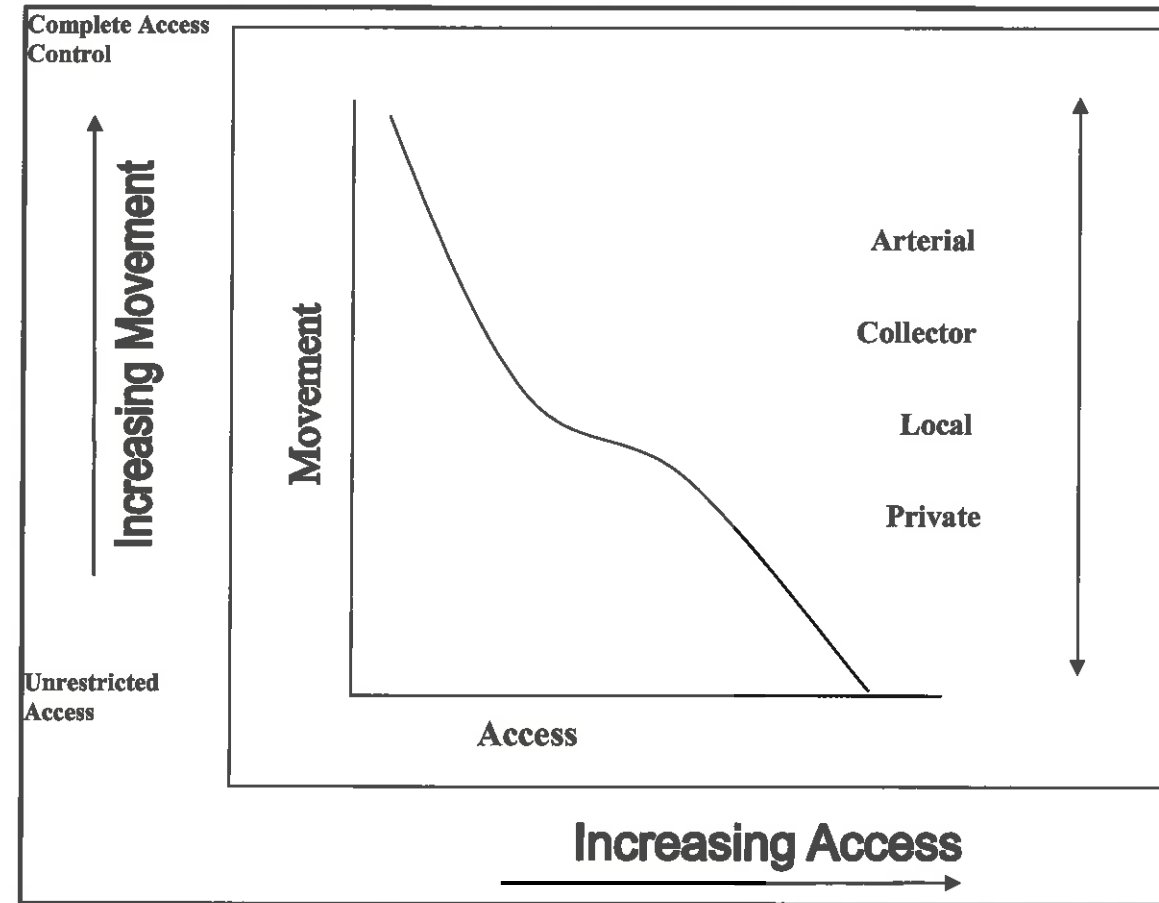


Figure 28. Movement vs. Access

5.1.3. BENEFITS OF ACCESS MANAGEMENT

A good access management program will accomplish the following:

- Limit the number of conflict points at driveway locations
- Separate conflict areas
- Reduce the interference of through traffic
- Provide sufficient spacing for at-grade, signalized intersections
- Provide adequate onsite circulation and storage.



The American Association of State Highway and Transportation Officials (AASHTO) states “the number of accidents is disproportionately higher at driveways than at other intersections...thus their design and location merits special consideration.” Fewer direct accesses, greater separation of driveways, and better driveway design and location are the basic elements of access management. With good access management, the following are some of the recognizable benefits:

- Improving overall roadway safety
- Reducing the total number of vehicle trips
- Decreasing interruptions in traffic flow
- Minimizing traffic delays and congestion
- Maintaining roadway capacity
- Extending the useful life of roads
- Avoiding costly highway projects
- Improving air quality
- Encouraging compact development patterns
- Improving access to adjacent land uses
- Enhancing pedestrian and bicycle facilities

5.1.4. GENERAL ACCESS MANAGEMENT PRINCIPALS

The following access management guidelines and policies shall be adhered to within Toquerville City.

- Conflicts at intersections and driveways should be separated and the number reduced as much as possible.
- A “time-space” perspective should guide (a) the location, timing, and coordination of traffic signals; (b) the placement of access; and (c) the design and operation of intersections. Optimum progressive travel speeds along arterial roadways should be determined and maintained.
- Unsignalized access should be located so as not to interfere with queues or maneuvering areas of signalized intersections and positioned to take advantage of gaps in, or less dense, traffic flows.
- Interference between through traffic and site traffic should be addressed by incorporating additional traffic lanes to accommodate turning vehicles and through vehicles. Adequate on-site storage and driveway dimensions should be designed to accommodate the traffic demand entering and exiting the site. Fewer, properly placed, and adequately designed driveways are preferable to a larger number of inadequately designed driveways, especially when spaced at least 500 feet apart. In all cases, the integrity of mainline traffic operations must not be compromised.



5.2. ACCESS MANAGEMENT TECHNIQUES

There are many techniques that can be used in access management. Specific techniques for access management are discussed in this section. Not all techniques will apply to every situation. Therefore, it is up to the City to determine what will work best based in each situation. The Utah Department of Transportation has developed an access management program. More information can be gathered from the UDOT website and from the Access Management Program Coordinator.

5.2.1. NUMBER OF ACCESS POINTS

Controlling the number of access points or driveways from a site to a roadway reduces potential conflicts between vehicles, pedestrian, and bicycles. Each parcel should normally be allowed one access point, and shared accesses are preferred where possible.

5.2.2. TRAFFIC CONTROL DEVICES

Uniform or near uniform spacing of traffic control devices is **essential** for efficient traffic flow. As a minimum, traffic control devices should be spaced no closer than one-quarter mile (1,320 feet).

5.2.3. UNSIGNALIZED DRIVEWAYS

Unsignalized driveways are much more common than signalized driveways. Sound traffic engineering criteria indicates that 500 feet or more should be provided between full movement unsignalized accesses.

5.2.4. RIGHT-IN/RIGHT-OUT ACCESSES

Restricted access movement can provide for additional access to promote economic development with minimal impact to the facility. This type of access should be spaced to allow for a minimum of traffic conflicts and provide distance for deceleration and acceleration of traffic in and out of the access.



5.2.5. REDIDENTIAL LOTS

The number of accesses on residential lots shall be based on the following:

- **Number of Driveways:** residential lots shall not have more than two (2) driveways, unless approved by the City Engineer. Circular driveways are considered one access. If a lot has a circular driveway then only a maximum of one more additional access may be granted.
- **Width:** No driveway shall be more than 25 feet in width, unless approved by the City Engineer. In no event shall the combined width of such driveways exceed 46 feet or 50% of the entire lot frontage, whichever is less.
- **Corner Lots:** access to corner lots should be from the lesser-classified road at the greatest distance possible from the intersection and should not be less than the distances shown in Table 14.

5.2.6. COMMERCIAL LOTS

Commercial lots or developments are not limited to one access per lot and should be addressed on a case-by-case basis but not to exceed the access frontage requirements as stated in this plan and as outlined in the City’s design standards. Additional accesses must be approved by the City upon completion of a circulation plan or Traffic Impact Study provided to the City indicating that more than one access is required to adequately handle the developments traffic volumes and further indicating that the additional access will not be detrimental to traffic flow on the adjacent street network. The spacing requirement based on the functional class of the facility is shown in the table below. Table 7 shows the spacing requirements based on the functional class of the roadway facility for street intersection spacing. Table 8 shows the requirements based on the functional class of the roadway facility for driveway access spacing.

Table 7. Street Intersection Separation Distances Based on Functional Class

Functional Class	Minimum Roundabout (ft)	Minimum Full Movement (ft)	Minimum Right-In/ Right-Out (ft)
Private	1320	150	-
Residential	1320	150	-
Collector	1320	250	150
Arterial	1320	500**	250
Commercial Local	1320	400	200
Industrial Local	2640	500	250

**Bypass corridor will be limited access. No more than 5 local road intersections.



Table 8. Driveway Access Separation Distances Based on Functional Class

Functional Class	Minimum Full Movement (ft)	Minimum Right-In/Right-Out (ft)
Private	75	-
Residential	75	-
Collector	125	-
Arterial	660**	330
Commercial Local	400	200
Industrial Local	500	250

**Bypass corridor will be limited access. No more than 5 local road intersections.

Access spacing shall be measured from center of access.

Major collector and arterial roadways will have limited access. Where multiple parcels are consolidated, accesses shall also be consolidated according to City design and spacing standards. Temporary access may be granted to undeveloped property prior to completion of a final development plan if access is needed for construction or preliminary site access. Temporary accesses are subject to removal, relocation, or redesign after final development plan approval.

5.2.7. OFFSET DISTANCE

Offset distance is the distance from the center of an access to the center of the next access on the opposite side of the road. On undivided roadways, access on opposite sides of the road should be aligned. Where alignment is not possible, driveways should be offset based on the values set in Table 9 below.



Table 9. Minimum Offset Distance between Driveways on Opposite Sides of Undivided Roadways

Functional Class	Minimum Offset* (feet)
Private	-
Residential	-
Collector	150
Arterial	600 ft. for speed of 45 or greater, 300 for all other speeds**
Commercial Local	200
Industrial Local	220

* Distance in table is measured from center to center of driveway
** Bypass corridor intersection spacing varies. No more than 5 local road intersections planned.

5.2.8. CORNER SPACING

Providing adequate corner spacing improves traffic flow and roadway safety by ensuring that the traffic turning into the driveway does not interfere with the function of the intersection. Access to corner lots should be from the lesser-classified road at the greatest distance possible from the intersection, and should not be less than the distances shown in Table 10. This distance is measured from the PC (point of curve) of the corner curve. A 25-foot radius is considered the minimum where the existing radius is less than 25 feet.



Table 10. Access Distance from Corner According to Facility Type

Facility Type	Upstream Distance on Major Roadway (feet)	Downstream Distance on Major Roadway (feet)
Private	50 ²	50 ²
Rural Residential	50 ²	50 ²
P Street	50 ²	50 ²
Major Local	50	50
Minor Collector	100	75
Major Collector	175	150
Arterial	200	185
Commercial Local	100	-
Industrial Local	100	-
NOTES: 1. All access points shall be approved by the City. Distances shown may be adjusted by the City on a case-by-case basis. Exceptions can only be approved by the City upon submittal of proper traffic justification. 2. Distances shown are preferred.		



5.2.9. MEDIANS

Medians are used to control and manage left turns and crossing movements as well as separating traffic moving in opposite directions. Restricting left turning movements reduces the conflicts between through and turning traffic, resulting in improved safety. Studies have shown that the installation of a non-traversable median will reduce crashes by 30% over that of a two way left turn lane (TWLTL).

The need for a median can be identified through an engineering review (a traffic study assessing the impact of a proposed project) and should be considered on any roadway that has a speed limit greater than 40 mph. Medians can improve pedestrian safety by providing a refuge area for the pedestrian.

Medians can also add to the overall aesthetics of a roadway corridor or a development by incorporating landscaping or other items of visual interest. However, care should be taken to maintain sight distance around the intersection/access locations. Ground cover plantings should be planted within 350 feet of an intersection/access opening. Care should be taken to select landscape material that will not intrude into the roadway and to locate materials such that they will not cause a safety problem. Trees should be selected that will not be larger than 4 inches in diameter when mature.

Two way left turn lanes should only be used to retrofit areas of existing development and should be limited to roadways with less than 18,000 ADT. In areas with greater than 18,000 ADT, consideration should be given to a raised median with appropriately spaced median openings. Table 11 shows typical guidelines for spacing of unsignalized restricted medial openings.

Table 11. Guidelines for Spacing of Unsignalized Restricted Median Openings

Functional Classification	Spacing of Median Openings (ft)*		
	Urban	Suburban	Rural
Collector	330	500	660
Arterial	500	660	800

*Values are for estimating, exact values shall be based on an engineering study
*Values based on UDOT State Highway Access Management Standards. Table 7.4-1

A 14-foot median is desirable in order to provide for an adequate left turn lane at intersections.



5.2.10.WIDTH OF ACCESS POINTS

In addition to limiting the number of access points, the width of the access point should be restricted based on the use of the site. Residential lot driveways should be limited to a maximum throat width of 32 feet at the back of the drive approach. The maximum width for a commercial or industrial site entrance with two-way traffic should be limited to 44 feet. The width includes 12 feet for right out, 12 feet for left out, 16 feet for an ingress lane, and two 2 foot shoulders. The width of the entrance should be determined based on the type of use for the site, the type of traffic (cars vs. 18 wheel trucks), and the projected volume of traffic.

5.2.11.TURNING RADIUS

The turning radius of a driveway or access road affects both the flow and safety of through traffic as well as vehicles entering and exiting the roadway. The size of the turning radius affects the speed at which vehicles can exit the flow of traffic and enter a driveway. The large the turning radius, the greater the speed at which a vehicle can turn into a site.

The speed of the roadway, the anticipated type and volume of the traffic, pedestrian safety, and the type of use proposed for the site should be considered when evaluating the turning radius. Table 12 shows the turning radii for accesses based on vehicle type.

Table 12. Turning Radius Center of Lane at Access Locations

Vehicle Type	Turning Radius
Passenger Cars	30 feet Minimum
18 Wheel Trucks	50 feet Minimum

5.2.12.THROAT LENGTH

Throat length is the length of the driveway that is controlled internally from turning traffic, measured from the intersection with the road. Driveways should be designed with adequate throat length to accommodate queuing of the maximum number of vehicles as defined by the peak period of operation in the traffic study. This will prevent potential conflicts between traffic entering the site and internal traffic flow. Table 13 shows the minimum driveway throat length at a roundabout access.



Table 13. Minimum Driveway Throat Length at Roundabout Accesses

Number of Egress Lanes	Minimum Throat Length
2	50 feet
3	150 feet
4	200feet

5.2.13.SHARED ACCESS

Access points can be shared between adjacent parcels to minimize the potential for conflict between turning and through traffic. Interconnections between sites can eliminate the need for additional curb cuts, thereby preserving the capacity of the roadway. This is particularly important for commercial/industrial sites and should be used to encourage the development of interconnectivity between parcels. Future roadway rights-of-way should also be preserved to promote interconnected access to vacant parcels.

5.2.14.ALIGNMENT OF ACCESS POINTS

Accesses represent points of conflict for vehicles, bicycles, and pedestrians. To minimize the potential conflicts and improve safety, intersections and driveways shall be aligned opposite each other wherever possible and roadways intersect at a 90 degree angle.

5.2.15.SIGHT DISTANCE

Sight distance is the length of the road that is visible to the driver. A minimum safe sight distance should be required for access points based on the roadway classification. It is essential to provide sufficient intersection sight distance at the driveway point for vehicles using a driveway to see oncoming traffic and judge the gap to safely make their movement. Intersection sight distance varies depending on the design speed of the roadway to be entered and assumes a passenger car can turn right or left into a two-lane highway and attain 85 percent of the design speed without being overtaken by an approaching vehicle that reduces speed to 85 percent of the design speed. Table 14 gives intersection sight distance requirements for passenger cars.



Table 14. Intersection/Driveway Sight Distance

Posted Speed Limit	Sight Distance Required * (feet)					
	Left Turn			Through and Right Turn		
MPH	2 lanes	3 lanes	5 lanes	2 lanes	3 lanes	5 lanes
30	335	355	375	290	310	335
35	390	415	440	335	365	390
40	445	475	500	385	415	445
45	500	530	565	430	465	500
50	555	590	625	480	515	555
55	610	650	690	530	570	610
60	665	710	750	575	620	665
65	720	765	815	625	670	720

*Driver eye is 15 feet measured from the traveled way

5.2.16.TURNING LANES

Turning lanes remove the turning traffic from the through travel lanes. Left turning lanes are used to separate the left turning traffic from the through traffic. Right turn lanes reduce traffic delays caused by the slowing of turning vehicles. These lanes are generally used in high traffic areas on arterial and collector roadways. A traffic impact study will determine the need for turning lanes or tapers. Table 15 shows the minimum guidelines for storage length of turning lanes based on speed.

Table 15. Turning Lanes Storage Length (100 Feet Minimum)

Intersection	Length
Unsignalized Intersection	2 times the number of cars likely to arrive in a 2 minute period during peak hour*
Future Signalized Intersection	10% of the peak hour design year volume expressed in feet*

*Assumes 25 feet per vehicle
* 2004 AASHTO Geometric Design of Highways and Streets



Turning lanes shall normally be a minimum of 12 feet in width. Any exception will require approval from the City Engineer. Right turn lanes require an additional 12 feet of pavement to accommodate the lane.

The provision for left turn lanes is important from both capacity and safety perspective, where left turns would otherwise share the use of a through lane. Shared use of a through lane will dramatically reduce capacity, especially when opposing traffic is heavy. Left turn lanes shall be provided at signalized intersections.

Right turn lane remove the speed differences in the main travel lanes. This helps to reduce the number and severity of rear-end collisions. Right turn lanes also increase capacity of signalized intersections and may allow more efficient traffic signal phasing. Table 16 provides typical warrants, based on posted speed and traffic volumes for when auxiliary lanes are to be installed.



Table 16. Guidelines for Left Turn and Right Turn Lanes on Two Lane Highways

Minimum levels for installation auxiliary lanes on rural two lane roads				
Speed	Left Turn Lane	Right Turn Lane	Right Turn Acceleration Lane	Left Turn Acceleration Lane
40 mph and less	25 vph	50 vph	-	-
45 mph and greater	10 vph	25 vph	50 vph	*

Farm access excluded

* Optional for 50 mph and less; for 55 mph as required by the City Engineer

vph = vehicles per hour in any one hour period in passenger car equivalents

A separate turning lane consists of a taper plus a full width auxiliary lane. Taper length will vary based on speed. A length of 90 feet for speeds below 45 mph, 140 feet for speeds of 45 and 50 mph, and 180 feet for speeds over 50 mph. If a two lane turn lane is to be provided, it is recommended that a 10:1 taper be used to develop the dual lanes. The taper will allow for additional storage during short duration surges in traffic volumes.

5.2.17. PEDESTRIAN AND BICYCLE ACCESS

All new development and redevelopment of existing sites should address pedestrian and bicycle access to and within the site.

5.2.18. ROUNDABOUTS

Several communities in the United States are beginning to embrace the concept of “roundabouts”. A roundabout is an intersection control measure used extensively in Europe for many years. A roundabout is composed of a circular, raised, center island with deflecting islands on the intersecting streets to direct traffic movement around the circle. Traffic circulates in a counter-clockwise direction making right turns onto the intersecting streets. There are no traffic signals; rather, entering traffic yields to vehicles already in the roundabout.

Roundabouts can reduce delays because the stop signal phase (when vehicles entering the intersection are unable to move) is eliminated. Roundabouts can also improve safety because the number of potential impact points and the numb of conflict points at a four-way intersection.



Development of a roundabout should occur as a result of an intersection study by a qualified Traffic Engineer and when the minimum capacity and design criteria can be met. The Federal Highway Administration (FHWA) has prepared a design guide for modern roundabouts in the United States. A single-lane roundabout can accommodate up to 1,800 vehicles per hour.

5.2.19.WHERE TO USE ACCESS MANAGEMENT

Access Management shall be used on all roadways within Toquerville City. Roadway access management strategies extend the useful life of roads at little or no cost to taxpayers. Access management can be used as an inexpensive way to improve performance on a major roadway that is increasing in volume. Access management should be used on new roadways and roadways that are to be improved so as to prolong the usefulness of the roadway.



5.3. APPENDIX 1- GLOSSARY OF ACRONYMS

- AADT (Annual Average Daily Traffic)
- AASHTO (American Association of State Highway and Transportation Officials)
- APWA (American Public Works Association)
- AWDT (Average Weekday Daily Traffic)
- CCS (Continuous Count Station)
- DMPO (Dixie Metropolitan Planning Organization)
- EIS (Environmental Impact Statement)
- GIS (Geographic Information Systems)
- GOMB (Governor’s office of Management and Budget)
- ITE (Institute of Transportation Engineers)
- LOS (Level of Service)
- MUTCD (Manual on Uniform Traffic Control Devices)
- NEPA (National Environmental Policy Act)
- RSG (Resource Systems Group)
- RTP (Regional Transportation Plan)
- STIP (State Transportation Improvement Program)
- TAZ (Traffic Analysis Zone)
- TIS (Traffic Impact Study)

Report Changes

1. Date on Front cover hasn't been updated
2. Section 2.4.1(Pg 15) If LOS calculations weren't used what was done?
 - a. Changed section to, "The daily capacity for each roadway was estimated based on engineering judgement and descriptions found in the Highway Capacity Manual (Transportation Research Board, National Research Council, *Highway Capacity Manual*, Washington, DC, National Academy of Sciences, 2010). Streets with daily traffic volumes forecasted to exceed the estimated capacity levels have been identified including potential mitigation measures. Detailed traffic analysis is included in Chapter 3."
3. Section 2.6 (Pg 15) Why isn't active Transportation plan part of this plan?
 - a. Rewrote paragraph to say, "A separate study is recommended in order to see how this could benefit Toquerville City. An Active Transportation Plan should accompany this study to outline the goals, plans, and policies regarding bicycle and pedestrian traffic."
4. Section 3.3 (Pg 26) Why do the projections differ from DMPO?
 - a. Changed sentence to say, "It is assumed there will be more commercial development (employment) due to the plans for the bypass and reservoir and less residential growth (households) than the original DMPO model."
5. Section 3.4 (Pg 33) Clarify what study is being discussed
 - a. Changed study to "model done by RSG"
6. Section 5.2.9 (Pg 69) Missing 18,000 ADT in last paragraph
 - a. Clarified it was 18,000 ADT
7. Appendix 1- Explain RSG and LOS
 - a. Added definitions at first location of acronym 3.1.3 pg. 21 and 4.1.7 pg 53
8. Make sure Acronyms are stated at least once in document and sort list
9. Address that the bypass connection to SR-17
 - a. Added footnote in section 3.1.2, "The alignment for the bypass is conceptual and the roadway still needs to be designed. In design, this alignment may change to meet design standards. The bypass connections to SR-17 will need to be designed which may affect other roadway accesses near these connections."

10-17-3: **Bed and Breakfast Services:** Bed and breakfast services shall meet the following requirements:

- A. Parking: One (1) off-street parking stall per guestroom and two (2) parking stalls per on premises owner.
- B. The maximum number of occupants shall be no more than 10 per residence.
- C. Owner on Site: The property owner shall live on site.
- D. Modifications: Modifications to the appearance and size of the structure should be in keeping with the residential character of the neighborhood within which the establishment is located. If modifications to the existing structures are made, they may not include separate outside entrances to the guestrooms.
- E. Cooking Facilities: No cooking facilities are permitted in guestrooms.
- F. Revocation of Permit: The conditional use permit may be revoked at any time should the use become a public nuisance.
- G. Density: The maximum density for Bed and Breakfast establishments shall be no closer that 300 feet from the next establishment, measured from the exterior property boundaries.
- H. Site Approval, Public Hearing, Annual Review: A site approval and public hearing are required. An annual review period shall be required. Any permit found to be in-active for a period of one year shall be revoked.
- I. Business License Required, Room Tax: Applicants must obtain a business license and pay the current Room Tax applicable to motels and hotels within the City.
- J. Conditional Use Permit: The establishment must obtain a conditional use permit, recommended by the Planning Commission and approved by the City Council.
- K. Fees: Applicant must pay all applicable fees.
- L. Health Requirements: All local and State health requirements must be met.

10-17-4: **Nightly or Short-Term Rentals:**

- A. Nightly or Short-Term Rentals Defined: The "nightly or short-term rental" is the act of leasing a residence, or any part thereof, by a person or entity to another for a consecutive period of ninety (90) calendar days or less in exchange for direct or indirect remuneration.
- B. Owner Primary Residence Within City: The owner of the residence where the nightly or short-term rental occurs must have his or her primary residence within the Municipal boundaries of the City. For purposes of this chapter, the term "owner" shall mean:
 - 1. A natural person owning an undivided interest of one hundred percent (100%) of the residence, or
 - 2. A business entity which owns one hundred percent (100%) of the residence and who has a natural person principal owning one hundred percent (100%) of the ownership interest in the business entity
- C. License/Permit Required: The owner must apply for and obtain a business license pursuant to title 3, chapter 1 of this Code and a nightly rental permit which is a special permit similar, but separate and distinct from a Home

Occupation permit, but that is reviewed, approved and otherwise regulated pursuant to chapter 23 of this title for that use. Said business license and nightly rental permit is nontransferable to another owner or residence.

- D. Prohibitions: The nightly or short-term rental shall not occur within the owner's personal residence or within an accessory structure located on the same lot or parcel as the owner's personal residence, regardless of whether the accessory structure is an attached building or detached, and no more than one (1) building per lot or parcel may be utilized for a nightly or short-term rental.

- E. Log: The owner must maintain a log with the following information:

1. Name and number of guests.
2. Number of vehicles with license plate numbers.
3. Date of occupancy
4. Written verification that guests have agreed to comply with all applicable City rules and regulations

This log must be available for inspection by a Designee of the City during regular business hours.

- F. Maximum Guests: Maximum number of guests in the nightly or short-term rental residence shall be a maximum number of ten (10) occupants per residence.

- G. Noise: Amplified sound that can be heard outside the residence shall not be allowed between the hours of nine o'clock (9:00) pm and nine o'clock (9:00) am.

- H. Safety Codes: The owner and the residence where nightly or short-term rental occurs must comply with all applicable safety codes, laws, rules, ordinances and regulations.

- I. Notification: Applicant must pay for and provide notification to neighboring property owners within a three hundred-foot (300') radius of the subject property as to the time and place of a public meeting of the City's Planning Commission where the issuance of the nightly rental permit for the residence is being considered in compliance with section 10-23-9 of this title. However, said notice shall indicate, and the Planning Commission shall conduct, a public hearing on the application. Seventy five percent (75%) of the property owners within the three hundred-foot (300') radius of the residence must not object to the application. Failure of property owner within three hundred feet (300') to submit an objection (either vocally at the public hearing or in writing prior to the start of the public hearing) to the application will be deemed consent thereto.

- J. Separation: There shall be no less than one thousand feet (1000') separation between parcel/lot boundaries of residences where nightly or short-term rental will occur.

- K. Annual Review: A mandatory review by the City's Planning Commission of the nightly rental permit granted herein shall be made once a year. Any permit found to be in-active for a period of one year shall be revoked. The Planning Commission may consider special circumstances such as premises remodeling, temporary closure due to owner illness, etc. in making their determination

- L. Off Street Parking: The residence where the nightly or short-term rental will occur must provide sufficient off-street parking in designated areas only. There shall be one (1) off-street parking stall for every guestroom in the residence. No parking by guests may occur on the streets.

- M. Fees: In addition to the payment of the fee for a business license, applicants shall pay a special application fee for the home occupation permit in an amount designated in the City's uniform fee schedule which shall initially be two hundred, fifty (\$250.00) dollars to cover additional oversight costs incurred by City.

- N. Modifications: Modifications to the appearance and size of a residence where a home occupation permit for nightly or short-term rental has been issued should be in keeping with the residential character of the neighborhood within which the residence is located. If modifications to the existing structures are made, they may not include separate outside entrances to bedrooms or living quarters.

O. Owner Contact Information and Availability: The owner of a residence where nightly or short-term rentals will occur must maintain current contact information with the City, and the owner must be available twenty-four (24) hrs. per day during any rental period.

P. Penalties: Upon finding a violation under this section, the following penalties shall apply:

- 1. First Violation: Five hundred dollars (\$500.00)
- 2. Second Violation: Fifteen hundred dollars (\$1500.00)
- 3. Third Violation: Four Thousand dollars (\$4000.00)
- 4. Fourth Violation: License automatically revoked.

Q. Review: Upon the second or subsequent violation of this section, there shall be a mandatory review conducted before the City's Planning Commission, who shall have the ability and right to revoke the nightly rental permit in its sole and absolute discretion. Revocation of a nightly rental permit, for any reason, shall result in a minimum twelve (12) month waiting period prior to any new application, which revocation shall run with the land. Upon revocation, there is no guarantee of any future issuance of a nightly rental permit and all applications will be processed under the then current ordinances and considering the City-wide limitation on the nightly or short-term rental of residences set forth in this section. Failure to pay a fine as required by the previous subsection shall constitute grounds for automatic revocation of the owner's nightly rental permit.

R. Enforcement: In addition to the fines set forth in subsection C of this section, all violations of this chapter shall constitute a Class C misdemeanor and shall be enforced in compliance with Chapter 5 of this title.

10-17-3: Short-term Rental

A Short-term Rental is defined as a property owner who leases any part of the residence or guesthouse to another for fewer than ninety (90) consecutive calendar days in exchange for direct or indirect remuneration.

Blanket Prohibition: The short-term rental of a residence shall be prohibited in all zoning districts of the city except when duly licensed and permitted as provided in this Code.

- A. Owner Occupied Short-term Rental is defined as a property owner who provides a short-term rental while currently residing on the property.

Owner Occupied Short-term Rental shall meet the following requirements:

1. The owner must obtain a conditional use permit, recommended by the planning commission and approved by the city council.
2. The owner must also obtain a business license and pay the current room tax applicable to motels and hotels within the city.
3. The maximum number of guests shall be two (2) persons per bedroom with a maximum of ten (10) occupants per residence (not including the owner and his/her family)
4. The owner shall live on site and be present for the entire leasing period.
5. The owner must provide a minimum of one parking stall per guestroom and two (2) parking stalls for the owner.
6. Modifications to the appearance and size of all structures should be in keeping with the residential character of the neighborhood within which the establishment is located.
7. No cooking facilities shall be permitted in guest bedrooms.
8. The conditional use permit may be revoked at any time should the use become a public nuisance.
9. A site approval and public hearing are required. An annual review period may be required.
10. Applicant must pay all applicable fees.
11. All local and state health requirements must be met.

- B. Absentee Owner Short-term Rental is defined as an owner who provides a short-term rental when the owner does not simultaneously occupy the residence or any part thereof.

Absentee Owner Short-term Rental shall meet the following requirements:

1. The owner of the residence where the short-term rental occurs must have a primary residence within the municipal boundaries of the city. For purposes of this chapter, the term "owner" shall mean:

*Elkayeth
proposal*

- a. A natural person owning an undivided interest of one hundred percent (100%) of the residence, or
 - b. A business entity which owns one hundred percent (100%) of the residence and who has a natural person principal owning one hundred percent (100%) of the ownership interest in the business entity.
2. The owner applies for and obtains a business license pursuant to title 3, chapter 1 of this code and a nightly rental permit which is a special permit similar, but separate and distinct from a home occupation permit, but that is reviewed, approved and otherwise regulated pursuant to chapter 23 of this title for that use. Said business license and nightly rental permit is non-transferable to another owner or residence.
3. The short-term rental shall not occur within the owner's personal residence or within an accessory structure located upon the same lot or parcel as the owner's personal residence, regardless of whether the accessory structure is an attached building or detached, and no more than one building per lot may be utilized for a short-term rental.
4. The owner must maintain a log with the following information:
 - a. Name and number of guests.
 - b. Number of vehicles with license plate numbers.
 - c. Date of occupancy.
 - d. Written verification that guests have agreed to comply with all applicable city rules and regulations.
5. Maximum number of guests in the short-term rental residence shall be no more than two (2) persons per bedroom with a maximum of ten (10) occupants per residence.
6. Amplified sound that can be heard outside the residence shall not be allowed between the hours of eight o'clock (8:00) P.M. and nine o'clock (9:00) A.M.
7. The owner and the renters where the short-term rental occurs must comply with all applicable safety codes, laws, rules, ordinances and regulations.
8. Applicant must pay for and provide notification to neighboring property owners within a three hundred foot (300') radius of a public meeting of the city's planning commission where the issuance of the nightly rental permit for the subject residence is being considered in compliance with section 10-23-9 of this title. However, said notice shall indicate, and the planning commission shall conduct, a public hearing on the application. Seventy five percent (75%) of the property owners within the three hundred foot (300') radius of the residence must not object to the application. Failure of property owner within three hundred feet (300') to submit an objection (either vocally at the public hearing or in writing prior to the start of the public hearing) to the application will be deemed consent thereto.
9. There shall be no less than one thousand feet (1,000') separation between parcel/lot boundaries of residences where absentee owner short-term rental will occur, and in no case shall the total number of residences with absentee owner short-term rental permits exceed two percent (2%) of the entire number of residences within the city.
10. A mandatory review by the city's planning commission of the absentee owner short-term rental permit granted herein must be had every six (6) months.
11. The residence where the absentee owner short-term rental will occur must provide sufficient off street parking in designated areas only. There shall be one off street

parking stall for every bedroom in the residence. No parking by guests may occur on the streets.

12. In addition to the payment of the fee for a business license, applicants shall pay a special application fee for the home occupation permit in an amount designated in the city's uniform fee schedule which shall initially be one thousand dollars (\$1,000.00) to cover additional oversight costs incurred by the city.
13. Modifications to the appearance and size of a residence where a home occupation permit for absentee owner short-term rental has been issued should be in keeping with the residential character of the neighborhood within which the residence is located.
14. No separate cooking facilities are permitted in individual bedrooms.
15. The owner must maintain current contact information with the city, and the owner must be available twenty-four (24) hours per day during any rental period.
16. Upon finding a violation under this section, the following penalties shall apply:
 - a. First violation: One thousand dollars (\$1,000.00).
 - b. Second violation: Five thousand dollars (\$5,000.00).
 - c. Third violation: Ten thousand dollars (\$10,000.00).
 - d. Fourth violation: License automatically revoked.
17. Upon the second or subsequent violation of this section, there shall be a mandatory review conducted before the city's planning commission, who shall have the ability and right to revoke the nightly rental permit in its sole and absolute discretion. Revocation of a nightly rental permit, for any reason, shall result in a minimum twelve (12) month waiting period prior to any new application, which revocation shall run with the land. Upon revocation, there is no guarantee of any future issuance of a nightly rental permit and all applications will be processed under the then current ordinances and in light of the citywide limitation on the short-term rental of residences set forth in this section. Failure to pay a fine as required by the previous subsection shall constitute grounds for automatic revocation of the owner's nightly rental permit.
18. In addition to the fines set forth in subsection C of this section, all violations of this chapter shall constitute a class C, misdemeanor and shall be enforced in compliance with chapter 5 of this title.

After a City Council discussion about Short Term Rentals, I asked Keen if I could take a stab at clearing up some of the confusion. Please take this as only a suggestion. (I have only typed those sections where I have made changes.)

10-7-3: Short-term Rental

- A. Definition: A short-term rental is defined as a residential structure located on a property where any part of that structure is leased to an occupant for a period fewer than ninety (90) consecutive calendar days in exchange for direct or indirect remuneration. A short-term rental may be designated by a number of terms such as bed & breakfast, or vacation rental. For the terms of this code, there shall be two types of short-term rentals:
1. Owner Occupied: Owner occupied rentals shall be those where the property owner dwells on the same property or parcel where the short-term rental is located.
 2. Absentee Owner: Absentee owner rentals shall be those where the property owner does not dwell on the property or parcel where the short-term rental is located.
- B. Owner occupied short-term rentals shall meet the following requirements:
1. The owner...
 2. The owner must also obtain a business license and pay the current room tax **applicable to any transient dwelling** within the city.
 3. The maximum number....
 4. The owner shall live on **the same parcel** and be present for the entire leasing period.
 5. The owner shall provide a minimum of one **(1) off-street parking stall** per guestroom and two **(2) parking spaces** for the owner.
 - 6-11 no changes.
- C. Absentee owner short-term rentals shall meet the following requirements:
- 1 - 13 no changes.
 14. No separate cooking facilities are permitted in ~~individual~~ bedrooms.
 - 15 -18 no changes.

I hope this helps.
June Jeffery

APPENDIX D
FIRE APPARATUS ACCESS ROADS

The provisions contained in this appendix are not mandatory unless specifically referenced in the adopting ordinance.

SECTION D101
GENERAL

D101.1 Scope. Fire apparatus access roads shall be in accordance with this appendix and all other applicable requirements of the *International Fire Code*.

SECTION D102
REQUIRED ACCESS

D102.1 Access and loading. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an *approved* fire apparatus access road with an asphalt, concrete or other *approved* driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds (34 050 kg).

SECTION D103
MINIMUM SPECIFICATIONS

D103.1 Access road width with a hydrant. Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet (7925 mm), exclusive of shoulders (see Figure D103.1).

D103.2 Grade. Fire apparatus access roads shall not exceed 10 percent in grade.

Exception: Grades steeper than 10 percent as *approved* by the fire chief.

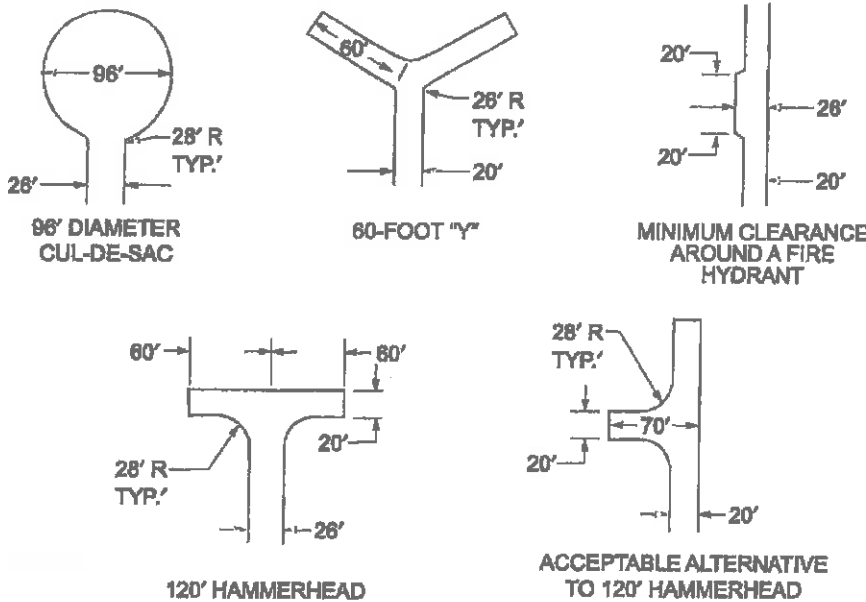
D103.3 Turning radius. The minimum turning radius shall be determined by the *fire code official*.

D103.4 Dead ends. Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) shall be provided with width and turnaround provisions in accordance with Table D103.4.

TABLE D103.4
REQUIREMENTS FOR DEAD-END
FIRE APPARATUS ACCESS ROADS

LENGTH (feet)	WIDTH (feet)	TURNAROUNDS REQUIRED
0-150	20	None required
151-500	20	120-foot Hammerhead, 60-foot "Y" or 96-foot diameter cul-de-sac in accordance with Figure D103.1
501-750	26	120-foot Hammerhead, 60-foot "Y" or 96-foot diameter cul-de-sac in accordance with Figure D103.1
Over 750		Special approval required

For SI: 1 foot = 304.8 mm.



For SI: 1 foot = 304.8 mm.

FIGURE D103.1
DEAD-END FIRE APPARATUS ACCESS ROAD TURNAROUND

D103.5 Fire apparatus access road gates. Gates securing the fire apparatus access roads shall comply with all of the following criteria:

1. Where a single gate is provided, the gate width shall be not less than 20 feet (6096 mm). Where a fire apparatus road consists of a divided roadway, the gate width shall be not less than 12 feet (3658 mm).
2. Gates shall be of the swinging or sliding type.
3. Construction of gates shall be of materials that allow manual operation by one person.
4. Gate components shall be maintained in an operative condition at all times and replaced or repaired when defective.
5. Electric gates shall be equipped with a means of opening the gate by fire department personnel for emergency access. Emergency opening devices shall be approved by the fire code official.
6. Methods of locking shall be submitted for approval by the fire code official.
7. Electric gate operators, where provided, shall be listed in accordance with UL 325.
8. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F 2200.

D103.6 Signs. Where required by the fire code official, fire apparatus access roads shall be marked with permanent NO PARKING—FIRE LANE signs complying with Figure D103.6. Signs shall have a minimum dimension of 12 inches (305 mm) wide by 18 inches (457 mm) high and have red letters on a white reflective background. Signs shall be posted on one or both sides of the fire apparatus road as required by Section D103.6.1 or D103.6.2.

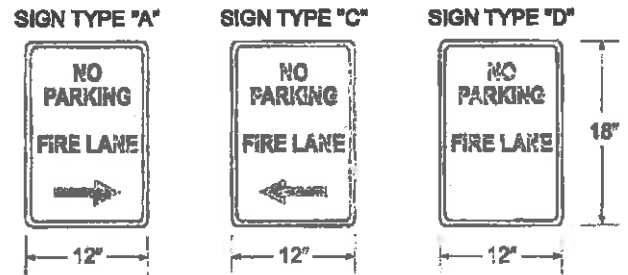


FIGURE D103.6
FIRE LANE SIGNS

D103.6.1 Roads 20 to 26 feet in width. Fire lane signs as specified in Section D103.6 shall be posted on both sides of fire apparatus access roads that are 20 to 26 feet wide (6096 to 7925 mm).

D103.6.2 Roads more than 26 feet in width. Fire lane signs as specified in Section D103.6 shall be posted on one

side of fire apparatus access roads more than 26 feet wide (7925 mm) and less than 32 feet wide (9754 mm).

**SECTION D104
COMMERCIAL AND INDUSTRIAL DEVELOPMENTS**

D104.1 Buildings exceeding three stories or 30 feet in height. Buildings or facilities exceeding 30 feet (9144 mm) or three stories in height shall have at least two means of fire apparatus access for each structure.

D104.2 Buildings exceeding 62,000 square feet in area. Buildings or facilities having a gross building area of more than 62,000 square feet (5760 m²) shall be provided with two separate and approved fire apparatus access roads.

Exception: Projects having a gross building area of up to 124,000 square feet (11 520 m²) that have a single approved fire apparatus access road when all buildings are equipped throughout with approved automatic sprinkler systems.

D104.3 Remoteness. Where two fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the lot or area to be served, measured in a straight line between accesses.

**SECTION D105
AERIAL FIRE APPARATUS ACCESS ROADS**

D105.1 Where required. Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet (9144 mm), approved aerial fire apparatus access roads shall be provided. For purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater.

D105.2 Width. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm), exclusive of shoulders, in the immediate vicinity of the building or portion thereof.

D105.3 Proximity to building. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet (4572 mm) and a maximum of 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.

D105.4 Obstructions. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be placed with the approval of the fire code official.

10-19E-4: FLAG LOTS:

A. Flag Lots: A flag lot for one (1) single-family dwelling may be allowed to accommodate the development of property that otherwise could not reasonably be developed under the regulations contained in this title or other titles adopted by the City. Flag lots will be considered and approved on a case by case basis as a simple subdivision and shall follow the approval process prescribed in this chapter. In addition, all flag lots shall meet the following additional requirements:

1. Factors: Flag lots may be allowed and approved after consideration of the following factors:

a. More than two (2) contiguous staffs are prohibited.

b. The development of the property in question must be found by the Planning Commission to be reasonable and practical under normal City land use and subdivision regulations.

c. The creation of the flag lot must not foreclose the possibility of future development of other large interior parcels that are not developable unless a street is extended to them across other adjacent properties.

2. Development Standards: If any proposed flag lot meets the above requirements, the development shall be subject to the following standards and conditions:

a. The original parcel, after the flag lot split, shall conform to and meet all requirements, set-backs, height restrictions, etc., of the zone in which it is located.

b. The flag portion of the lot shall meet all lot width, setback and yard requirements for the zoning district in which it is located. The staff portion of the lot may be included in the calculation of lot area.

c. A flag lot shall be comprised of a staff (narrow) portion and a flag (wide) portion. The flag and staff must be contiguous.

d. The staff portion of the lot shall front on a public street. The minimum width of the staff portion at any point shall be twenty six feet (26') and complies with fire authority specification. However, a greater staff width for lots in sensitive lands overlay zones may be required. The maximum length of the staff shall be five hundred feet (500') and the maximum grade of the staff shall not exceed twelve percent (12%).

e. The lot access-turn-around and fire protection shall be approved by the Hurricane Valley Fire District.

f. No building or structure will be located within the staff portion of the flag lot.

g. The front yard of a flag lot shall be on the side of the flag portion which connects to the staff. Yard setbacks shall conform to the setback requirements of the zone in which the flag lot is located.

h. The main building shall be located no more than two hundred fifty feet (250') from a fire hydrant, measured along a public or private right-of-way or along the staff portion of the lot. An easement for

any fire hydrant located on private property shall be provided to the City for access to and maintenance of the hydrant and water line.

- i. Upon review, the City may require installation of curb, gutter and other drainage control measures in the staff portion of the lot to prevent runoff from entering neighboring properties.
- j. Clear address signage shall be installed and maintained at the street by the owner, including notice that the driveway is a private right-of-way.
- k. All structures shall meet the height requirements of the zone in which a flag lot is located.
- l. Before a flag lot is approved a site plan and construction drawings must be submitted and approved by the City and all utility providers.
- m. All required improvements shall be installed on the newly created lot prior to recording the final plat for such lot. (Ord. 2017.10, 6-8-2017)

4. The subdivider shall plant trees along the street frontage in conformance with the city's community forestry program. Trees shall be planted so as not to obstruct visibility at drives and intersections, nor obstruct traffic control devices.
5. For planned developments or other residential developments where a homeowners' association exists, the homeowners' association may provide water and maintenance for the landscape strip on the street side of the wall.
6. If a residential development creates double frontage lots the city shall require a homeowners' association to be created for maintenance of landscaping on the street side of the wall, unless an alternate maintenance agreement has been approved by the city.
7. In some cases where no homeowners' association exists, the city may choose to provide maintenance for landscaping within the right of way for streets of sixty six feet (66'), eighty feet (80') or more, provided the landscaping and irrigation system has been installed to city standards.
8. The privacy wall and landscaping area shall be completed prior to occupancy of any homes in the subdivision, or where unusual circumstances exist which prevent such completion, a guarantee shall be posted as detailed in subsection [11-5-5A2](#) of this chapter, escrow agreement or irrevocable letter of credit.

D. Flag Lots: After determination by the commission that standard lots are not feasible, the commission may, in order to encourage more efficient use of land, allow flag lots to be developed subject to the following conditions:

1. The property cannot be subdivided with typical public street frontage either at the present or in the foreseeable future.
2. The staff portion of said lot shall front on a dedicated public street. The minimum width of the staff shall be twenty five feet (25').
3. No building or construction, except for driveways, shall be allowed on the staff portion of said lot.
4. All lot size and setback requirements shall be the same as may be required by the zone in which the lot is located. The staff portion of the lot shall not be used to calculate the minimum lot size. Setbacks shall be shown on the plat and approved by the commission and city council.
5. No more than two (2) flag lots or four (4) dwelling units may be served by one 25-foot wide staff.
6. Each flag lot shall be specifically approved by the commission. (Ord. 2013-03-006, 3-7-2013)

TOQUERVILLE CITY
PLANNING COMMISSION MEETING MINUTES
Wednesday - February 21, 2018
Work Meeting 6:30 p.m. - Regular Meeting 7:00 p.m.
Held at 212 N. Toquerville Blvd, Toquerville Utah



Planning Commission Chairperson: Alex Chamberlain, Commissioners: Manning Butterworth, Rebecca Hansen, Greg Turner, Alt-Kris Smedley, Jake Peart-absent; Zoning Official: Mike Vercimak, City Council/PC Liaison: Mike Ruesch, Recorder: Dana McKim Public: Jones & DeMille Representative Kayde Roberts; Public: Shawn Labrum.

6:30 PM WORK MEETING:

The work meeting was called to order at 6:32 p.m. by Chairperson Chamberlain.

1. Discussion on Short-Term Rentals-Bed and Breakfast and Nightly/Short-Term Rentals:
Vercimak stated he had attended building code training in St. George this week where short-term rentals were talked about. There was discussion at the training about the unique concerns all communities have with regulating vacation rentals and bed and breakfast establishments. He commended everyone for their hard work and valuable input with the revisions of the short-term rental code.
The commission was in agreement to omit a two person per room requirement from all short-term rentals, but to keep the 10 person occupancy limit per home. Vercimak had modified the bed and breakfast requirement to state the change, but not the nightly/short-term rental. The commission discussed a desire to require all short-term rentals maintain an active status. The reasoning behind requiring a business to stay active was for an individual to not tie up a conditional use permit when it could be actively exercised by another individual. Nightly/short-term rentals require a 1000 foot proximity separation, otherwise known as a density requirement. The commissioners were in favor of approving permits in active status on a yearly basis, rather than inactive ones. Butterworth thought the concern was primarily geared towards nightly/short-term rentals due to the density requirement. Commissioner Hansen thought the proposed revisions should be widely spread to both bed and breakfast establishments and nightly/short-term rentals. Chamberlain voiced he could see how it may seem unfair to camp on a permit and tie up a use, but was also hesitant to require a business to be active. Chamberlain was not in favor of cities exercising over legislation. He gave examples of where there could be extenuating circumstances prohibiting a business to be active, i.e. an extensive remodeling project. Butterworth believed these conditional use permits are issued to owners of these businesses who essentially enter into a contract between the owner and the city. He believed the contract should be fulfilled by the applicant. He has recently witnessed homes being constructed in his neighborhood and completed within a couple of months. He concluded the applicant should comply with the rules and regulations set forth in the permit. Chamberlain would rather the city take a relaxed approach in creating regulations, rather than with a heavy hand. He suggested if the permit was not active within two years the commission could deny the renewal. Chamberlain asked how prior permits are renewed if the commission adds new rules. Vercimak believed the terms of a conditional use permit may be changed at the renewal time to include new requirements. If an in-active permit had extenuating circumstances the applicant could submit a waiver to the commission of explanation and a time frame of when those obstacles could be remedied.

Butterworth suggested legal counsel should weigh in on the brevity of such suggestion or addition to code. Vercimak stated the changes should be done with reverence and suggested any changes should not be done hastily.

2. Discussion of Proposed Resort Zone:

Chamberlain would like the proposed new zone to be almost complete to add into code but would prefer to wait until an applicant comes to the staff with a request. Vercimak would rather speak with an applicant before creating a zone in Toquerville that may or may not occur.

3. Discussion of Flag Lots:

There is a flag lot ordinance allowance in city code. Chamberlain spoke briefly with Fire Department representative, Spendlove regarding staff width and fire hydrant lot proximity requirements. Recorder McKim will provide the fire specifications at the next planning commission meeting to review. Chamberlain will make contact with Commissioner Peart and inquire if he has any proposed flag lot changes for the next upcoming planning commission meeting.

Chairperson Chamberlain adjourned the work meeting at 6:27 p.m.

7:00 PM REGULAR MEETING:

Chairperson Chamberlain called the meeting to order at 7:00 p.m. The Pledge of Allegiance was led by Chairperson Chamberlain since Commissioner Peart was not present.

1. Disclosures and Declaration of Conflicts from Commission members (if any):

Greg Turner would like to declare a conflict and will not vote on business item D4, where he is the applicant for a bed and breakfast conditional use application. Rebecca Hansen, a new commissioner would like to disclose she owns a bed and breakfast establishment in Toquerville, but will vote on item D4.

Commissioner Manning Butterworth made a motion modify the agenda and move to commence with item D1- Introduction of the new planning Commissioner members. The motion was seconded by Alex Chamberlain. Motion carried 5-0. Commissioner Greg Turner-aye, Rebecca Hansen-aye, Kris Smedley-aye, Manning Butterworth-aye, Chamberlain-aye.

D1-Introduction of Planning Commissioners:

Mayor Lynn Chamberlain appointed three new replacement commissioners for vacancies on the Planning Commission. An appointment was made for Planning Commissioner Alternate, Manning Butterworth, to replace Commissioner David Hawkins, whose term will expire in 2020. Rebecca Hansen will replace Commissioner Jerome Gourley, whose term will expire in 2021. Greg Turner will replace Commissioner Mike Ruesch, whose term will expire in 2021. Kris Smedley was appointed to fulfill the Planning Commissioner Alternate position.

A. PRESENTATION:

1. Jones and DeMille Presentation of Master Transportation Plan-Kayde Roberts:

Roberts explained how the Dixie MPO assisted Toquerville in paying for a transportation plan. Toquerville did not have to use any city funds to pay for the plan creation. He spoke about the past mayor and the council's desire to not only plan for the bypass corridor, but for future transportation

planning, like an increase of tourism. The plan may be adjusted in the future and should be modified every 10 years. Roberts spoke about growth projections in Toquerville's future and how tourism affects Toquerville transportation. He showed two different vehicle traffic projection scenarios with the bypass corridor, and one without the corridor.

Roberts explained to the commission all the roads were classified and done so for future funding opportunities. SR17 was classified as an arterial road. Westfield Road, Sunset, and Old Church were classified as collector roads. Cholla Drive could be classified as a collector road in the future. He pointed out to the commission for future development they added guidelines and policies for the city to require developers provide traffic studies for future development. Butterworth asked if the most recent document could be updated with recent suggestions from planning commissioners and city council members. Butterworth asked if Zion's Parkway or Shangri-La could be classified as collector roads. Roberts believed the traffic numbers on the roads would not qualify them as collector roads and believed that Shangri-La was landlocked but could be modified. Butterworth stated the functions of the roads were described but no numerical numbers were established. He suggested the definitions should be further clarified. Mike Ruesch suggested if the planning commission needed to be trail ridge as a collector to modify the plan prior to the city council's adoption.

B. REVIEW OF MINUTES:

1. Review and Possible Approval of Planning Commission Meeting Minutes from the Regular Work and Business Meeting on January 17, 2018.

Commissioner Manning Butterworth made a motion to approve the meeting minutes with two revisions which were updated prior to the meeting. A hard copy of the revisions was reviewed during the meeting and agreed upon for approval. The motion was seconded by Commissioner Greg Turner. Motion unanimously carried 5-0. Turner-aye, Hansen-aye, Butterworth-aye, Smedley-aye, Chamberlain-aye.

C. PUBLIC HEARING:

Chairperson Chamberlain opened the public hearing and explained the guidelines the public must adhere to during the public hearing portion of the meeting.

1. Public input is sought on a Conditional Use Permit for a Bed and Breakfast Establishment submitted by Greg and Jodi Turner, located at 263 North Toquerville Boulevard in Toquerville, UT 84774. Property Tax ID# T-78. Zoning is R-1-12:

No comments were made.

2. Public input is sought on a Home Occupation Permit for a home office submitted by Shawn Labrum-Wild Mountain Outfitters located at 1235 South Crater Lake Way in Toquerville, UT 84774. Property Tax ID# T-TRES-1-53. Zoning is R-1-20:

No comments were made.

Chairperson Chamberlain closed the public hearing and moved into business/action items.

D. BUSINESS/ACTION ITEM(S):

1. Introduction of New Planning Commissioners:

Item discussed earlier.

2. Discussion and Possible Appointment of Planning Commissioner Pro Tem:

Chamberlain explained the responsibilities of a Pro Tem position. A pro tem will need to lead a meeting when the chairperson is unable to attend. Pro tem may have to fill in for the chairperson at a development staff meeting, or at either of the city council monthly meetings.

Commissioner Hansen made a motion to nominate Jake Peart as the Planning Commissioner Pro Tem. Commissioner Peart was not present at the meeting and the commission discussed whether or not the nominee should be present to agree in becoming a pro tem. Hansen withdrew the nomination and made a motion to table the item until next month. Commissioner Turner seconded the motion. Chamberlain would rather the item not be tabled until next month, as he needs a pro tem to assist with some responsibilities next month. Motion unanimously failed 0-5. Smedley-ney, Hansen-ney, Chamberlain-ney, Turner-ney, Butterworth-ney.

Mike Vercimak explained the Pro Tem person would need to attend the monthly development staff, which is the first Tuesday of each month if the chairperson is unable to attend, as well as the city council work meeting and regular business meeting.

Chairperson Alex Chamberlain made a motion to nominate Commissioner Butterworth as the Planning Commission Pro Tem. Butterworth accepted the nomination and would like to serve. Commissioner Rebecca Hansen seconded the motion. Motion unanimously carried 4 – 1 abstention. Chamberlain-aye, Hansen-aye, Turner-aye, Smedley-aye, Butterworth-abstained.

3. Discussion and Possible Action on the Final Draft of the Master Transportation Plan:

Commissioner Manning Butterworth made a motion to table the recommendation of the Master Transportation Plan until the modifications can be made by Jones and DeMille. The motion was seconded by Commissioner Greg Turner. Motion unanimously carried 5-0. Chamberlain-aye, Smedley-aye, Turner-aye, Butterworth-aye, Hansen-aye.

4. Discussion and Possible Action on a Conditional Use Permit for a Bed and Breakfast Establishment submitted by Greg and Jodi Turner, located at 263 North Toquerville Boulevard in Toquerville, UT 84774. Property Tax ID# T-78. Zoning is R-1-12:

Butterworth asked for clarification on the staff recommendation to abandon the kitchen. He asked how the applicant would comply with the condition. Vercimak stated the applicant agreed to decommission the kitchen and would be determined as such during the inspection done by the building inspector or fire department. Chamberlain believed the applicant the kitchen by disabling the kitchen breakers and would be contingent on the inspection. Turner stated the breakers are located in a locked outside utility closet. All the appliances electric and none are gas fueled. The microwave will be removed.

Motion to approve the Conditional Use Permit application for Greg and Jodi Turner bed and breakfast located at 263 North Toquerville Boulevard with staff recommendations by Commissioner Rebecca Hansen. The motion was seconded Commissioner Manning Butterworth. Motion approved 4-1 abstention. Butterworth-aye, Chamberlain-aye, Hansen-aye, Smedley-aye, Turner abstained.

5. Discussion and Possible Action on a Home Occupation Permit for a Home Office submitted by Shawn Labrum-Wild Mountain Outfitters located at 1235 South Crater Lake Way in Toquerville, UT 84774. Property Tax ID# T-TRES-1-53. Zoning is R-1-20:

Commissioner Butterworth asked the applicant about the scope of his business. Labrum facilitates outfitting and guided hunts through US Forest Service and BLM permits. No clients come to his house and there will be no signage. He applied for a home office to conduct paperwork and schedule appointments.

Commissioner Manning Butterworth made a motion to approve the Home Occupation Permit submitted by Shawn Labrum, Wild Mountain Outfitters located at 1235 South Crater Lake Way in Toquerville UT, 84774 with staff recommendations. The motion was seconded by Commissioner Greg Turner. Motion unanimously carried 5-0. Chamberlain-aye, Hansen-aye, Smedley-aye, Butterworth-aye, Turner-aye.

E. HO/CUP REVIEW & POSSIBLE RECOMMENDATION:

1. Conditional Use Permit at 490 S Westfield Rd. for Angel VanValkenburg/Forever Friends Cremation
2. Conditional Use Permit at 47 S Ashcreek Dr. for Lynn Olds/Lynn Olds Construction.
3. Conditional Use Permit at 590 S Toquerville Blvd. for Randy Pearson/Pearson Meats.
4. Conditional Use Permit at 108 N Toquerville Blvd. for Thomas Harmon/Toquerville BnB.
5. Home Occupation Conditional Use Permit at 152 W Sunset Ave. for Justin Sip/Justin Sip Custom Guns.
6. Conditional Use Permit at 325 W Old Church Rd. for Mark & Toni Fahrenkamp/Phoenix House Bed & Breakfast.
7. Nightly/Short-Term Rental at 203 N Ashcreek Dr. for Wayne and Caleen Olsen/Olie's Rental.
8. Conditional Use Permit at 945 S Westfield Rd. for Ernest and Rebecca Olsen/Becca's Mesa View B&B.
9. Nightly/Short-Term Rental at 216 W Mountain Charm Rd. for Gary Chaves/Mountain Charm Retreat.

Chairperson Chamberlain asked if all the conditional use permits were current and if any official complaints had been filed with the city. McKim stated all permits were current and no official complaints were filed. Chamberlain briefly spoke about the Conditional Use Permit of Forever Friends Cremation. The permit was tabled from last month's meeting after Commissioner Peart received information from someone asking about the businesses requirements for odor control. The permit was researched and the applicant provided EPA standards for the incinerator. Chamberlain suggested the application could not be denied unless the complaint is officially filed with the city and investigated. He thought the hearsay could not be used in the evaluation of the permit. Recorder McKim asked if the hours of operation could be defined since the permit stated the applicant could only burn during nighttime hours. Ruesch suggested if there have been no official complaints the permit could be renewed without the need for clarification.

The commissioners briefly discussed the renewal process of conditional use permits. McKim was requested by the commission last month to provide certificates for all conditional use permits. The

request resulted in the research of each conditional use permit and to locate the original certificate. If a certificate was unable to locate, a certificate was created for the permit with the original conditions at the time of the approval of the permit. Butterworth questioned if the certificate for permit E2 has been obtained. McKim has been unable to find the certificate and will create a certificate in the future. The permit could be approved since there have been no complaints and the permit holder holds an active Toquerville business license.

Turner asked if permit E7 should be renewed since the permit is not in active use. Chamberlain stated the permit has an active business license and there are no requirements in the land management code chapter to require the business to be active.

Commissioner Rebecca Hansen made a motion to approve the conditional use permits listed 1-9 on the agenda. The motion was seconded by Commissioner Kris Smedley. The motion unanimously carried 5-0. Butterworth-aye, Chamberlain-aye, Hansen-aye, Turner-aye, Smedley-aye.

F. ADJOURN:

Meeting adjourned at 8:16

Planning Commissioner – Alex Chamberlain

Date

Attest:

Toquerville City Recorder – Dana M. McKim

STAFF COMMENTS

Agenda: Planning Commission- March 21, 2018

Applicant: Ash Creek Overlook/Self Help Homes

Type of Application: **Final Plat**

Request: Obtain final plat approval of the Ash Creek Overlook Subdivision

Location: Approximately 780 Westfield Road

Current Zoning: R-1-12

Discussion:

This subdivision is located at approximately 780 Westfield Road and is part of the original Almond Heights Subdivision.

This subdivision received preliminary plat on June 8, 2017.

Construction drawings were approved on March 2, 2018.

The final plat application has been reviewed and is complete. The paper plat has been reviewed by Alpha Engineering and need a few simple corrections.

Staff recommends this application be approved with the following conditions:

- 1. A plat map that is acceptable to the City Engineer and City Surveyor is completed.
- 2. A current title report is prepared prior to recording.

Toquerville City
FINAL PLAT APPLICATION
FEE: \$250.00



Name: SELF-HELP HOMES Telephone: _____

Address: 64 N. 400 W. Provo, UT 84601 Fax No. _____

Email: _____

Agent (If Applicable): BRENT BLUTH Telephone: _____

Address/Location of Subject Property: Approx 780 WESTERN RD

Subdivision Name & Phase: ASH CREEK OVERLOOK

Tax ID of Subject Property: T-138-A-2A, T-138-C Number of Lots: 16

Submittal Requirements: 1 Engineer's paper copy, and 1 disk in the latest Auto-Cad format.

1. The final plat shall show:

- ☒ a. The name or designation of the subdivision that is distinct from any plat already recorded in the County Recorder's office, as approved by the Planning Commission.
- ☒ b. The boundaries, course, and dimensions of all of the parcels of ground divided, by their boundaries, course, and extent, whether the owner proposes that any parcel of ground is intended to be used as a street or for another public use, and whether any such area is reserved or proposed for dedication for a public purpose.
- ☒ c. The lot or unit reference, block or building reference, street or site address, street name or coordinate address, acreage or square footage of all parcels, units, lots, and the length and width of the blocks and lots intended for sale.
- ☒ d. Every existing right-of-way and easement grant of record for communications infrastructure, for underground facilities as defined in Section 54-8a-2 of the Utah Code and for other utility facilities. Where the same is granted to a specific entity, that entity must be clearly identified.
- ☒ e. True angles and distances to the nearest established street lines or official monument, which shall be accurately described on the plat and shown by appropriate symbols.
- ☒ f. All street center line data must be shown, together with its relationship to the property lines, corners, etc.
- ☒ g. The accurate location of all monuments shall be shown on the plat, and shall be identified, including all United States, State, County or other official monuments.
- ☒ h. The dedication to the public of all streets and highways included in the proposed subdivision (except approved private streets).
- ☒ i. Street monuments shall be installed by the subdivider in accordance with the requirements of City Standards. Locations of said monuments shall be approved by the City Engineer and indicated on the subdivider's plat by the appropriate symbols.

- ☒ j. Accurate outlines and legal descriptions of any areas to be dedicated or reserved for public use, with the purposes indicated thereon, and of any area to be reserved by deed or covenant for common uses by all property owners.
- ☒ k. Where it is proposed that streets be constructed on property controlled by a public agency or utility company, approval for the location, improvement and maintenance of such streets shall be obtained from the public agency or utility company and entered on the final plat in a form approved by the City Attorney.

2. **Required Forms & Certificates:** In addition the final plat shall contain the standard forms for the following:

- ☒ a. A registered professional land surveyor's certificate of survey, together with a statement that: (a) the surveyor holds a license in accordance with the Utah Code Professional Engineers and Professional Land Surveyor's Licensing Act; (b) the surveyor has completed a survey of the property described on the plat in accordance with Section 17-23-17 of the Utah Code and has verified all measurements; (c) has placed monuments as represented on the plat. Plat must signed and stamped by the licensed surveyor prior to final plat submittal.
- ☒ b. The owner's certificate of dedication of all streets, roads, rights-of-way or other parcels intended for the use and benefit of the general public.
- ☒ c. Mortgagee or other lien holder's Consent to Record, if applicable.
- ☒ d. A notary public's acknowledgement of the signature of the mortgagee or each owner signing the plat.
- ☒ e. Certificate of approval of Ash Creek Special Service District.
- ☒ f. Certificate of approval of the Planning Commission, as evidenced by the signature of the Planning Commission chairperson.
- ☒ g. Certificate of approval of the City Engineer.
- ☒ h. Certificate of approval of the City Council, as evidenced by the signature of the Mayor attested by the City Recorder.
- ☒ i. Certificate of approval as to form executed by the City Attorney.
- ☒ j. A one and one-half inch by five inch (1 ½" x 5") space in the lower right-hand corner of the drawing for the use of the County Recorder.
- ☒ k. Certificate of approval of the County Treasurer.

3. **Other Information Required:** The following information or documentation shall be submitted:

- ☒ a. An original copy for Staff review of the proposed deed restrictions or CC&Rs in proposed final form with signature lines for all owners of any interest in the subdivision who would sign the final subdivision plat must be submitted with final plat application. After being approved by staff this document shall be signed, acknowledged by a notary public, and recorded in the office of the County Recorder along with the final plat.
- ☒ b. Title report for the property being subdivided.
- ☒ c. A disk of the final plat prepared in the latest Auto-Cad Format.

Application Process:

- Once construction drawings are approved, a completed application for final plat approval and the required fee of \$250.00 is then submitted to the Planning Department by no later than 12:00 noon on Wednesday two weeks before a Planning Commission meeting. A paper copy of the plat will be submitted to the City Engineer for review. The City Engineer will red line the plat and email the subdivision engineer of required changes that need to be made. If a plat is still not ready for the City Engineer's signature after the second submittal, an additional fee must be paid before the Engineer performs another review.
- Once the City engineer has signed off on the plat, approval of the plat will be placed on the next Planning Commission agenda.
- A recommendation from the Planning Commission is then passed on to City Council. The City Council then considers the plat for final approval at the next regular City Council meeting.
- Once the City Council has given approval of a final plat and adequate financial security is in place, the developer may schedule a pre- construction meeting with the City Public Works Department. Construction of the subdivision may then proceed.
- Once the subdivision infrastructure is built and preliminarily accepted, the subdivision may be recorded.

Recording Requirements:

1. Final plat approval.
2. Financial security in place.
3. Payment of HCP impact fee as required by Washington County Habitat Conservation.
4. Three disks of the final plat prepared in the latest Auto-Cad format or as required by each entity – one for the City, one for the County Recorder, and one for the Washington County Conservancy District.
5. A title report prepared and submitted to the City Attorney.
6. Satisfaction for water impact fee to Washington County Water Conservancy District.
7. All signatures must be on the mylar, including property owners of record according to the title report, City officials and Ash Creek Special Service District Superintendent. The City Attorney is the last signer of the Mylar just prior to recordation.
8. Someone from the City Attorney's office will accompany the developer's representative to the County Recorder's office for recordation. The developer pays recording fees.

Miscellaneous information:

A development with CC&R's should submit a copy of the CC&R's to the Planning Staff and one to the City Attorney for review at the time the final plat is submitted.

Any special easements, pump stations, transformers, etc. can delay approvals.

Building permits are not issued within a subdivision until the plat has been recorded and the Public Works Department has signed off on all the improvements required for the subdivision, whether on or off site, signifying their completion and initial acceptance.

Note: It is important that all applicable information noted above along with the fee is submitted with the application. An incomplete application will not be scheduled for Planning Commission consideration. Planning Commission meetings are held on the third Wednesday of each month at 6:00 p.m. Contact the Planning Department for the deadline date for submissions. Once your application is deemed complete, it will be put on the agenda for the next Planning Commission meeting. A deadline missed or an incomplete application could result in a month's delay.

(Office Use Only)

DATE RECEIVED: 3-31-2018 COMPLETE: YES ☐ NO ☐

DATE APPLICATION DEEMED TO BE COMPLETE: _____

COMPLETION DETERMINATION MADE BY: _____

Signature

Paid 3-13-18 - \$260.00 CR# 3803 DM

EXHIBIT "A" - LEGAL DESCRIPTION**Parcel 1:**

BEGINNING at a point North 89°42'20" East, along the Quarter Section Line, 528.02 feet and North 0°05'39" East 25.49 feet from the Southwest Corner of the Southeast Quarter Northwest Quarter (SE¼NW¼) of Section 11, Township 41 South, Range 13 West, Salt Lake Base and Meridian, and running thence North 0°05'39" East 43.41 feet; thence North 18°08'17" West 428.03 feet; thence South 71°51'43" West 15.01 feet; thence North 18°08'17" West 1.28 feet; thence North 68°00'55" East 421.00 feet; thence South 18°08'17" East 111.48 feet; thence North 68°00'55" East 195.25 feet; thence South 22°39'35" East 363.80 feet; thence South 71°53'22" West 343.25 feet; thence South 0°05'39" West 129.50 feet; thence North 89°54'21" West 272.00 feet to the Point of Beginning.

LESS AND EXCEPTING THEREFROM Parcels A, B, C, D and E:

Parcel A:

Beginning at a point North 89°42'20" East, 2362.87 feet along the Section line and North 00°17'40" West, 229.90 feet from the West Quarter Corner of Section 11, Township 41 South, Range 13 West, Salt Lake Base and Meridian and running thence South 71°53'22" West, 97.31 feet; thence North 22°39'35" West, 121.84 feet; thence North 67°20'25" East, 97.54 feet; thence South 22°39'35" East, 129.56 feet to the point of beginning.

Parcel B:

BEGINNING at a point North 89°42'20" East, 2362.87 feet along the Section line and North 00°17'40" West, 229.90 feet from the West Quarter Corner of Section 11, Township 41 South, Range 13 West, Salt Lake Base and Meridian, and running thence North 71°53'22" East, 70.64 feet to the point of curvature of a 20.00 foot radius curve concave to the Northwest; thence Northeasterly and Northwesterly 33.00 feet along the arc of said curve through a central angle of 94°32'58" to the point of tangency; thence North 22°39'35" West, 115.22 feet; thence South 67°20'25" West, 92.00 feet; thence South 22°39'35" East 129.56 feet to the point of beginning.

Parcel C:

Beginning at a point North 89°42'20" East, 2367.26 feet along the Section line and North 00°17'40" West, 461.01 feet from the West Quarter Corner of Section 11, Township 41 South, Range 13 West, Salt Lake Base and Meridian and running thence North 22°39'54" West, 82.50 feet; thence South 67°20'25" West, 146.17 feet; thence South 22°39'35" East, 82.50 feet; thence North 67°20'25" East, 146.17 feet to the point of beginning.

Parcel D:

Beginning at a point North 89°42'20" East, 2304.48 feet along the Section line and North 00°17'40" West,

613.60 feet from the West Quarter Corner of Section 11, Township 41 South, Range 13 West, Salt Lake Base and Meridian and running thence South 22°39'35" East, 82.50 feet; thence South 67°20'25" West, 146.17 feet; thence North 22°39'35" West, 62.26 feet; thence North 12°15'41" West, 21.48 feet; thence North 67°20'25" East, 153.38 feet to the point of beginning.

Parcel E::

Beginning at a point North 89°42'20" East, 2304.48 feet along the Section line and North 00°17'40" West, 613.60 feet from the West Quarter Corner of Section 11, Township 41 South, Range 13 West, Salt Lake Base and Meridian and running thence North 22°39'35" West, 80.00 feet; thence South 67°20'25" West, 181.87 feet; thence South 42°15'41" East, 84.92 feet; thence North 67°20'25" East, 153.38 feet to the point of beginning.

ALSO, LESS AND EXCEPTING any portion lying within or Westerly of the extension of South Westfield Road.

ALSO, LESS AND EXCEPTING any portion lying within ALMOND HEIGHTS PARK SUBDIVISION AMENDED.

Parcel One A (1A)

That portion of Section 11, Township 41 South, Range 13 West, Salt Lake Base and Meridian, Washington County, Utah, more particularly described as follows:

Commencing at the West Quarter Corner of said Section 11; thence South 89°26'52" East 1321.10 feet along the quarter section line to the West sixteenth corner; thence South 89°27'07" East 528.02 feet; thence North 00°51'42" East 25.48 feet to the Point of Beginning; said point also being a point on a curve to the left having a radius of 183.00 feet and a chord that bears North 08°35'19" West 55.41 feet; thence along said curve, a distance of 55.63 feet; thence North 17°17'48" West 420.96 feet; thence North 73°23'59" East 11.54 feet; thence South 16°36'01" East 430.95 feet; thence South 00°51'53" West 47.03 feet; thence North 89°03'46" West 0.03 feet to the Point of Beginning.

Parcel 2:

Beginning at a point which is North 3409.03 feet and East 721.80 feet from the Southwest corner of the Southeast quarter ¼ of the Southwest quarter (SE¼SW¼) of Section 11, Township 41 South, Range 13 West, Salt Lake Base and Meridian, thence South 17°30'0" East 17.29 feet; thence North 68°30'00" East 33.70 feet; thence South 17°30'00" East 229.07 feet; thence North 68°30'00" East 176.21 feet to the Westerly side of Peach Tree Drive; thence North 20°56'23" West along said Street line 243.00 feet; thence South 69°18'00" West 195.13 feet to the point of beginning.

LESS AND EXCEPTING THEREFROM the following described Parcels A-6, A-7, A-8, A-9 and A-10

Parcel A-6:

Beginning at a point North 89°42'20" East, 2304.48 feet along the Section line and North 00°17'40" West, 613.60 feet from the West Quarter Corner of Section 11, Township 41 South, Range 13 West, Salt Lake Base and Meridian and running thence South 22°39'35" East, 82.50 feet; thence South 67°20'25" West, 146.17 feet; thence North 22°39'35" West, 62.26 feet; thence North North 42°15'41" West, 21.48 feet; thence North 67°20'25" East, 153.38 feet to the point of beginning.

Parcel A-7:

Beginning at a point North 89°42'20" East, 2304.48 feet along the Section line and North 00°17'40" West, 613.60 feet from the West Quarter Corner of Section 11, Township 41 South, Range 13 West, Salt Lake Base and Meridian and running thence North 22°39'35" West, 80.00 feet; thence South 67°20'25" West, 181.87 feet; thence South 42°15'41" East, 84.92 feet; thence North 67°20'25" East, 153.38 feet to the point of beginning.

Parcel A-8:

Beginning at a point North 89°42'20" East, 2243.60 feet along the Section line and North 00°17'40" West, 761.57 feet from the West Quarter Corner of Section 11, Township 41 South, Range 13 West, Salt Lake Base and Meridian and running thence South 22°39'35" East, 80.00 feet; thence South 67°20'25" West, 181.87 feet; thence North 42°15'41" West, 13.65 feet; thence North 18°08'17" West, 67.36 feet; thence North 67°20'25" East, 181.14 feet to the point of beginning.

Parcel A-9:

Beginning at a point North 89°42'20" East, 2243.60 feet along the Section line and North 00°17'40" West, 761.57 feet from the West Quarter Corner of Section 11, Township 41 South, Range 13 West, Salt Lake Base and Meridian and running thence North 22°39'35" West, 80.00 feet; thence South 67°20'25" West, 174.81 feet; thence South 18°08'17" East 80.25 feet; thence North 67°20'25" East, 181.14 feet to the point of beginning.

Parcel A-10:

Beginning at a point North 89°42'20" East 2182.72 feet along the Section line and North 00°17'40" West 909.53 feet from the West Quarter Corner of Section 11, Township 41 South, Range 13 West, Salt Lake Base and Meridian, and running thence South 22°39'35" East, 80.00 feet; thence South 67°20'25" West, 174.81 feet; thence South 18°08'17" East, 30.11 feet; thence South 68°00'55" West, 27.09 feet; thence North 18°08'17" West, 110.03 feet; thence North 67°20'25" East, 195.60 feet to the point of beginning.

STAFF COMMENTS

Agenda: Staff Meeting- March 6, 2018

Applicant: Jessica Russo

Type of Application: HOCUP

Request: Operate a nail and aroma touch therapy salon

Location: 245 W. Sunset Ave.

Current Zoning: MU-20

Discussion:

Mrs. Russo has applied to conduct a nail and aroma therapy business in her home located at 245 W. Sunset Avenue. The property is currently zoned MU-20.

The application has been reviewed and is deemed complete. This matter will be heard at the March 6, 2018 staff meeting for comments.

A review of this application was made at the March 6, 2018 staff meeting.

The Building Official stated that the nail salon would need to be ventilated as per the International Building Code.

This business will require an inspection by the Hurricane Valley Fire District.

The road improvements on the south side of Sunset Avenue will need to be completed to the west property line.

This application was set to be heard at the March 21, 2018 Planning Commission meeting.

Staff recommends this application be approved with the following conditions:

1. The nail salon shall be ventilated in accordance with the International Building Code.
2. The premises shall receive an inspection by the Hurricane Valley Fire District and any deficiencies must be corrected.
3. The improvements to the south side of Sunset Avenue shall be made in accordance with the requirements of the Public Works Department.

4. The applicant agrees to abide by all requirements set forth in section 10-23-8 of the City of Toquerville code regulating home occupations.
5. Applicant agrees to obtain all local, state, and federal licenses required to operate this business.
6. This permit cannot be enlarged, expanded or changed otherwise without express written consent from the City of Toquerville.
7. This permit shall receive an annual review by the Toquerville Planning Commission.

Toquerville City
CONDITIONAL USE PERMIT/HOME OCCUPATION
Fee: \$35.00

**APPLICATION & SUBMITTAL CHECKLIST**

Name: Jessica Russo Telephone: _____

Business Name: Natural Beauty Nails

Address: 245 W. Sunset Av Fax No. _____

Email: _____

Agent (If applicable): _____ Agent's Phone: _____

Address of Subject Property: 245 W. Sunset Av

Tax ID of Subject Property: _____ Zone District: _____

Proposed Conditional Use: (Describe, use extra sheet if necessary) nail & aroma touch therapy salon

This application shall be accompanied by the following:

- ☒ 1) A vicinity map showing the general location of the application.
- ☒ 2) Three ¹/₈ copies of a plot plan showing the following:
 - _____ Property boundaries, dimensions and existing streets.
 - _____ Location of existing and proposed buildings, parking, landscaping and utilities.
 - _____ Adjoining property lines and uses within one hundred (100) feet of subject property.
- ☒ 3) A reduced copy of all plans (8 ½ x 11 if readable, or 11 x 17) if original plans are larger.
- _____ 4) Building elevations for new construction, noting proposed materials and colors.
- N/A 5) Traffic impact analysis, if required by the City Engineer or the Planning Commission.
- _____ 6) Applicant's responses to the Conditional Use Permit standards for review. (attached)
- N/A 7) A statement indicating whether the applicant will require a variance in connection with the proposed conditional use permit. (If required, the variance should be filed with the conditional use permit submittal.)
- ☒ 8) Warranty deed, preliminary title report, or other document (see Affidavit of Property owner attached) showing evidence that the applicant has control of the property.
- ☒ 9) Applicant will provide a map showing all properties within 300 feet of property boundaries; copies may be acquired (minimal or no charge) from the Washington County Recorder's Office

(downstairs) at 197 E. Tabernacle, St George. Applicant will provide addressed and stamped envelopes for each property owner shown. Toquerville City will provide the letter of notice and mail the Planning Commission (PC) Public Hearing date scheduled for affected residents.

NOTE: It is important that all applicable information noted above is submitted with the application. An incomplete application will not be scheduled for Planning Commission consideration. Contact the Planning Department for the deadline date for submissions. Once your application is deemed complete, it will be put on the agenda for the next Planning Commission meeting. A deadline missed due to an incomplete application could result in a month's delay.

(Office Use Only)
DATE RECEIVED: _____ RECEIVED BY: _____
DATE APPLICATION DEEMED TO BE COMPLETE: _____
COMPLETION DETERMINATION MADE BY: _____
Signature

AFFIDAVIT
PROPERTY OWNER

STATE OF UTAH)
 :ss
COUNTY OF)

I (we), Jessica Russo, being duly sworn, depose and say that I (we) am (are) the owner(s) of the property identified in the attached application and that the statements herein contained and the information provided identified in the attached plans and other exhibits are in all respects true and correct to the best of my (our) knowledge. I (we) also acknowledge that I have received written instructions regarding the process for which I am applying and the Toquerville City Planning staff have indicated they are available to assist me in making this application.

Jessica Russo
(Property Owner)

(Property Owner)

Subscribed and sworn to me this 14 day of FEB 2018.

Dana M McKim
(Notary Public)



Residing in: Washington County

My Commission Expires: 11-28-2020

Agent Authorization

I (we), _____, the owner(s) of the real property described in the attached application, do authorize as my (our) agent(s) _____ to represent me (us) regarding the attached application and to appear on my (our) behalf before any administrative or legislative body in the City considering this application and to act in all respects as our agent in matters pertaining to the attached application.

(Property Owner)

(Property Owner)

Subscribed and sworn to me this _____ day of _____ 20____

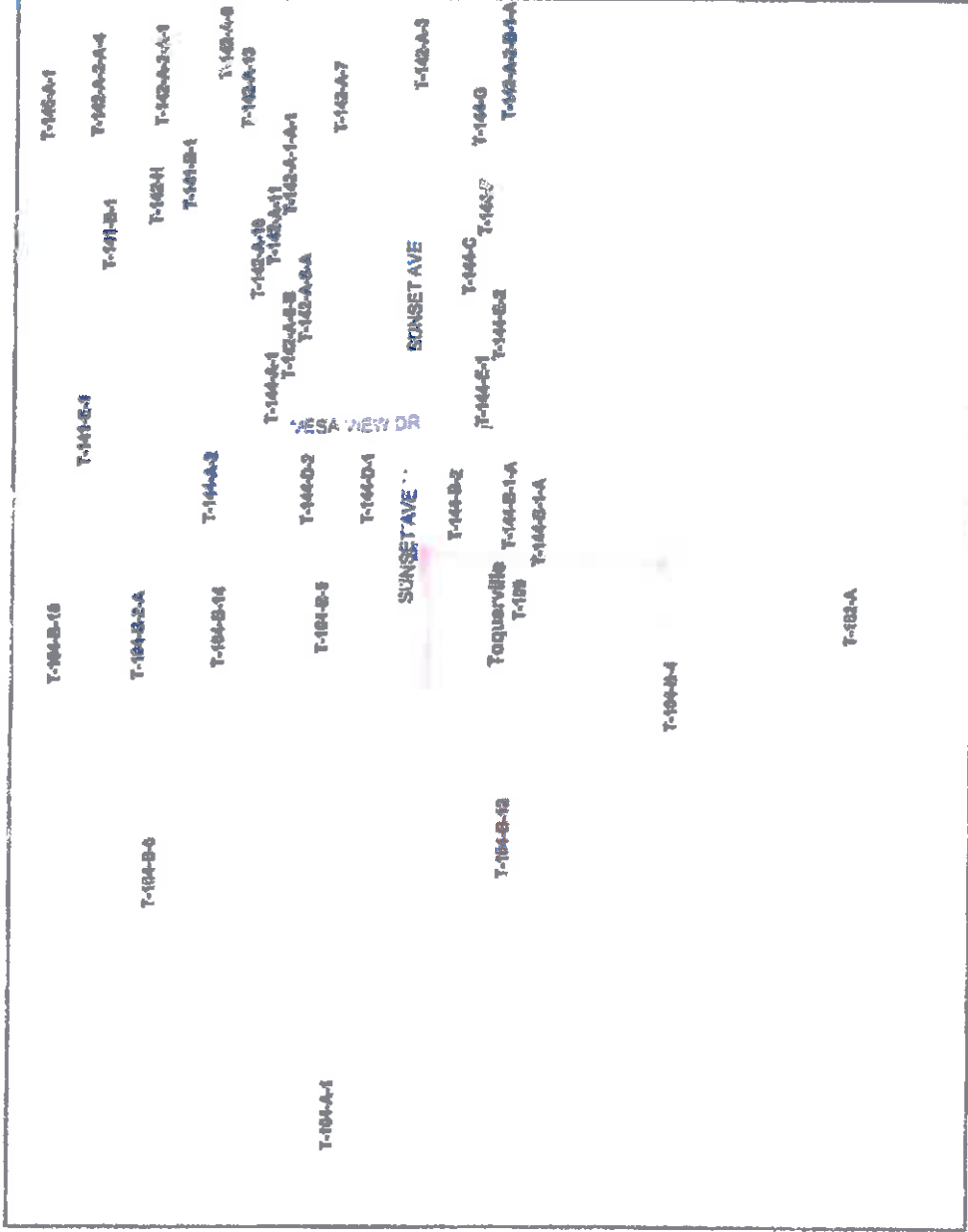
(Notary Public)

Residing in: _____

My Commission Expires: _____



Washington County Recorder



0 450 900 1350 ft.

This plat is furnished for information only. No liability is assumed by Assessor's or Recorder's Office as to correctness of such data.

- Washington County Recorder

Map center: 1118350, 10058628

Legend

- Towns
- Subdivisions
- Parcels
- Parcel Number (Label)
- Streets
- Major
- Minor
- Primary Route
- Secondary Route
- Trail
- Other Route
- Waterbodies
- Water Courses
- RAILROADS
- Canals
- Other
- Parcel Ownership
- U.S. Forest Service
- Bureau of Land Management
- State of Utah
- Wilderness Area
- Shoshone Reservation
- National Park Service
- State Park
- Washington County
- Utah Division of Transportation
- County Owned
- Water Conservancy District
- School District
- Utah Division of Wildlife Resources



Scale: 1:4,488



Image capture: Jun 2014 © 2018 Google

Toquerville, Utah



Google, Inc.

Street View - Jun 2014





Image capture: Jun 2014 @ 2018 Google

Toquerville, Utah

Google, Inc.

Street View - Jun 2014



Electric
Water

72-115



Image capture: Jun 2014 © 2018 Google

Toquerville, Utah

Google, Inc.

Street View - Jun 2014

Electric
Water
Gas

Warranty Deed Page 1 of 2
Russell Shirts Washington County Recorder
07/10/2012 03:35:30 PM Fee \$12.00
SECURITY ESCROW & TITLE INSURANCE
AGENCY, LLC

WHEN RECORDED RETURN TO:
Jessica Lyn Hoffine
245 West Sunset Drive
Toquerville, UT 84774

WARRANTY DEED

James Toler and Juanita Toler, as husband and wife as joint tenants, GRANTOR, hereby CONVEY(S) AND WARRANT(S) to Jessica Lyn Hoffine, an unmarried woman, GRANTEE, for the sum of Ten Dollars (\$10.00) and other good and valuable consideration, the following tract(s) of land in Washington County, State of Utah described as follows:

Beginning at a point South 0°14'00" East 2357.52 feet from the Northeast Corner of Section 10, Township 41 South, Range 13 West, Salt Lake Base and Meridian, and running thence South 89°46'00" West 135.89 feet; thence North 12°57'15" West 375.88 feet to the point of curvature of a Tangent Curve, Concave to the Southeast, having a radius of 20.00 feet and a central angle of 90°00'00", said point also being on the Southerly line of the Roadway and utility easement recorded in Book 1245, at Page 285 in favor of Toquerville Town, thence along said Southerly line Northerly along said curve, a distance of 31.42 feet; thence North 77°22'45" East 80.40 feet to the point of curvature of a tangent curve, concave to the South, having a radius of 270.00 feet and central angle of 11°27'15"; thence Easterly along said curve, a distance of 63.08 feet; thence North 88°50'00" East 88.77 feet to a point on the Section line; thence South 0°14'00" East along the Section line 411.60 feet to the point of beginning.

TAX ID #: T-109

TOGETHER WITH all rights, privileges, easements and appurtenances thereto belonging or in any way appertaining.

SUBJECT TO Easements, Rights-of-Way, Restrictions and Reservations of record and those enforceable in law and equity, and taxes for the year 2012 and thereafter.

WITNESS the hand of said grantor this 5th day of July, 2012.


James Toler

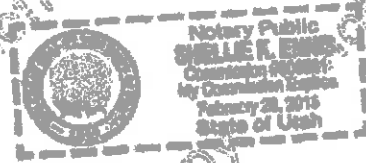

Juanita Toler

State of Utah
County of Iron

This instrument was acknowledged before me this 9th day of July, 2012, by James Toler and Juanita Toler the signor(s) of the within instrument, who duly acknowledged to me that he/she/they executed the same.

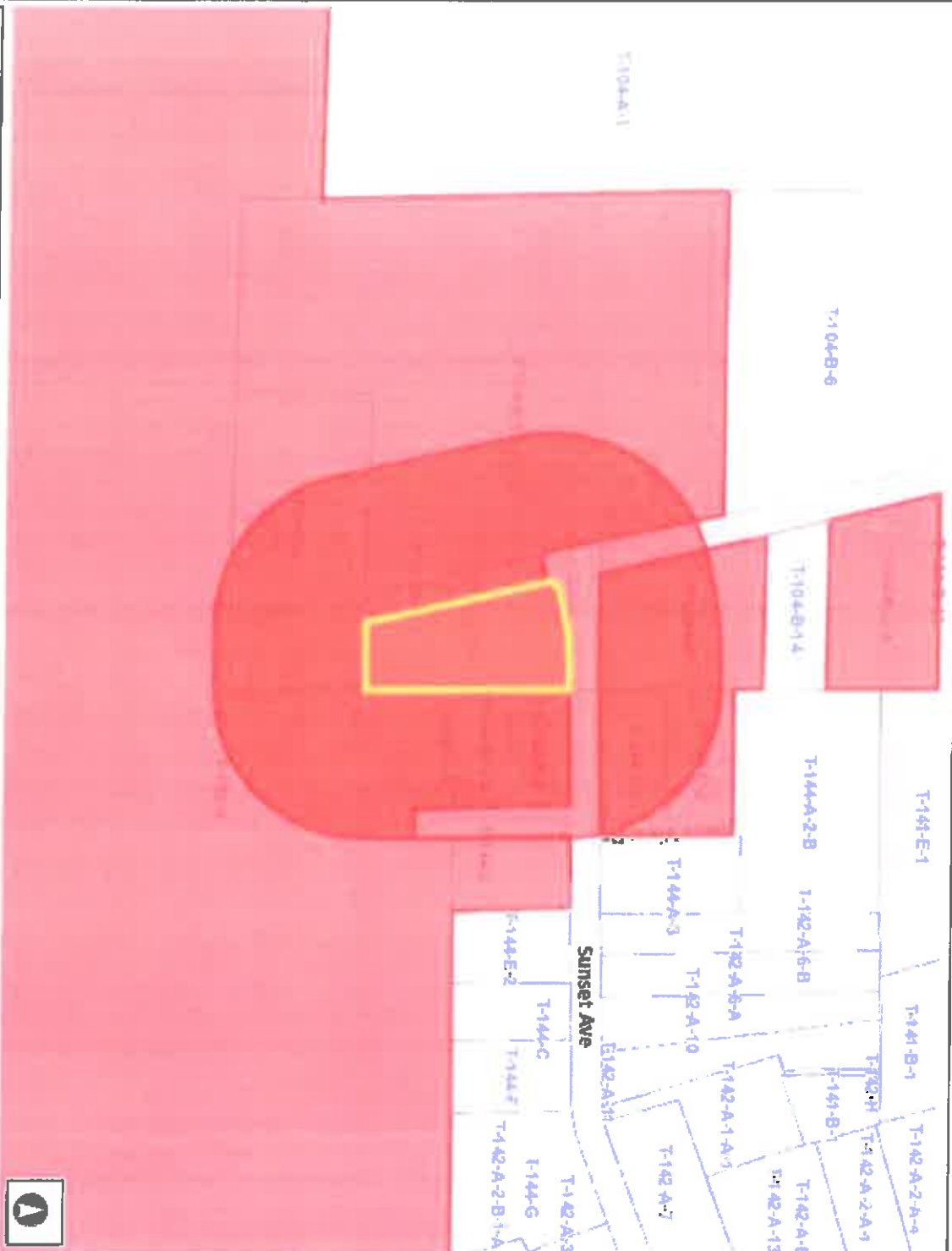
Notary Public

My commission expires: 2/28/15





300 Ft Radius














WCS_1884_Wed_Mercator_Auxiliary_Sphere

DISCLAIMER: The information shown on this map was compiled from different GIS sources. The land uses and facility information on this map is for display purposes only and should not be relied upon without independent verification as to its accuracy. Westbridge County, Utah will not be held responsible for any claims, losses or damages resulting from the use of this map.

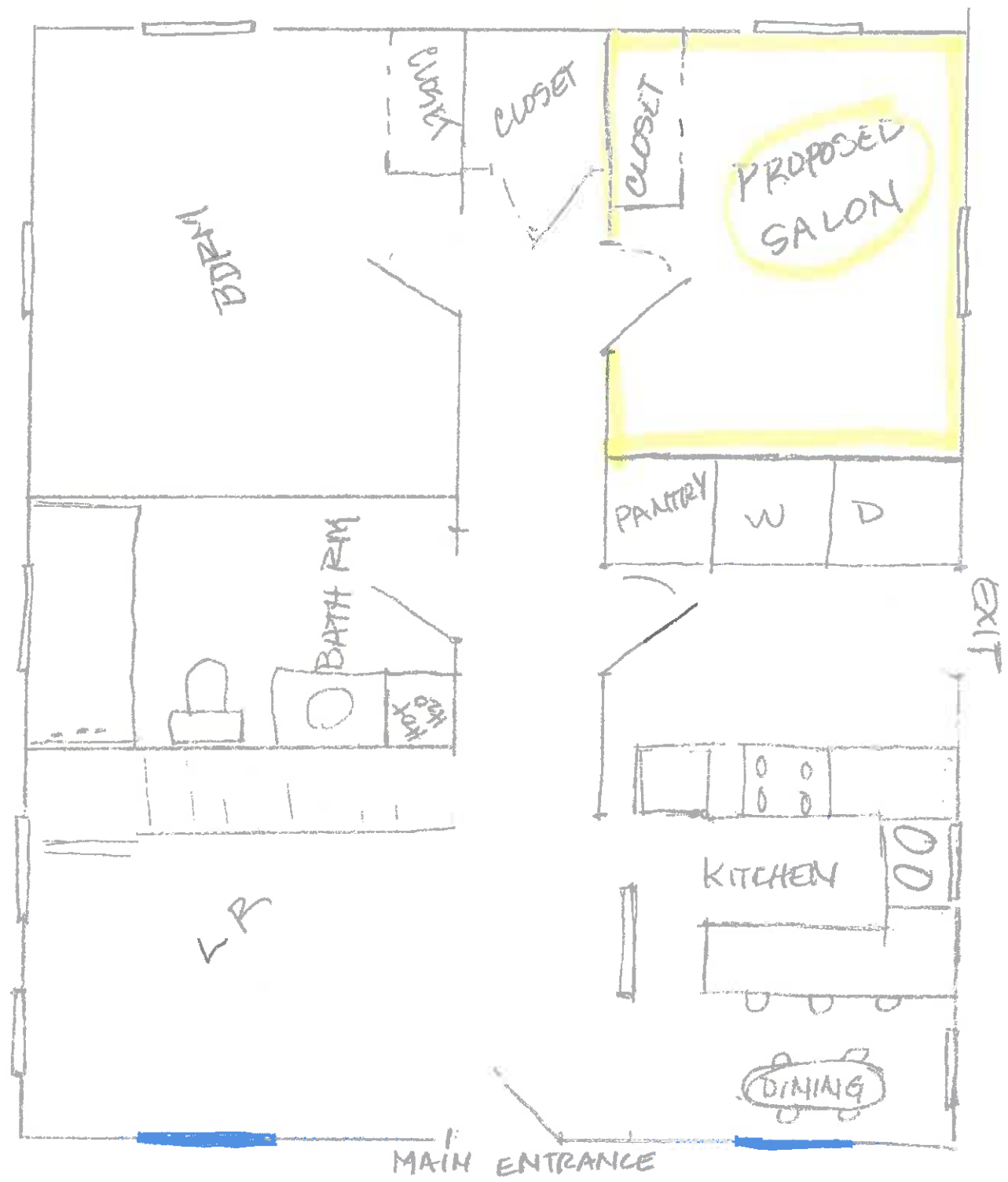


Legend

- | | |
|---|-------------------------------------|
|  | Parcels |
|  | Owning |
|  | U.S. Forest Service |
|  | U.S. Forest Service Wilderness |
|  | Bureau of Land Management |
|  | Bureau of Land Management Wildlife |
|  | National Park Service |
|  | State Parks Reservation |
|  | Utah Division of Wildlife Resources |
|  | Utah Division of Transportation |
|  | State Park |
| | State of Utah |
| | Wasatch-Cache National Park |
| | Wasatch-Cache County |
| | Municipality Owned |
| | School District |
| | Privately Owned |
| | Water |
| | Water Conservancy District |
| | State-Assessed Oil and Gas |
| | Mining Claim |

Notes





Property Record Card

Washington County Utah

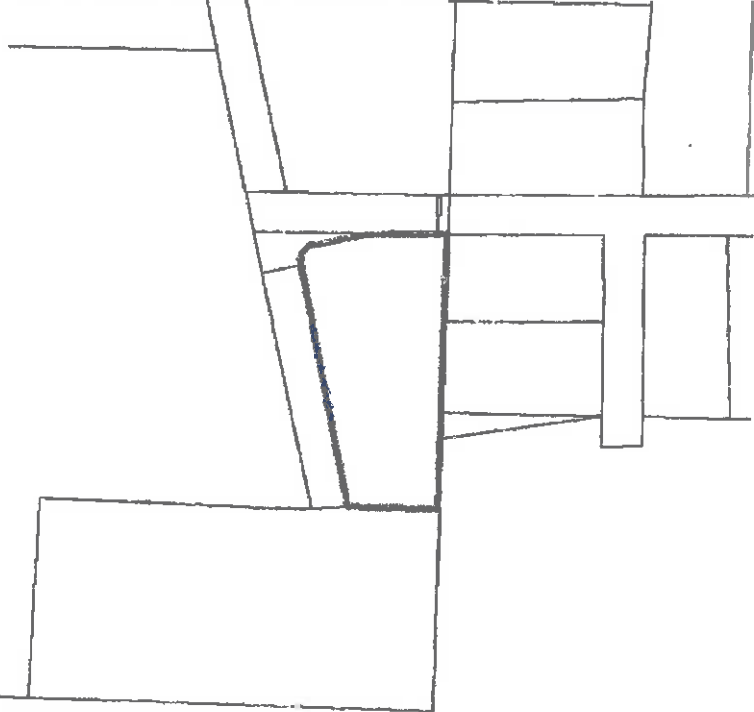
HOFHINE JESSICA LYN
245 W SUNSET DR
TOQUERVILLE, UT 84774

Account: 0621113
Tax Area: 11 - Toquerville Town
Acres: 1.670

Parcel: T-109
Situs Address:
245 W SUNSET DR
TOQUERVILLE, 847740000

Legal Description

S: 10 T: 41S R: 13W BEG S0°14' E 2367.52 FT FM NE COR SEC 10 T41S R13W; TH S89°46' W 135.89 FT; TH N12°37'15 W 375.88 FT TO PT CURV OF TNGT CUR CNCV SE HAV RAD 20 FT CTL ANG 90° ALSO BEING ON SLY LN RDWY; TH ALG SLY LN NLY ALG CUR 31.42 FT; TH N77°22'45 E 60.40 FT TO PT CURV OF TNGT CUR CNCV S HAV RAD 270 FT CTL ANG 11°27'15; TH ELY ALG CUR 53.98 FT; TH N88°50' E 88.77 FT; TH S0°14' E 411.60 FT TO POB.



Original

Transfer History

Entry Number	Date Recorded	Deed Type
20120022617	Jul 10, 2012	Warranty Deed
20110000235	Jan 4, 2011	Annexation
20100043974	Dec 30, 2010	Resolution
20100006647	Mar 1, 2010	Annexation
20100006648	Mar 1, 2010	Resolution
20090048182	Dec 22, 2009	Resolution
20090036934	Sep 24, 2009	Warranty Deed
20070053770	Nov 6, 2007	Special Warranty Deed
00797833	Jan 8, 2003	Quit Claim Deed
00776032	Aug 6, 2002	Special Warranty Deed
00760495	Apr 10, 2002	Trustee's Deed
00668701	Nov 24, 1999	Warranty Deed

Abstract Summary

Code	Classification	Market Value	Taxable Value
01A	RES REAL ESTATE-IMPROVED	\$49,500	\$27,225
02B	RES REAL ESTATE-UNIMP NON-PRIM	\$6,000	\$6,000
11A	RES IMPROVEMENT-PRIMARY	\$127,300	\$70,015

LANDER JAMES ROBERT
T-104-B-5
1105 SAN BERNARDINO APT B
RIDGECREST, CA 93555

MANNING JOHN, ET AL
T-109
PO BOX 151
TOQUERVILLE, UT 84774

MOSE JERRI L
T-104-B-4
PO BOX 215
TOQUERVILLE, UT 84774-0215

GUBLER MARVENE D & LANCE S
T-144-B-2
704 S MESA VIEW DR
TOQUERVILLE, UT 84774

BUNKER NATHAN A & SARAH E
T-144-E-1
197 W SUNSET AVE
TOQUERVILLE, UT 84774

JESSOP DOWAYNE, ET AL
T-144-B-1-A
710 S MESA VIEW DR
TOQUERVILLE, UT 84774

PRINCE VIEJO VALLEY LLC, ET AL
T-182-A
1287 BLOOMINGTON DR S # 15
SAINT GEORGE, UT 84790

JESSOP DOWAYNE, ET AL
T-144-B-1-A
710 S MESA VIEW DR
TOQUERVILLE, UT 84774

VAN VALKENBURG PETER
T-104-B-12
3072 NINEBARK CIR
SAINT GEORGE, UT 84790-8226

FLORES CARMEN TR
T-144-D-1
PO BOX 248
TOQUERVILLE, UT 84774

VAN VALKENBURG PETER & RACHEL
T-104-B-2-A
3072 NINEBARK CIR
SAINT GEORGE, UT 84790-8226

POWELL ROBERT K & JUDITH S
T-144-D-2
PO BOX 253
TOQUERVILLE, UT 84774

Toquerville City
HOME BASED BUSINESS QUESTIONNAIRE



DATE: 9/21/17
NAME: Jessica Russo PHONE NO. _____
ADDRESS: 245 W. Sunset Av ZONE: _____
BUSINESS NAME: Natural Beauty Nails
DESCRIPTION OF BUSINESS: nail & aroma touch therapy salon

CONDITIONS FOR APPROVAL OF HOME OCCUPATION

1. Does the Home Occupation alter the character of the Neighborhood? (activity, color, design, storage, lighting, sound, odors, emissions etc.) no
 2. Will employees not living at the premises be employed? (Only residents may work at a home occupation) no
 3. Will the business need outside storage? (Outside storage is not permitted) no
 4. How many vehicles are required for the business? (Not more than two permitted) none
 5. How much space does the business require? (Not more than 25% of the total area and not to exceed 500 sq/ft) 200 sf
 6. Is the home business to be conducted in a garage? (Cannot prevent the garage from parking vehicles and sufficient off-street parking for displaced vehicles) no
 7. Will you install signs on the premises for the business? (No business signs are permitted) no
 8. Will the business create noise in excess of that customary? no
 9. Will the business create vehicular or pedestrian traffic in excess of normal? no
 10. Will the business create non-conformance to fire, building, plumbing, electrical codes? no
 11. Will the business create an excess demand on public utilities? no
 12. Will training or promotional meetings be held and how often? no
 13. Will the business require deliveries by semi-tractor/ trailers? (Not permitted) no
 14. What are the hours of operation? (Not allowed between 10pm and 6am) 10am - 6pm
 15. Will the business require the use of hazardous or flammable materials? (Not permitted) no
 16. Where will the business store garbage and refuse? (IN containers and out of sight of public) in containers, in driveway, (south) behind home.
- Home Occupations must maintain a current business license.

If you answered yes to any of the above questions, please explain: _____

(use additional sheets if necessary)

I certify that the above information is true and correct and hereby give my consent for inspection by Toquerville City of the above location by request to determine compliance with the home occupation regulations. I understand that a business license is required for a home occupation and that the license must be renewed annually. I understand that any violations of the home occupation regulations or of any conditions set for my home occupation may result in the revocation of my business license.

Signature of applicant: Jessica Russo Date: 9/21/17

(Office use only)

Permitted home occupation: _____ Conditional home occupation: _____ Not permitted: _____
See Attachment for Explanation if Applicable:

City of Toquerville

3/21/2018

In regards to Jessica Russo running a nail business out of her home, I totally support her.

I have known Jessica since she moved here and have complete trust in her and the clientele she would have.

I do not think it is necessary to require her to make road improvements for this very small business. For a resident to be required to do this is extraneous and financially difficult.

Several years ago our road had a dirt section from the top of Sunset where the zoning changed from residential to multi use up to our paved driveway. We privately paid for this dirt section to be paved. If this was a city required paved section I would think the city would have put curb and gutter in. Having a few people coming to her residence does not impact the land around her property nor do I believe it will have an impact on her neighbors.

I hope that the city will take her type of business and the location into consideration and not require her to make unnecessary changes to the road.

Best regards,

A handwritten signature in black ink, appearing to read "Jerri", with a stylized flourish at the end.

Jerri Moser
283 West Sunset
Toquerville, UT 84774

Fwd: Road Design

1 message

Daren Cottam

Thu, Mar 8, 2018 at 1:15 PM

To: jessica.russo@toquerville.org
Cc: Daren Cottam

Jessica, Here is the Toquerville City ordinance 10-21-7 pertaining to your question to me. Item #10 is what covers the requirement of installing infrastructure at time of building permit.

I don't know how the city is reading the ordinance as written but I can tell you that the spirit of the ordinance at the time we adopted it was require anyone building a new home and pulling a building permit for such home to pay for or install curb, sidewalk and asphalt along the street side of their property so that the city would not have to eventually put it in at taxpayers expense. I believe it to be to burdensome for someone like you who wants a home base business to require you to go to that expense. I also understand that you pulled a building permit to improve your garage for the B&B. This also wasn't the spirit of the ordinance, only when a new home is build, that is when I intended for the infrastructure to be required to be put in.

I have copied the officials and staff with whom I have an email so that they are aware of my understanding of the ordinance.

Please let me know if you have any other questions.

Thank you, Daren



Longpoint Consulting Services, Inc.
97 West 1150 North
Hurricane, UT 84737

Repairmyasphalt.com



Asphalt Maintenance for Municipalities, Commercial & Residences

----- Forwarded message -----

From: **Dana McKim** <recorder@toquerville.org>

Date: Thu, Mar 8, 2018 at 12:13 PM

Subject: Road Design

To: Daren Cottam <longpointconsultingservices@gmail.com>

STAFF COMMENTS

Agenda: Staff Meeting- March 6, 2018

Applicant: Heather North

Type of Application: **HOCUP**

Request: Operate home office for cleaning business

Location: 460 N. Toquerville Blvd.

Current Zoning: R-1-12

Discussion:

Ms. North is seeking approval to operate a home office at 460 N. Toquer Blvd. The residence in currently owned by Mr. and Mrs. Young and is zoned R-1-12.

The application has been reviewed and is deemed complete on March 1, 2018.

This matter is set to be heard at the March 6, 2018 staff meeting for questions, comments and review.

The applicant appeared at staff meeting on March 6, 2018. The application was reviewed and there were no comments or concerns from staff. The application was set to be heard at the March 21, 2018 Planning Commission.

Staff recommends this application be approved with the following conditions:

- 1. Applicant agrees to abide by all regulations set forth in section 10-23-8 of the Toquerville City Code governing home occupations.
- 2. Applicant agrees to obtain all required local, state and federal licenses required for the operation of the business.
- 3. This permit shall not be enlarged, expanded or changed otherwise without express written consent of the City of Toquerville.
- 4. This permit shall receive an annual review by the Toquerville Planning Commission.

Toquerville City
CONDITIONAL USE PERMIT/HOME OCCUPATION
Fee: \$35.00

**APPLICATION & SUBMITTAL CHECKLIST**

Name: Heather North Telephone: _____
 Business Name: The Clean Finish, LLC
 Address: 460 N. Toquer Blvd. Fax No. _____
 Email: _____
 Agent (If applicable): Koby Young Agent's Phone: _____
 Address of Subject Property: 460 N. Toquer Blvd.
 Tax ID of Subject Property: T-96-B-N Zone District: ~~T-96-B-N~~ R112
 Proposed Conditional Use: (Describe, use extra sheet if necessary) Home Office for
Cleaning Company

This application shall be accompanied by the following:

- ☒ 1) A vicinity map showing the general location of the application.
- ☒ 2) Three (3) copies of a plot plan showing the following:
- ☐ Property boundaries, dimensions and existing streets.
 - ☒ Location of existing and proposed buildings, parking, landscaping and utilities. no Proposed buildings etc
 - ☒ Adjoining property lines and uses within one hundred (100) feet of subject property.
- ☐ 3) A reduced copy of all plans (8 1/2 x 11 if readable, or 11 x 17) if original plans are larger. no Plans
- N/A 4) Building elevations for new construction, noting proposed materials and colors.
- N/A 5) Traffic impact analysis, if required by the City Engineer or the Planning Commission. there will not be an impact on traffic
- ☒ 6) Applicant's responses to the Conditional Use Permit standards for review. (attached)
- N/A 7) A statement indicating whether the applicant will require a variance in connection with the proposed conditional use permit. (If required, the variance should be filed with the conditional use permit submittal.)
- ☒ 8) Warranty deed, preliminary title report, or other document (see Affidavit of Property owner attached) showing evidence that the applicant has control of the property.
- ☒ 9) Applicant will provide a map showing all properties within 300 feet of property boundaries; copies may be acquired (minimal or no charge) from the Washington County Recorder's Office



Clean Finish LLC



752.3 0 376.17 752.3 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere

DISCLAIMER: The information shown on this map was compiled from different GIS sources. The land base and facility information on this map is for display purposes only and should not be relied upon without independent verification as to its accuracy. Washington County, Utah will not be held responsible for any claims, losses or damages resulting from the use of this map.

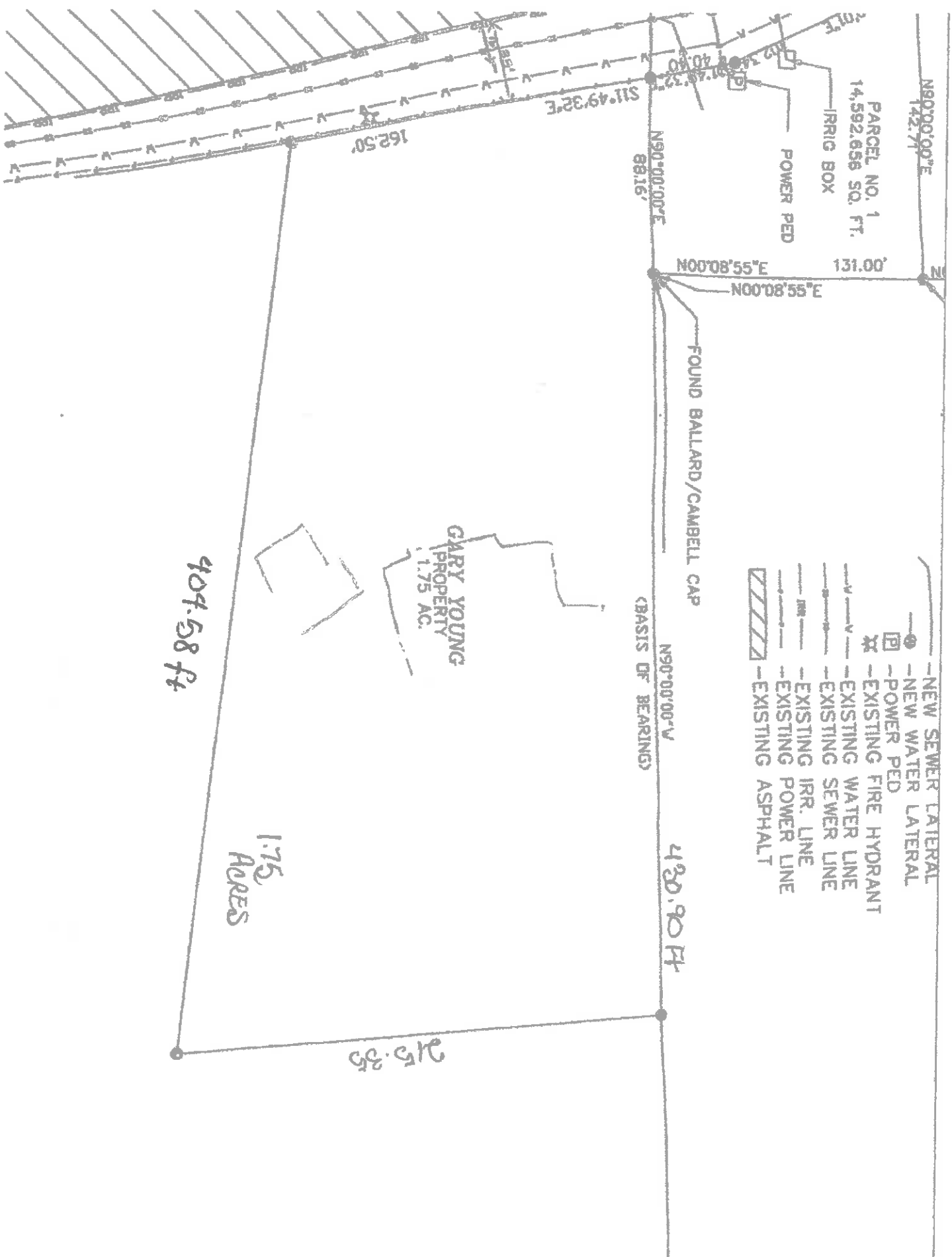
Legend

Parcels

Ownership

- U.S. Forest Service
- U.S. Forest Service Wilderness
- Bureau of Land Management
- Bureau of Land Management Wildlife
- National Park Service
- Shirley's Reservation
- Utah Division of Wildlife Resources
- Utah Division of Transportation
- State Park
- State of Utah
- Washington County
- Municipally Owned
- School District
- Privately Owned
- Water
- Water Conservancy District
- State Assessed Oil and Gas
- Mining Claims

Notes



BEATTY DEVELOPMENT
T-2-E
303 W 300 N
HURRICANE, UT 84737

ARCIA MAXMILIANO J
T-7-A-1-A
PO BOX 293
TOQUERVILLE, UT 84774-0293

LOWE LAND TK LLC
T-83
1038 E 760 N
OREM, UT 84097

LOWE EDWIN L & CARLA V TRS
T-2-A
PO BOX 457
TOQUERVILLE, UT 84774

OLSEN SAMUEL B & NANCY PARKER
T-90-A-1-A
12958 S REDWOOD RD
RIVERTON, UT 84065-0611

ASHCREEK RANCH PROPERTIES LLC
T-4-A-1
PO BOX 39
TOQUERVILLE, UT 84774

BOWLER JOSEPH L & DIXIE T TRS
T-89
PO BOX 7209
BUNKERVILLE, NV 89007

CONELY RONALD F & KAREN
T-1-N
PO BOX 22
TOQUERVILLE, UT 84774-0022

LOWE LAND TK LLC
T-82
1038 E 760 N
OREM, UT 84097

LENOIS BRUCE E & SANDRA K
T-96-A-1-N-1
PO BOX 353
TOQUERVILLE, UT 84774-0353

TOQUERVILLE CITY
T-90-A-2-A-1
PO BOX 27 212 N TOQUERVILLE BLVD
TOQUERVILLE, UT 84774-0027

LOWE LAND TK LLC
T-8
1038 E 760 N
OREM, UT 84097

WASHINGTON COUNTY WATER CONSERV DIST
T-5
533 WATER WORKS WAY
SAINT GEORGE, UT 84770

ASHCREEK RANCH PROPERTIES LLC
T-DDS-3
PO BOX 39
TOQUERVILLE, UT 84774

LENOIS BRUCE E & SANDRA K
T-96-A-1-N-1
PO BOX 353
TOQUERVILLE, UT 84774-0353

ARCIA MAXIMILIANO J
T-7-A-1-A
PO BOX 293
TOQUERVILLE, UT 84774-0293

YOUNG GARY L & KARLENE D
T-DDS-1
PO BOX 499
TOQUERVILLE, UT 84774-0499

BEATTY DEVELOPMENT
T-2-B
303 W 300 N
HURRICANE, UT 84737

BEATTY DEVELOPMENT
T-2-C
303 W 300 N
HURRICANE, UT 84737

YOUNG GARY L & KARLENE D
T-DDS-2
PO BOX 499
TOQUERVILLE, UT 84774-0499

YOUNG GARY L & KARLENE D
T-96-B-N
PO BOX 499
TOQUERVILLE, UT 84774-0499

BEAVER JAMES E & MARY V
T-90-A-1-B
PO BOX 91
TOQUERVILLE, UT 84774-0091

BEATTY DEVELOPMENT
T-2-D
303 W 300 N
HURRICANE, UT 84737

BEATTY DEVELOPMENT
T-2-F
303 W 300 N
HURRICANE, UT 84737

SAS
Envelopes
in file -
all address
Confirmed

Toquerville City
HOME BASED BUSINESS QUESTIONNAIRE



DATE: 2/26/18

NAME: Heather North PHONE NO: 5

ADDRESS: 4600 N. TOADLER BLVD ZONE: _____

BUSINESS NAME: THE CLEAN FINISH, LLC

DESCRIPTION OF BUSINESS: commercial & residential cleaning

CONDITIONS FOR APPROVAL OF HOME OCCUPATION

1. Does the Home Occupation alter the character of the Neighborhood? (activity, color, design, storage, lighting, sound, odors, emissions etc.) NO
 2. Will employees not living at the premises be employed? (Only residents may work at a home occupation) NO
 3. Will the business need outside storage? (Outside storage is not permitted) NO
 4. How many vehicles are required for the business? (Not more than two permitted) one
 5. How much space does the business require? (Not more than 25% of the total area and not to exceed 500 sq/ft) > 600 sq ft
 6. Is the home business to be conducted in a garage? (Cannot prevent the garage from parking vehicles and sufficient off-street parking for displaced vehicles) NO
 7. Will you install signs on the premises for the business? (No business signs are permitted) NO
 8. Will the business create noise in excess of that customary? no
 9. Will the business create vehicular or pedestrian traffic in excess of normal? no
 10. Will the business create non-conformance to fire, building, plumbing, electrical codes? no
 11. Will the business create an excess demand on public utilities? no
 12. Will training or promotional meetings be held and how often? no
 13. Will the business require deliveries by semi-tractor/ trailers? (Not permitted) no
 14. What are the hours of operation? (Not allowed between 10pm and 6am) 6am to 9pm
 15. Will the business require the use of hazardous or flammable materials? (Not permitted) NO
 16. Where will the business store garbage and refuse? (IN containers and out of sight of public) NO
- Home Occupations must maintain a current business license.

If you answered yes to any of the above questions, please explain: _____

(use additional sheets if necessary)

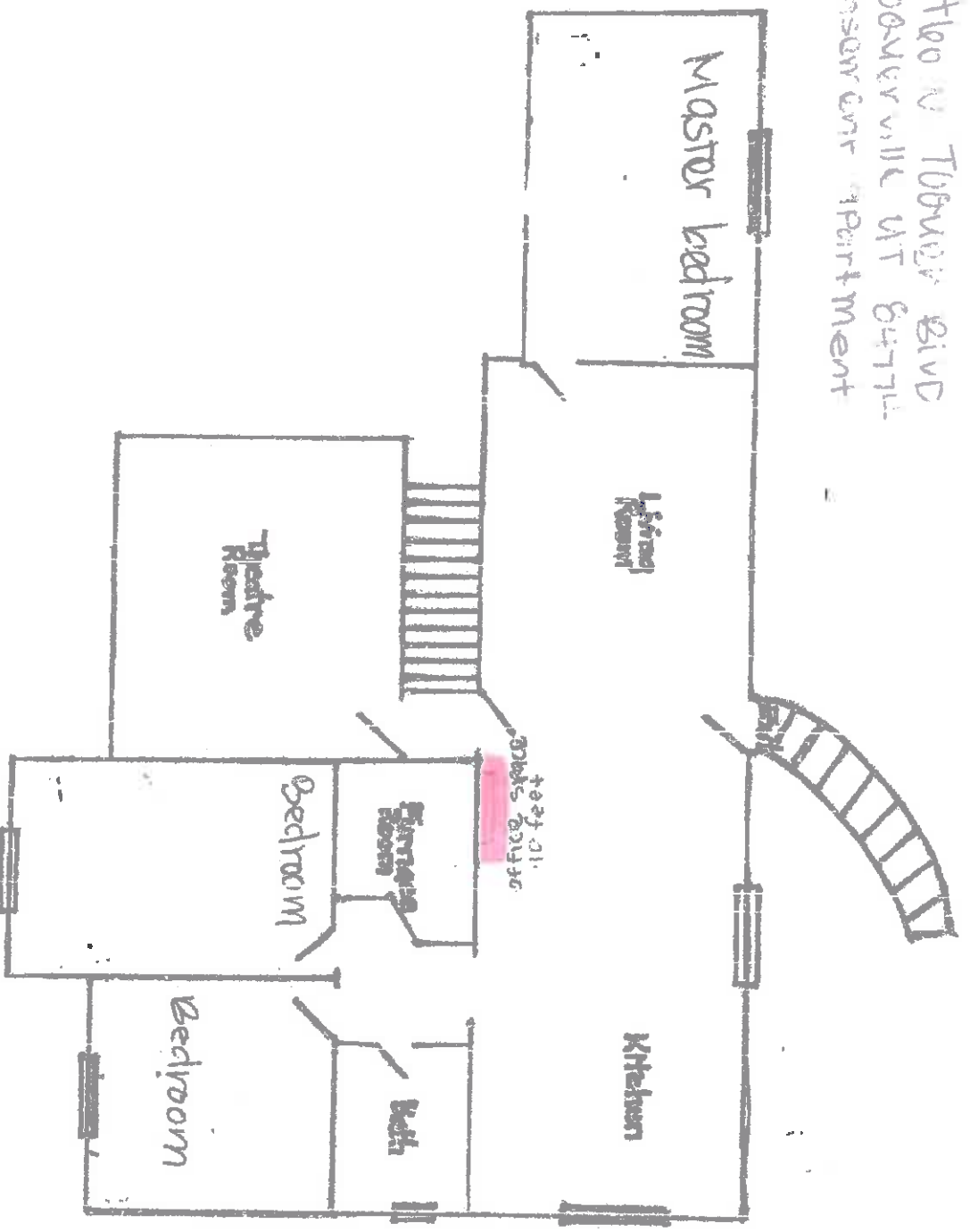
I certify that the above information is true and correct and hereby give my consent for inspection by Toquerville City of the above location by request to determine compliance with the home occupation regulations. I understand that a business license is required for a home occupation and that the license must be renewed annually. I understand that any violations of the home occupation regulations or of any conditions set for my home occupation may result in the revocation of my business license.

Signature of applicant: Heather North Date: 02/26/18

(Office use only)

Permitted home occupation: _____ Conditional home occupation: _____ Not permitted: _____
See Attachment for Explanation if Applicable:

4100 N TUBNOY BLVD
TOMBERRVILLE VT 05474
Basement Apartment



AFFIDAVIT
PROPERTY OWNER

STATE OF UTAH)

:ss

COUNTY OF)

I (we), Gary & Karlene Young, being duly sworn, depose and say that I (we) am (are) the owner(s) of the property identified in the attached application and that the statements herein contained and the information provided identified in the attached plans and other exhibits are in all respects true and correct to the best of my (our) knowledge. I (we) also acknowledge that I have received written instructions regarding the process for which I am applying and the Toquerville City Planning staff have indicated they are available to assist me in making this application.

Gary Young
(Property Owner)

Karlene Young
(Property Owner)

Subscribed and sworn to me this 28 day of Feb. 2018

Dana M. McKim
(Notary Public)

Residing in: Washington County

My Commission Expires: 11-28-2020



Agent Authorization

I (we), Gary & Karlene Young, the owner(s) of the real property described in the attached application, do authorize as my (our) agent(s) Koby Young & Heather North to represent me (us) regarding the attached application and to appear on my (our) behalf before any administrative or legislative body in the City considering this application and to act in all respects as our agent in matters pertaining to the attached application.

Gary Young
(Property Owner)

Karlene Young
(Property Owner)

Subscribed and sworn to me this 28 day of Feb 2018

Dana M. McKim
(Notary Public)

Residing in: Washington County

My Commission Expires: 11-28-2020



STAFF COMMENTS

Agenda: Staff Meeting: March 6, 2018
Applicant: Adam Jowers
Type of Application: HOCUP
Request: Operate a home office for accounting services
Location: 855 S. Peachtree
Current Zoning: R-1-12

Discussion:

Mr. Jowers is requesting a Home Occupation Permit to operate a home office at 855 S. Peachtree for accounting services.

The property is zoned R-1-12.

The application has been reviewed and is complete. This matter is set to be heard at the March 6, 2018 staff meeting for comment and review.

The applicant met with staff on March 6, 2018. The application was reviewed, and a question was asked about parking. Mr. Jowers stated that it was not often that anyone came to his home but on the rare occasion he felt like there was plenty of parking.

Staff recommends this application be approved with the following conditions.

1. The applicant agrees to abide by all provisions of section 10-23-8 of the Toquerville City code regulating home businesses.
2. The applicant agrees to obtain all required local, state and federal licenses required for the operation of this business.
3. This permit shall not be enlarged, expanded, or changed otherwise without express written consent of the City of Toquerville.
4. This permit shall receive an annual review from the Toquerville Planning Commission.

Toquerville City
CONDITIONAL USE PERMIT/HOME OCCUPATION
 Fee: \$35.00

**APPLICATION & SUBMITTAL CHECKLIST**

Name: Adam R. Jowers Telephone: _____

Business Name: JOWPOW VENTURES, LLC P.B.A. Mobile CPA

Address: 855 S. Peachtree Fax No. _____

Email: adam@mobilecpa.net

Agent (If applicable): _____ Agent's Phone: _____

Address of Subject Property: _____

Tax ID of Subject Property: T-AHP-A-27 Zone District: R-1-12

Proposed Conditional Use: (Describe, use extra sheet if necessary) _____

This application shall be accompanied by the following:

- ☒ 1) A vicinity map showing the general location of the application.
- ☐ 2) Three (3) copies of a plot plan showing the following:
- ☒ Property boundaries, dimensions and existing streets.
 - ☒ Location of existing and proposed buildings, parking, landscaping and utilities.
 - ☒ Adjoining property lines and uses within one hundred (100) feet of subject property.
- ☒ 3) A reduced copy of all plans (8 1/2 x 11 if readable, or 11 x 17) if original plans are larger.
- N/A 4) Building elevations for new construction, noting proposed materials and colors.
- N/A 5) Traffic impact analysis, if required by the City Engineer or the Planning Commission.
- ☒ 6) Applicant's responses to the Conditional Use Permit standards for review. (attached)
- N/A 7) A statement indicating whether the applicant will require a variance in connection with the proposed conditional use permit. (If required, the variance should be filed with the conditional use permit submittal.)
- ☒ 8) Warranty deed, preliminary title report, or other document (see Affidavit of Property owner attached) showing evidence that the applicant has control of the property.
- ☒ 9) Applicant will provide a map showing all properties within 300 feet of property boundaries; copies may be acquired (minimal or no charge) from the Washington County Recorder's Office

(downstairs) at 197 E. Tabernacle, St George. Applicant will provide addressed and stamped envelopes for each property owner shown. Toquerville City will provide the letter of notice and mail the Planning Commission (PC) Public Hearing date scheduled for affected residents.

NOTE: It is important that all applicable information noted above is submitted with the application. An incomplete application will not be scheduled for Planning Commission consideration. Contact the Planning Department for the deadline date for submissions. Once your application is deemed complete, it will be put on the agenda for the next Planning Commission meeting. A deadline missed due to an incomplete application could result in a month's delay.

(Office Use Only)

DATE RECEIVED: 3-6-18 RECEIVED BY: DMcKim

DATE APPLICATION DEEMED TO BE COMPLETE: _____

COMPLETION DETERMINATION MADE BY: _____
Signature



DISCLAIMER: The information shown on this map was compiled from different GIS sources. The land base and liability information on this map is for display purposes only and should not be relied upon without independent verification as to its accuracy. Washington County, Utah will not be held responsible for any claims, losses or damages resulting from the use of this map.

- ## Notes

and should not be relied upon without independent verification as to its accuracy. Washington County, Utah will not be held responsible for any claims, losses or damages resulting from the use of this map.



Mobile CPA



2000

Legend

- | Ownership | Parcels |
|---------------------|-------------------------------------|
| U.S. Forest Service | U.S. Forest Service Wilderness |
| | Bureau of Land Management |
| | Bureau of Land Management Wildlife |
| | National Park Service |
| | Statewide Reservation |
| | Utah Division of Wildlife Resources |
| | Utah Division of Transportation |
| | State Park |
| | State of Utah |
| | Washington County |
| | Municipally Owned |
| | School District |
| | Privately Owned |
| Water | |
| | Water Controversy District |
| | State Assessed Oil and Gas |
| | Mining Claims |

Notes

WGS_1984_Web_Mercator_Auxiliary_Sphere

376.2	0	188.08	376.2 Feet
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Toquerville City
HOME BASED BUSINESS QUESTIONNAIRE



DATE: 3/6/18
NAME: Adam R. Jowers PHONE NO: _____
ADDRESS: 855 S. Peachtree ZONE: _____
BUSINESS NAME: JOWPOW VENTURES, LLC DBA: MOBILE CPA
DESCRIPTION OF BUSINESS: Tax preparation and accounting

CONDITIONS FOR APPROVAL OF HOME OCCUPATION

- 1. Does the Home Occupation alter the character of the Neighborhood? (activity, color, design, storage, lighting, sound, odors, emissions etc.) No
 - 2. Will employees not living at the premises be employed? (Only residents may work at a home occupation) No
 - 3. Will the business need outside storage? (Outside storage is not permitted) No
 - 4. How many vehicles are required for the business? (Not more than two permitted) One
 - 5. How much space does the business require? (Not more than 25% of the total area and not to exceed 500 sq/ft) 250 sq ft
 - 6. Is the home business to be conducted in a garage? (Cannot prevent the garage from parking vehicles and sufficient off-street parking for displaced vehicles) No
 - 7. Will you install signs on the premises for the business? (No business signs are permitted) No
 - 8. Will the business create noise in excess of that customary? No
 - 9. Will the business create vehicular or pedestrian traffic in excess of normal? No
 - 10. Will the business create non-conformance to fire, building, plumbing, electrical codes? No
 - 11. Will the business create an excess demand on public utilities? No
 - 12. Will training or promotional meetings be held and how often? No
 - 13. Will the business require deliveries by semi-tractor/ trailers? (Not permitted) No
 - 14. What are the hours of operation? (Not allowed between 10pm and 6am) 7am - 9pm
 - 15. Will the business require the use of hazardous or flammable materials? (Not permitted) No
 - 16. Where will the business store garbage and refuse? (IN containers and out of sight of public) Regular garbage pick up.
- Home Occupations must maintain a current business license.

If you answered yes to any of the above questions, please explain: _____

(use additional sheets if necessary)

I certify that the above information is true and correct and hereby give my consent for inspection by Toquerville City of the above location by request to determine compliance with the home occupation regulations. I understand that a business license is required for a home occupation and that the license must be renewed annually. I understand that any violations of the home occupation regulations or of any conditions set for my home occupation may result in the revocation of my business license.

Signature of applicant: [Signature] Date: 3/6/18





(Office use only)

Permitted home occupation: _____ Conditional home occupation: _____ Not permitted: _____
See Attachment for Explanation if Applicable:

Assessor Record Search

You may use the form below to search by either
Account Number (e.g.: 1000432) or **Parcel Number** (e.g.: SG-12-A).

Account Summary:

Account Number:	0109259
Parcel Number:	T-AHP-A-27
Account Type:	Residential
Address:	855 S PEACHTREE DR
City:	TOQUERVILLE
Buildings:	1
Subdivision:	ALMOND HEIGHTS PARK AMD
Total Property Value:	Value Summary
Classification:	Primary
 Account Photo	 Account Sketch
 View Property Record	 Map Parcel

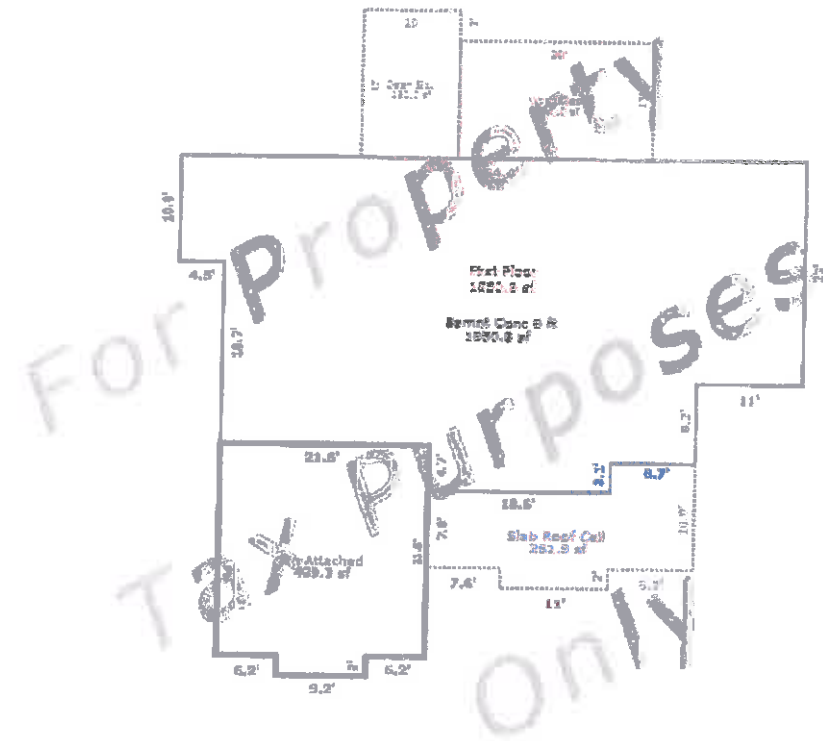
Building Characteristics:

Building: 1

Property Type:	Residential
Occupancy Desc.:	Single Family Residential

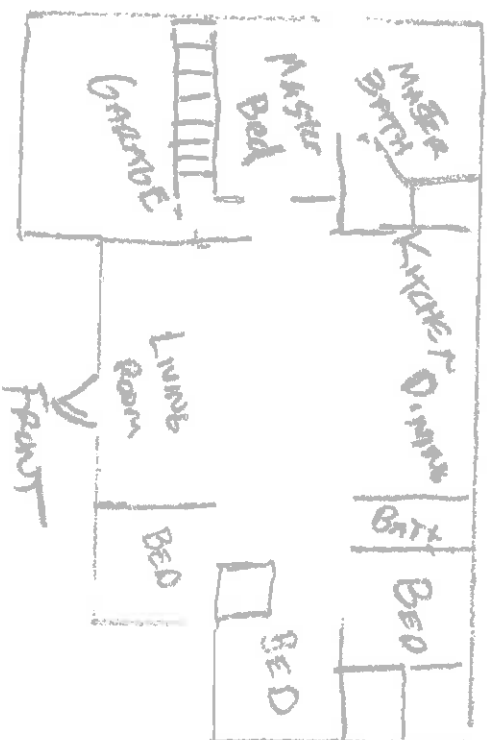
STONE JAMES J TR T-138-D-1 880 S PEACHTREE DR TOQUERVILLE, UT 84774	KIRBY JEFFREY A T-138-A-2-B 840 S PEACHTREE DR TOQUERVILLE, UT 84774	RURAL HOUSING DEV CORP T-138-A-2-A 63 N 400 W PROVO, UT 84601
GOEKEN GEORGE NEAL JR T-138-A-4-B 796 S PEACHTREE DR TOQUERVILLE, UT 84774	BELCHAK THOMAS A T-AHP-A-22 3807 W MYERS LN RIVERTON, UT 84065	JOWERS ADAM R & ELIZABETH A T-AHP-A-27 855 S PEACHTREE DR TOQUERVILLE, UT 84774
CROWN AT ASH CREEK LLC T-138-A-5-B 6880 S 700 W 2ND FL MIDVALE, UT 84047	NELSON CHARLES FRANKLIN & VICKY J T-AHP-A-19 785 S PEACHTREE DR TOQUERVILLE, UT 84774	WADSWORTH KENNETH V & CAROL A T-AHP-A-31 809 S PEACHTREE DR TOQUERVILLE, UT 84774
TIMO JOEL & HEATHER MARIE T-AHP-A-20 2050 S 1400 E # A110 SAINT GEORGE, UT 84790	GARNER KELLY T-138-J 825 S WESTFIELD RD TOQUERVILLE, UT 84774	WOFFINDEN PETER D & LOIS D T-AHP-A-28 865 S PEACHTREE DR TOQUERVILLE, UT 84774
BRINGHURST CRAIG R T-AHP-A-25 1275 S 180 W HURRICANE, UT 84737	CATLIN DANNY L & ESTELLA RAE T-AHP-A-23-1 821 S PEACHTREE DR TOQUERVILLE, UT 84774	BELCHAK THOMAS A T-AHP-A-21 3807 W MYERS LN RIVERTON, UT 84065
SCHWARTZ ROBERT J & KAYLENE J TRS T-138-D-2 635 W FIELDS RD TOQUERVILLE, UT 84774	DUTSON GAWYNN T-AHP-A-29 PO BOX 841985 HILDALE, UT 84784-1995	AMODT SARA, ET AL T-AHP-A-26 845 S PEACHTREE DR TOQUERVILLE, UT 84774
WHITE MISHON T-138-A-3-B 810 S PEACH TREE DR TOQUERVILLE, UT 84774	ROBINSON DONALD D TR, ET AL T-138-E 855 S WESTFIELD RD TOQUERVILLE, UT 84774	WADSWORTH DAVID L T-AHP-A-30 1516 MERIALDO LN LAS VEGAS, NV 89117
HURRICANE CITY T-162-A 147 N 870 W HURRICANE, UT 84737-1671	CATLIN DANNY L & ESTELLA RAE T-AHP-A-23-1 821 S PEACHTREE DR TOQUERVILLE, UT 84774	



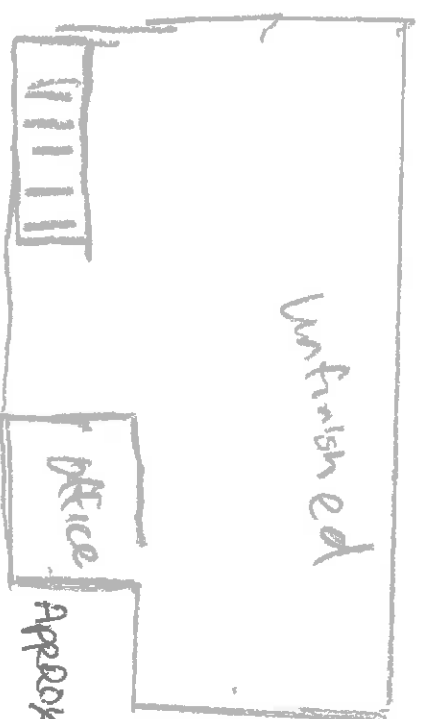


Sketch by April Sketch





MAIN
FLOOR



BASEMENT

FRONT

AFFIDAVIT
PROPERTY OWNER

STATE OF UTAH)
 :SS
COUNTY OF)

I (we), Adam R. Jowers, being duly sworn, depose and say that I (we) am (are) the owner(s) of the property identified in the attached application and that the statements herein contained and the information provided identified in the attached plans and other exhibits are in all respects true and correct to the best of my (our) knowledge. I (we) also acknowledge that I have received written instructions regarding the process for which I am applying and the Toquerville City Planning staff have indicated they are available to assist me in making this application.

[Signature]
(Property Owner)

(Property Owner)

Subscribed and sworn to me this 6 day of March 2018.

[Signature]
(Notary Public)

Residing in: Washington County

My Commission Expires: 11-28-2020



Agent Authorization

I (we), _____, the owner(s) of the real property described in the attached application, do authorize as my (our) agent(s) _____ to represent me (us) regarding the attached application and to appear on my (our) behalf before any administrative or legislative body in the City considering this application and to act in all respects as our agent in matters pertaining to the attached application.

(Property Owner)

(Property Owner)

Subscribed and sworn to me this _____ day of _____ 20____.

(Notary Public)

Residing in: _____

My Commission Expires: _____



Toquerville City Conditional Use Permit

This Conditional Use Permit was granted to Steve L. and Cindi W. Gilbert – Diamond G Ranch and Rodeos for Commercial Livestock Operations located 1091 South Toquerville Boulevard by the Toquerville Planning Commission on March 3, 2008.

The conditions under which this Permit has been approved are as follows:

1. This permit shall receive an annual review by the Toquerville Planning Commission.
2. No enlargement of the permitted use without submission of a new Conditional Use Permit Application to the Planning Commission.

Dana M. McKim
Toquerville City Recorder

Date: 3.1.2018





Toquerville City Livestock Conditional Use Permit

This Livestock Conditional Use Permit was granted to Steve Thayer for the keeping of chickens on property parcel T-55-A; 112 North Ashcreek Drive by the Toquerville Planning Commission on April 21, 2010.

The conditions under which this Permit has been approved are as follows:

1. This permit shall not be enlarged, expanded or modified without express written consent of the Toquerville Planning Commission.
2. This permit shall receive an annual review by the Toquerville Planning Commission.
3. Permit holder shall dedicate no less than five hundred (500) square feet of ground to the keeping of the chickens.
4. Permit holder shall dedicate no less than twenty-five (25) square feet of ground to each chicken kept.

Dana M. McKim
Toquerville City Recorder

Date: 3-1-2018





**TOQUERVILLE CITY
CONDITIONAL USE / LIVESTOCK
PERMIT**

(keeping of chickens and ducks in a residential zone)

Date of issuance: April 17th, 2013

This permit is issued to Layne and Renee Garner for the property located at 124 North Ash Creek Drive, Toquerville, Utah.

The conditions under which this Permit has been approved are as follows:

- 1. Applicant must meet all conditions of the Toquerville City Animal Ordinance with regards to the keeping of Livestock.**
- 2, The permit shall not be enlarged, expanded or modified without express written permission by the Toquerville Planning Commission.**
- 3. This permit shall receive an annual review by the Toquerville Planning Commission.**

By: Robert J. Evans
Robert Evans, Treasurer

City Seal

Date: April 18, 2013



Toquerville City Conditional Use Permit

This Conditional Use Permit was granted to Doug Hendrickson for an Automotive Repair Shop located on property parcel T-13-B; 40 West Berry Lane by the Toquerville Planning Commission on April 16, 2008.

The conditions under which this Permit has been approved are as follows:

1. The permit is reviewed on an annual basis.
2. No enlargement of the use permitted without application to the Planning Commission.
3. "On-street" parking is closely monitored by the applicant to prevent traffic hazards.
4. All volatile waste products disposed only by means approved by the Environmental Protection Agency.


Dana M. McKim
Toquerville City Recorder

2-28-2018
Date





Toquerville City Conditional Use Permit

This Conditional Use Permit was granted to James P. and Deborah E. Valentine for a Bed and Breakfast located on property parcel T-AHP-A-136; 1015 S Mulberry Drive by the Toquerville City Council on April 14, 2016.

The conditions under which this Permit has been approved are as follows:

1. Parking on Mulberry Drive shall not be permitted in conjunction with the Business, and the applicant is to provide four (4) off-street parking spaces.
2. The applicant shall obtain all local, state, and federal licenses, required and agrees to abide by all rules and regulations of each such jurisdiction.
3. The applicant shall receive a satisfactory inspection from the Hurricane Fire District or correct any deficiencies uncovered by such inspection.
4. The applicant understands that the Ash Creek Special Service District rate for sewer will be changed from a residential rate to a commercial rate.
5. The applicant will receive a satisfactory inspection from the Toquerville Building Official and correct any deficiencies uncovered by such inspection.
6. Applicant agrees that the maximum occupancy for each room is two (2) guests with a maximum occupancy of the dwelling (not including the owner and his family) will be ten (10) guests.
7. Applicant understands that cooking facilities are NOT allowed in the guest rooms.
8. This permit shall not be enlarged, expanded, or changed otherwise without express written consent from the City of Toquerville.
9. This permit shall receive an annual review by the Toquerville Planning Commission.


Dana M. McKim
Toquerville City Recorder

3-1-2018
Date

