

**LAYTON CITY PLANNING COMMISSION WORK MEETING MINUTES
FEBRUARY 23, 2016**

MEMBERS PRESENT: Dawn Fitzpatrick, Brett Nilsson, Dave Weaver, Wynn Hansen, Daniela Harding, Brian Bodily, Robert Van Drunen, and Tricia Pilny

MEMBERS ABSENT:

OTHERS PRESENT: Staff: Peter Matson, Christy Wixom, Kem Weaver, Bill Wright, Woody Woodruff, and Nicholas Mills

City Council Member: Tom Day

Madam Chair Fitzpatrick gave an update on three bills being reviewed by the State Legislature: bee ordinance, school building bill, and Senator Madsen's (marijuana) bill.

PUBLIC HEARING

1. BARLOW CORPORATION ANNEXATION, REZONE AND ANNEXATION AGREEMENT

This 8.47 acre property is located at approximately 1700 W. Weaver Lane. This property is zoned A (Agriculture) and is proposed for RS-PRUD (Residential Suburban – Planned Residential Unit Development) zoning. The applicant is Ovation Homes, representing Barlow Corporation.

Mr. Matson said Duncan Barlow signed the Annexation Agreement. The agreement provides the appropriate utility/street improvements and other private and public enhancements for the development of a quality residential neighborhood. There are 29 units proposed. There are nine single family detached units that are located on a public street along the eastern boundary. The remaining 20 units are a mix of two and three-units attached with one 4-unit building located at the northeast corner of the site on the east side of the public street.

Commissioner Van Drunen asked if the Home Owners Association (HOA) would be responsible for the snow removal on the private road. Mr. Matson said yes.

Mr. Matson explained the map of the area and said the West Davis Corridor (WDC) is a close interpretation of the EIS alignment off the end of Kays Creek Estates, which is an area the City now owns for a future park. The School District property is outside of the City with the exception of the green home on the corner which is included as part of the property that the Barlow Corporation owned. The Barlow's are working with UDOT on the other western part of their property that would be part of the West Davis Corridor. The engineer for the School District submitted their annexation plat and Staff will begin review of the annexation. Ordinance 16-10 for the annexation has a "whereas" statement that expresses that this area is a peninsula of unincorporated County surrounded by the City on three sides. The ordinance follows State law which indicates that the City is not allowed to create peninsulas unless the County determines approval and lets the City know that the County does not have a problem

with the peninsula. In addition, the peninsula has no detriment to the County. However, it will not matter since the school district property is being annexed.

Commissioner Bodily asked if the peninsula had to be addressed in case something went wrong with the School District. Mr. Mills said it does and has been addressed. Mr. Matson has been in contact with the County and they are fine with the peninsula.

Mr. Matson said if you refer to Article 4 in the Annexation Agreement, pages 2-4 in the "Owner's Undertakings", section, item 4.1.1 refers to the architecture and building elevations. There is the statement regarding 100% brick and looking at Mr. Frost's projects, Staff has decided that 75% brick is a better ratio. With the attached units, Staff is recommending once you exceed 60 feet of the façade length, there needs to be a prominent shift. The shift can be either in portions or all at once, which can involve the front façade or the roofline. For the development the requirement would be to shift both vertically and horizontally to meet the Annexation Agreement and City code.

Madam Chair Fitzpatrick asked if all of the units will be two car garages. Mr. Matson said they will be two car garages.

In section 4.5.2 of the agreement regarding improvements on Weaver Lane, there is language regarding payback on additional asphalt and road base that is required to be installed; also, regarding off-site improvements on Weaver Lane and the replacement of the culvert. If the applicant chooses to move forward prior to the culvert being replaced as a City project, the City would require the developer to post a bond for the street improvements west of the culvert. This would be in phase 2 of the development and would coordinate the improvements for the culvert with the City. No development can occur west of the culvert until the culvert is in place. If the owner decides to proceed with the development west of Kayscreek or the culvert prior to construction, the owner would be required to construct the culvert and enter into a payback agreement.

The proposed wall along the West Davis Corridor, Staff is proposing that the wall be changed to a trex fence. Madam Chair Fitzpatrick asked if the fence will start then stop and start again because of the FEMA flood plain. Mr. Matson said once you get in the FEMA flood plain you can't have any structures and a fence is considered a structure.

Commissioner Hansen asked what type of fencing will be along the West Davis Corridor. Mr. Woodruff said in discussions with UDOT, UDOT has concluded that they are not going to focus on fencing or a protective barrier because they are not requiring fencing or masonry walls along the corridor. Mr. Matson said the Staff recommendation is that it ought to be a little more pronounced than a typical fence. Commissioner Pilny asked if there will be fencing where the future proposed park will be. Mr. Matson said no, not that he is aware of. Mr. Wright said there will be a fence along the right of way at the park and Mr. Woodruff said it is a field type fence. Commissioner Hansen asked what kind of fencing will be required around the school. Mr. Matson said probably a chain link fence. The Developer, Mr. Brad Frost, said they prefer to put solid vinyl fencing along the north and east property lines with some vegetation in between

the fence and units. Mr. Matson said with the PRUD there will be a landscape plan that will be submitted to provide recommendations on landscaping and architectural design. Commissioner Harding asked why lot 128 and 129 are out there on their own and not more housing surrounding them. Mr. Matson said it is because of the flood plain limitation and the turnaround requirement leaves only room for two units.

Madam Chair Fitzpatrick said in the fire report regarding the private road it says they need to have a cul-de-sac and there was not one showing. Mr. Matson said they might have to add some sort of turnaround with the preliminary plan. Mr. Frost said they plan on doing sprinklers. Mr. Matson said it will have to be approved at preliminary.

Commissioner Weaver asked what private utilities there were going to be. Mr. Matson said there will be private utilities just on the private drive. Everything else is in a public road.

Commissioner Nilsson said in relationship to the flood plains he is concerned that the City will have more responsibility to the floods if we have a high water table and have problems with the homes in the area. Mr. Matson said he understands the concern regarding ground water levels. During preliminary plat review there will be a requirement for a soils report to be done, which will determine basement levels. Mr. Woodruff said the FEMA appeal has been filed with FEMA from the City and Davis County. Currently the City is going through the review process of the appeal and it is very favorable that the channel will contain the flow of Kays Creek. Currently, the City is using the existing flood plain maps that were approved back in 1984. So in two years the new adopted detailed map will be approved through this section of the channel. Ground water will always be addressed through the land drain system. There will be some coordination with Davis County Flood Control on that channel. Commissioner Hansen asked Mr. Woodruff if his expectation is that the flood plain will shrink. Mr. Woodruff said the flood plain will be close to where it is currently but can't say for certain because they only have the hydrology portion analyzed and reviewed. Mr. Matson asked Mr. Woodruff if he felt comfortable saying with the flood plain area in the maps for the appeal will not increase. Mr. Woodruff said yes and the City will review the elevation of the homes.

Commissioner Nilsson asked if they will be required to have flood insurance. Mr. Woodruff said if they are in the flood plain the ordinance says they will have to carry flood insurance. The City typically does not allow homes to be built in a flood plain. Mr. Matson said in a typical subdivision the lot lines can go into a flood plain but in this instance where the foot print is the lot those will be surveyed in and must be outside of the flood plain. Commissioner Bodily asked when the preliminary plat comes to the Planning Commission a lot of the issues will be addressed. Mr. Wright discussed how the review process works.

Commissioner Bodily asked Mr. Frost how the market has been for this type of development. Mr. Frost said it has been good and there is a need for less expensive homes. The price range of the attached units will be from \$199,000 to \$225,000.

Commissioner Weaver said in section 4.3 in the Annexation Agreement under sanitary sewer the last line says the proportional share of the payback figure does not figure correctly. Mr. Matson will double check on the numbers.

Commissioner Weaver said in 4.9.1 it states that the City will construct a trail at some later period. Why is the City paying for the trail? Mr. Matson said his understanding from JoEllen, in the Parks Department, their main priority is getting the easement secured and the need to construct part of the trail may not arise until the West Davis Corridor comes along and the trail is constructed along the east side. It was a timing issue that they did not want to maintain a trail that ended and did not go anywhere until a connection was closer to reality.

Commissioner Harding wanted to know how an HOA works when there is a public drive and then you have a private street. Madam Chair Fitzpatrick said this one will be different because they are attached units. It does say they will have to be professionally managed. Mr. Matson said the lighting on the public street is City.

Commissioner Bodily asked if the attached single family homes will pay a different fee than the detached single family homes. Mr. Frost said yes the CC&R's will break up the difference between the two.

Mr. Matson explained there are two pay-backs affiliated with this development.

PUBLIC REVIEW

2. INTERMOUNTAIN HEALTHCARE (IHC) - CONDITIONAL USE FOR A HOSPITAL

This property is located at 201 West Layton Parkway in a B-RP (Business and Research Park) zoning district. The applicant is IHC Health Services, Inc.

Mr. Weaver said it has been nearly 8 years since this property was rezoned with the General Plan Amendment was approved by the City Council. The property was rezoned to a BRP zone, Business Research Park, with an associated Development Agreement that is mentioned throughout the Staff report in regards to buffers, and landscaping. There are two portions of the building. The hospital portion located on the north end and the medical office building located on the south end with a common connection between the two facilities. The hospital will include 43 beds which will be housed in a five story hospital building. The square footage is nearly 200,000 square feet. The hospital will provide major services with regards to emergency, surgery, doctor observation, women and newborn services, physical therapy and rehabilitation. Connected to the south of the hospital building will be a four-story medical office building which has a square footage of 113,000, which will house medical clinics such as pediatrics, orthopedics, podiatry, OB/Gyn, pulmonary, cardiology and internal medicine. The medical office building will house an inpatient pharmacy. Madam Chair Fitzpatrick said the inpatient pharmacy will have to be located in the hospital and the outpatient pharmacy can be in the medical building. Mr. Weaver said the site is attractive for a hospital use due to the property's close proximity to Interstate 15 access with the Layton Parkway Interchange. The location and access will benefit Layton City, Davis County and surrounding communities.

Commissioner Nilsson asked where the emergency entrance was located. Mr. Weaver said it's located on the north side.

Mr. Weaver said the helicopter pad that is being proposed adjacent to the emergency room will only be used for emergency fly aways should a patient need to be taken to a regional hospital. A helicopter will not be stationed at this hospital, it will remain vacant the majority of the time. The landscaping and open space requirements are to create a park or campus feel and to provide generous buffers adjacent to residential land uses. The BR-P zone requires a minimum of 25% of the site be landscaped. The proposed site is to have 79% landscaping, this will be a combination of manicured and maintained landscaping and areas that will be planted with upland grasses.

Commissioner Van Drunen asked for to the higher resolution drawings in the packets for future agenda items.

Mr. Weaver said the landscape plan shows berming or ground undulation along the street frontages of Flint Street and Layton Parkway. This provides a more appealing view into the hospital site especially where you plant trees to the side of berms.

Commissioner Van Drunen asked if the berming will block the lights. Mr. Weaver said no but when the trees mature that will help to block the lights.

Commissioner Pilny asked when the homes on the opposite side of Flint Street developed. Mr. Weaver said in the mid 90s. Commissioner Bodily said the houses west of Flint Street were developed between 1999 and 2001.

Commissioner Van Drunen asked about the future UTA park-n-ride ride. Mr. Wright said they have allowed for some surface parking in a few areas. Commissioner Van Drunen said he is concerned about the hospital personnel being able to use the train. Commissioner Pilny asked if there was going to be a bus that will take them to the hospital. Mr. Wright said there will be a circular bus.

Madam Chair Fitzpatrick said she is struggling with homes on Flint Street that are directly across from the hospital. She is concerned about the amount of traffic that is already there and will be there once the hospital is built. She asked if there was anything that can be done to Flint Street to put in a dotted line center section so the residents can pull into their street. She asked what time of day were they planning on making deliveries. Mr. Woodruff said on Flint Street they will look at the possibility of shifting all the lanes. The City will most likely restrict parking on the hospital side and possibly put three lanes in with middle turn lane and still provide parking on the west side of Flint Street. Ryan Hales has done a traffic study and the Engineering Division has reviewed this with him. There are some minor issues that will need to be addressed. City Staff would like to encourage the hospital to use Layton Parkway to minimize traffic on Flint Street. On Flint Street there are approximately 6,200 cars per day.

Madam Chair Fitzpatrick wanted to know as a conditional use can we restrict traffic off of that 700 South entrance. Mr. Wright said we need to be careful to make sure all traffic flow functions properly. Madam Chair Fitzpatrick said she worries about safety and the resident's ability to sleep at night with all the traffic.

Commissioner Hansen asked if there was enough space on Flint Street to create a right hand turn lane. Mr. Woodruff said there is an existing right lane turn that can stack six or seven cars. Mr. Hales said Layton Parkway will need to be signalized in the very near future. There was also a discussion regarding restriping the road and moving the lanes towards the east.

Commissioner Harding asked if there was going to be a light on Flint Street on the south side where the turn lanes are going to be. Mr. Hales said no but there will be a light on the north side.

Madam Chair Fitzpatrick asked what kind of study was done south of the hospital. Mr. Hale said they used the Wasatch Fronts Regional Traffic manual and they correlate all the communities on what the long range plan is for each city.

Commissioner Harding asked if there was going to be a three way stop when coming off of Layton Parkway. Mr. Hales said there will be some control.

Commissioner Hansen asked if there was a need to widen Flint Street. Mr. Hales said not right now.

Commissioner Nilsson asked if you could stripe the road for pedestrians. Mr. Woodruff said they could possibly do a bike lane.

Commissioner Harding asked about the lighting in the parking lots. Mr. Weaver said the lights will be shining down.

Mr. Weaver said the hospital and medical office building are required to be setback a certain distance from the property lines per the Development Agreement and associated colored map exhibit. Counting the 50-foot no build zone (red) and the 50-foot setback zone with no vertical structures (yellow), the building can be setback 100-feet if the height does not exceed 40 feet. If the building is setback additional 50-feet (150 feet total) then the height of the building can be 100-feet or less. The final height of the hospital portion of the building is 100 feet and the final height of the medical office building is 68 feet, both of which meet the maximum height for the B-RP zone. Mr. Wright went over the site plan.

Mr. Weaver said the building setback being shown from the south property line, adjacent to the single family residential, is 293 feet. The setback from Flint Street is 404 feet and 230 feet setback from Layton Parkway. The required detached utility building is setback 182 feet from Flint Street. The hospital and medical office building meets the required setbacks of the Development Agreement.

Commissioner Hansen asked if the main tower was five stories. Mr. Wright said yes.

Commissioner Harding asked if there will be detached signage. Mr. Weaver said yes.

Commissioner Hansen asked if they have had any feedback from the community. Mr. Weaver said he received two comments and both were regarding 200 East. They would like to see 200 East go through and connect to Layton Parkway.

3. SHEPHERD'S RIDGE – FINAL PLAT

This 13.42 acre property is located at 2450 N. Church Street. This property is zoned A (Agriculture) and R-1-8 (Single Family Residential). The applicant is Ed Gertge.

Mr. Weaver said on November 5, 2015, the City Council granted preliminary plat approval of the Shepherd's Ridge Subdivision. The proposed final plat consists of 13.42 acres of vacant farmland. The subdivision will consist of 12 single family residential lots. Three lots, under the agriculture zoning designation, will encompass half of the vacant land with each lot having a single family home. Since preliminary plat approval the applicant has made the decision to not have the land drain and sewer in a private utility easement on the front of the lots. All future utilities that will service the lots will be located in Church Street and will be public. The three lots that are required to have the landscape buffer easement on their lots will be required to maintain the landscaping within this buffer. Covenants will be recorded with the plat that outlines the responsibility of the lot owners. The landscape buffer easement and the utilities, now being proposed as public, will remove the requirement of the subdivision to have a homeowners association.

Madam Chair Fitzpatrick asked when the moratorium expires for digging up Church Street. Mr. Weaver said October of 2016.



Christy Wixom, Planning Commission Secretary

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MEMBERS ABSENT:

OTHERS PRESENT: Staff: Peter Matson, Kem Weaver, Bill Wright, Christy Wixom, Woody Woodruff, and Nicholas Mills

City Council Member: Tom Day

Madam Chair Fitzpatrick called the meeting to order at 7:00 p.m.

The Pledge of Allegiance was recited and an invocation was given by Commissioner Bodily.

Madam Chair Fitzpatrick asked for a motion to open public hearing. Commissioner Hansen motioned to open public hearing and Commissioner Weaver seconded the motion. All in favor. Voting was unanimous.

Madam Chair Fitzpatrick changed the order of the agenda items to item 3, item 2 and item 1.

PUBLIC HEARING

1. BARLOW CORPORATION ANNEXATION, REZONE AND ANNEXATION AGREEMENT

This 8.47 acre property is located at approximately 1700 W. Weaver Lane. This property is zoned A (Agriculture) and is proposed for RS-PRUD (Residential Suburban – Planned Residential Unit Development) zoning. The applicant is Ovation Homes, representing Barlow Corporation.

Mr. Matson said the property proposed for annexation and rezone contains 8.47 acres located on the north side of Weaver Lane at approximately 1700 West. The annexation area is directly north of the western end of Kay's Creek Estates Subdivision. Kay's Creek runs through the southwestern portion of the annexation and rezone area. The annexation/rezone area is surrounded by unincorporated county to the west, north and east; and R-S PRUD zoning to the south.

The annexation petition is accompanied by a rezone request for R-S PRUD zoning to develop a single family detached/attached PRUD with access from Weaver Lane. The PRUD is designed to cater to a senior demographic or empty-nesters.

The developer, Ovation Homes, is proposing to develop 29 units on 8.47 acres, which is a density of 3.42 units per acre. This would require the developer to achieve a 37% density bonus based on the design options outlined in the PRUD ordinance. The unit types are a mix of detached and attached single family. Of the overall 29 units, nine single family detached units

are located on a public street along the eastern boundary of the site. The remaining 20 units are a mix of two and three-units attached with one 4-unit building located at the northeast corner of the site on the east side of the public street. Nine of the attached units have access from the new public street, seven attached units have access from a private drive, and the remaining two attached units are located on the north side of Weaver Lane. Although several of the units are proposed to be attached, all residential homes will be very similar to other Ovation Homes projects. The basic architecture and building material requirements from the other projects are outlined in the Annexation Agreement.

The annexation/rezone area is located directly west of property owned by the Davis School District for a future Jr. High School. The owner and developer of the annexation/rezone area will need to coordinate a number of utility and street improvements with the school district that will benefit development of both properties.

There will be a Home Owners Association associated with this development to maintain the common areas, landscaping, and any private utilities associated with the small private drive. The sanitary sewer payback is referring to two separate payback agreements. One is for a lift station payback to be collected and that is at the \$1428.00 per acre and the second payback is for an eight inch water line that was installed by a developer upstream and the proportionate share of that payback is calculated to equal the \$4065.00 which is about \$479.00 an acre. Regarding the construction and improvements of Weaver Lane west of Kayscreek, if the developer wants to move forward with that portion of the development prior to that project being completed by the City and the County they would be able to do so but would need to construct and install the culvert and enter into a payback agreement. The staff's recommendation for the eight foot masonry wall is to adjust that to a trek fence and the addition from the Parks Department that the trail along the creek easement is set aside and the trail be constructed by the City at a later date.

Staff recommends that the Planning Commission forward a positive recommendation to the City Council to adopt Resolution 16-03 approving the Annexation Agreement and adopt Ordinance 16-10 approving the annexation based on consistency with the Annexation Plan and Ordinance 16-11 for the Rezone request. Staff also recommends that a positive recommendation be forwarded to the Council to approve the rezone request to R-S PRUD subject to the approved conceptual PRUD plan. This recommendation is based on consistency with the General Plan land use recommendation for this property, and with the conceptual PRUD plan requirements of Chapter 19.08 (PRUD Overlay Zone) of the Zoning Ordinance.

Commissioner Hansen said on 4.1 it was discussed in the working meeting about changing the building elevations. Why was the color earth tone taken out in relation to exterior materials? Mr. Matson said it was discussed with the applicant and didn't want to be too restrictive. The solid monotonous earth tone color seemed to be the fad right now and didn't want other brick colors to be restrictive.

Commissioner Weaver asked for some clarification on item number for under the Fire memo regarding the turnaround at the end of the private lane. Mr. Matson said there will be an alternative to look at a couple of different designs. The Fire Marshall recommends a full turn

around but if he sprinkles a portion of those buildings there is a possibility of different configurations for the turnaround that could be considered. However, it would have to be approved on the preliminary submittal by the Fire Marshall.

Commissioner Weaver said in the Staff report in the recommendations Ordinance 16-11 for the rezone is not referenced. Peter will make the change to reflect Ordinance 16-11.

Commissioner Weaver made a motion regarding the Barlow Corporation Annexation, Rezone and Annexation Agreement to forward a positive recommendation to City Council regarding Resolution 16-03 approving the Annexation Agreement. Commissioner Van Drunen seconded the motion. All in favor. Voting was unanimous.

Commissioner Weaver made a second motion to forward a positive recommendation to City Council to approve Ordinance 16-10 approving the annexation based on consistency with the annexation plan. Commissioner Van Drunen seconded the motion. All in favor. Voting was unanimous.

Commissioner Weaver made a third motion to forward a positive recommendation to City Council to approve Ordinance 16-11 defining the rezone from A to R-S PRUD. Commissioner Pilny seconded the motion. All in favor. Voting was unanimous.

Madam Chair Fitzpatrick asked for a motion to open public Review. Commissioner Hansen motioned to open Public Review and Commissioner Bodily seconded the motion. All in favor. Voting was unanimous.

PUBLIC REVIEW

2. INTERMOUNTAIN HEALTHCARE (IHC) - CONDITIONAL USE FOR A HOSPITAL

This property is located at 201 West Layton Parkway in a B-RP (Business and Research Park) zoning district. The applicant is IHC Health Services, Inc.

Mr. Weaver said the applicant, IHC Health Services, Inc., is requesting conditional use approval to develop a hospital and medical office building. The property has frontage on Layton Parkway and Flint Street with stub streets connecting into the property from the south. The property is located north of the Heritage Fields and East View Subdivisions and east of the Willow Cove and Whispering Willow Estates Subdivisions.

On June 19, 2008, the City Council approved the General Plan Amendment and rezoned the property from C-TH and MU-TOD to Business Research Park (B-RP) with an associated Development Agreement. The approval was granted knowing that IHC would develop the 41.80 acre property for a medical campus or hospital. The land use category for a hospital is permitted conditionally in the B-RP zone.

After nearly eight years since the General Plan Amendment and rezone were approved by the City, IHC is ready to move forward in planning and development of a community hospital.

IHC has provided the Planning Commission a Letter of Intent that outlines the proposed use of the property and the services the hospital will provide. The hospital will include 43 beds housed in a five-story hospital building with a square footage of 195,292. In addition to the 43 beds, the hospital will provide major services with regards to emergency, surgery, doctor observation, women and newborn services and physical therapy and rehabilitation. Connected to the south of the hospital building will be a four-story medical office building with a square footage of 113,737, which will house medical clinics such as pediatrics, orthopedics, podiatry, OB/Gyn, pulmonary, cardiology and internal medicine. The medical office building will house an outpatient pharmacy.

The site is attractive for a hospital use due to the property's close proximity to Interstate 15 access with the Layton Parkway interchange. The location and access will benefit Layton City, Davis County and surrounding communities. A helicopter pad is being proposed on the north side of the hospital and adjacent to the emergency room access points. The helicopter pad will only be used for emergency fly away should a patient need to be taken to a regional hospital. A helicopter will not be stationed at this hospital, it will remain vacant the majority of the time.

Per ordinance and the Development Agreement, landscaping shall be installed along roadways, between buildings, between buildings and parking areas and within parking areas. The landscaping and open space requirements are to create a park or campus feel and to provide generous buffers adjacent to residential land uses.

The B-RP zone requires a minimum of 25% of the site be landscaped. The proposed site is to have 79% landscaping, this will be a combination of manicured and maintained landscaping and areas that will be planted with upland grasses. The areas to be planted with upland grasses include the bottom of the detention basins, areas surrounding the hospital and the remainder property not being developed at this time to the east adjacent to the interchange. As part of the packet, there are two pictures of upland grasses to give the Planning Commission some perspective of what will be planted.

The landscape plan shows berming or ground undulation along the street frontages of Flint Street and Layton Parkway. Both streets have been improved with curb/gutter and sidewalk and the park strip on Layton Parkway has been planted with grass and trees every 25 feet. The landscape plan is proposing trees on IHC's property in addition to the park strip trees. Trees will be located on and around the berms fronting onto Flint Street and Layton Parkway. Trees are also planned for the private roads, parking areas, and at the building's entrances. To provide screening of the detached utility building from Flint Street, trees will be strategically placed. As part of buffering the single family homes to the south, trees will be planted according to City ordinances.

Exhibit D of the Development Agreement highlights the buffer requirements of the hospital in relationship to the single family homes and Flint Street. A 50-foot wide landscape buffer is required on the periphery of the property as shown in red in Exhibit D; no building structure can be located within this 50-foot buffer. Trails or paths and roadways can be located within the 50-feet. A walking trail or path is proposed to be located in the 50-foot buffer and will connect from Flint Street through the open space to the parking area on the east side of the

hospital. Pedestrian sidewalks will be incorporated in the parking areas to safely provide pedestrian access from the public streets and parking areas to the hospital entrances.

Exhibit E of the Development Agreement shows the location of the Kay's Creek Trail. The trail from Dawson Street to Flint Street along the Kay's Creek corridor (in yellow), which is located north of Layton Parkway. This is known as Phase 1. Phase 2 is the connection of the Kay's Creek Trail from Dawson Street to the Layton Parkway interchange (in green). Within 30 days of IHC receiving site plan approval and building permit approval, IHC is required to dedicate land no more than 20 feet in width for the Kay's Creek Trail. IHC is also required to pay for the design and construction of the trail to City standards of a paved trail 10 feet in width for both Phases 1 and 2. Two options have been given in the Development Agreement to IHC to ensure the trail will be constructed. Option one is to design and construct the Kay's Creek Trail and option two is to require the City to design and construct the Kay's Creek Trail upon receipt of payment from IHC and the dedication of IHC's land. The City will be responsible for all on-going maintenance and repairs of the trail.

All the roadways and access points on the IHC property will remain private and maintained by IHC. The width of the private roadway is 30 feet and meets the requirements of the Fire Department for access.

The main entrance for the hospital will be from the midblock point on Layton Parkway. The intersection has been established with the construction of Layton Parkway with a stub street into the IHC property, which lines up with 100 West on the north side of Layton Parkway. A secondary access will be located at the southwest corner of the property onto Flint Street, which will line up with 700 South. The secondary access will be the only access used by delivery trucks to access the loading areas on the west side of the hospital. The secondary access will be open to public access and employees.

The stub streets located along the south boundary of the property will be terminated and will not connect through the site to Layton Parkway. Stub streets 25 East and 175 East have a depth of a single lot and will not require a fire turn-a-round; these two streets will terminate and be capped with a 6-foot solid vinyl fence that is earth tone in color. The City does not see any value to have these stub streets connect to the hospital site. There may be a higher volume of traffic that would use the subdivision streets as a "cut through" to leaving or arriving at the hospital. In addition, an access point to the hospital will be constructed on Flint Street.

The 200 East stubbed street will continue to terminate at the south IHC property boundary. However, since 200 East does not have an existing fire turn-a-round, one would have to be constructed on the IHC property at the cost of IHC. At one time, the City's master street plan was to connect 200 East with Layton Parkway. To continue with this connection would reduce the possibility of future medical/office development for the eastern portion of the property. The traffic study that was conducted in 2008 for the property/hospital recommended 200 East to be terminated. This will prevent a higher volume of traffic through the subdivision streets.

With the construction of Layton Parkway, UDOT (Utah Dept. of Transportation) did not design or construct a signal at 100 West and the entrance of the future hospital, because it was not

warranted at the time of Layton Parkway's construction. The Development Agreement requires IHC to complete the signal design that will need to be approved by UDOT and Layton City. IHC is required to furnish and install the proposed signal. This includes video detection, foundation and anchor bolts, mass arms and conduit.

The hospital site is providing 735 parking spaces for both the hospital and medical office building. The number of parking spaces to be used by employees/medical staff is 485 and the number of parking spaces for patients/visitors is 250. The required parking is based on the number of doctors and practitioners for the hospital and medical office building, which is 455 parking spaces. The difference is an additional 280 parking spaces. The City's parking requirement is easily being met.

The hospital and medical office building are required to be setback a certain distance from the property lines per the Development Agreement. Exhibit D shows how the building is to be setback. Counting the 50-foot no build zone (red) and the 50-foot setback zone with no vertical structures (yellow), the building can be setback 100-feet if the height does not exceed 40 feet. If the building is setback additional 50-feet (150-feet total) then the height of the building can be 100-feet or less. The final height of the hospital portion of the building is 100 feet and the final height of the medical office building is 68 feet, both of which meet the maximum height for the B-RP zone.

The setback being shown from the south property line, adjacent to the single family residential, is 293 feet. The setback from Flint Street is 404 feet and 230 feet setback from Layton Parkway. The required detached utility building is setback 182 feet from Flint Street. The hospital and medical office building meets the required setbacks of the Development Agreement.

The City has received colored renderings and exterior building elevations. As mentioned previously in this report the hospital portion of the building will be five-stories located towards the north portion of the building footprint. The building transitions down to four-stories moving south for the medical office building.

The front building elevation shows the large expansion of glass that spans and connects the hospital to the medical office building. The use of glass helps break up the front façade of the building and it provides natural light to the front interior of the building. Other materials that are being proposed are metal panels for the majority of the building, floors two through five. Masonry brick will be used as an exterior material for the first floor or the first 16 feet in height.

The north building elevation will have the entrances to the emergency rooms and be two stories before connecting with the hospital. The rear building elevation that backs onto Flint Street will have a continuation of masonry brick for the first floor and the use of metal panels on the upper floors. A rear door entrance to the hospital will be provided for employee use due to the close proximity of the employee parking.

A detached utility building will be located between the hospital and Flint Street with a setback of 182 feet from Flint Street. This building will facilitate the required monitoring of utilities and

systems for the hospital and medical office building. The design of the building will be the same materials used for the hospital, which includes masonry brick and metal panels.

Per the Development Agreement, any future development on the IHC property the design and architecture of future buildings will need to closely match the hospital.

Staff recommends the Planning Commission approve the conditional use permit for the IHC hospital and medical office building subject to the following conditions.

1. Meet all Building Division, Engineering Division and Fire Department requirements.
2. Meet all requirements as outlined in the "Owner's Undertakings" in the Development Agreement.

Commissioner Weaver asked if Mr. Weaver was aware of the timing on the start of construction in the event this conditional use is approved. Mr. Weaver said Spring 2016 was the ground breaking.

Commissioner Nilsson asked what the 41 acre footprint is in the yellow area. Does the full acre property include the northern property? Mr. Weaver said yes it includes the northeast property currently zoned MU-TOD. The 41 acres for the hospital is zoned BR-P.

Madam Chair Fitzpatrick asked if there will be a masonry fence along Layton Parkway. Mr. Weaver said no.

Madam Chair Fitzpatrick said under the trail dedication she did not understand phase I and phase II. They do not own anything in phase I to dedicate. They only own the green area. Mr. Wright said that is correct. Layton already owns the yellow area.

Madam Chair Fitzpatrick said onsite as far as landscaping goes is there secondary water to go in all the grass or will this be culinary water. Mr. Wright said this will be secondary water.

Madam Chair Fitzpatrick asked if what the developer proposes for street trees match the ordinance. Mr. Weaver said yes.

Ryan Hales, Hales Engineering said they have looked at IHC existing conditions 2016, and future years and have added the project traffic on top which is all the traffic from the hospital. What has been identified is a future signal that is needed at Layton Parkway at the entrance of the project site. It is anticipated there would be a left turn lane from Layton Parkway as well as a right turn lane that would come in from Layton Parkway. They did evaluate the traffic on Flint Street and the access on the backside and looked at future traffic volumes. The recommendation is to have a separate right and left turn pocket in the west bound direction coming out of the hospital site and then restripe the area on the east for Layton Parkway to provide a separate left and right turn pocket on that side.

Commissioner Hansen asked Mr. Hales to give an update on the traffic on Flint Street to Layton Parkway. Mr. Hales said there is the possibility of restriping Flint Street which would provide a little more space for the residents on the west side.

Commissioner Bodily said if they did the restriping there would be parking on the east side of Flint Street. Mr. Hales said yes.

Roger Phillips, HKS Architects, and Rob Waters, HKS Architects, said the main front door entrance on the east side of the building, the design concepts show a lot of glass. The reason for so much glass is because those areas are mainly waiting or pause areas in the building to bring a lot of morning light in. The other reason is it also provides some amazing views. The tower on the right is the main hospital entrance and has a circulation stair that goes all the way up the building. The entrance on the left is the main entry for the clinic. The brick base of the building provides some grounding to the site and a rich element for pedestrians and patients who come into the building. The access drive that comes into the site is the view from the drive going into the site. The curve on the building is a welcoming gesture to invite patrons and patients to come into the building.

Madam Chair Fitzpatrick said the patient wing is five stories but it is only 43 beds. Mr. Phillips said the first floor has services such as imaging, and emergency department. The second floor is mainly the surgery with operating rooms and endoscopy GI suites. There are no patient beds on the first and second floor. The third floor is labor and delivery will have LDR rooms, and some C-section rooms. The fourth floor is postpartum for women. The fifth floor will be medical surgical beds. So the beds are on level three, four and five.

Manuel Martinez, 103 Phillips Street, said with the new Smith's in Kaysville, the traffic on Flint Street has really increased and with the new hospital the traffic will increase more. As you are coming south on Flint Street and you turn on Phillips Street the road narrows and holds up traffic. Mr. Woodruff said they can talk with Kaysville City and coordinate with them.

Robert Lundgreen, 563 S. 175 W., said his concern is the entrance at 700 South and the width of the road from 700 South to Layton Parkway. He recommends that the footprint of the hospital be moved another 30 to 40 feet so that the road would provide safe access. Mr. Woodruff said the width of Flint Street pavement is 42 feet. This is a 66 foot right-of-way and the current configuration of that road is a two lane facility that is stripped with a middle lane. There is quite a bit of pavement for additional lanes based on how you stripe it. Some options that the City is looking at is to shift the traffic in this area to the east. We could provide three lanes of traffic where we would stripe it for a northbound 12 foot lane in a middle turn lane as we currently do not have. Also, to provide an eight foot shoulder on the residence side would be beneficial. Right now the volume of traffic on Flint Street is about 8,000 cars a day. The future master plan has predicted 9,000 cars a day. A lot of the build out is in the future 2040. The City plans on keeping the speed limit the same both on Layton Parkway and Flint Street.

Poultros, corner of 28 West, said he is concerned about the borderline around the property. What kind of borderline will you have around the property? Mr. Weaver said along the south

boundary up against the residential area, IHC will be installing a 6 foot solid vinyl fence that is earth tone.

Shawn O'neal, 57 W. 900 S., said he lives in the neighborhood to the south and would like 200 E. and Layton Parkway to be connected.

Brad Brown, 780 S. 200 E., said he does not want the street connected to Layton Parkway. He thought the fence along the property lines between the hospital and residential area was going to be a sound barrier. Mr. Weaver said there was no mention of a requirement for a masonry wall.

James Seaman, 39 E. 850 S., said he is concerned about light pollution and noise pollution. Also believes there should be three lanes. He said that it would be helpful to have on the City website a link to view the information that is going to Planning Commission and City Council.

Roger Phillips, 100 E. Chase Lane, in the conditional use they included a light plan and it shows light levels around the site. Currently, it is designed as the property line would be a zero foot candles. IHC is applying for Leed Silver Certification and not having light pollutions. The lights will be shining down not out. Leed Silver is a program that the Federal Government set up to help with the environment. On the south boundary of this site there are trees and landscaping elements as well as berms to provide variety as well as a pedestrian walking path.

Commissioner Hansen said as an architect how do you work on balancing light on a project so that there is adequate and appropriate lighting for safety purposes and not have it shine on the residents. Mr. Phillips said the light fixtures will be shining down and also will be placed in the appropriate places.

Terri Sory, 8 E. 850 S., said she would have never moved to Layton if she had known about the hospital. She is concerned that this is in the middle of a residential area and there will be a lot of noise and light. She is also concerned about the traffic and how this will affect the pedestrians and is concerned about their safety. She is also concerned about the inversion and the permanent change this will have to the neighborhood. She stated that IHC is a nonprofit organization and the tax burden will fall on the residents. Madam Chair Fitzpatrick said the zoning was addressed eight years ago when the agreements were signed and taxes were addressed at that point. They are looking at a circulating bus coming from the train station to the facility which should help with some of the traffic and inversion. She would like Staff to look at some crosswalks at 700 South when that road is developed.

Casy Johnson, 328 W. 900 S., said he would not have moved to Layton City if he had known about the IHC development. He is concerned about traffic, the Layton Elementary School and that there is not an easy way to commute.

Madam Chair Fitzpatrick asked Mr. Hales if he looked at the fact that Flint and Layton Parkway is a school crossing. Mr. Hales said they will work this detail out with Mr. Woodruff and the striping and where the crosswalks can be located at.

Commissioner Bodily said at Flint Street and Layton Parkway there are already crosswalks and guards. Mr. Hales said they might look at the change of striping. Madam Chair Fitzpatrick said the City has the option to have multiple crossing guards if needed.

Robin Greenwood, 212 W. Larson Lane, said she thought this was going to be a two story building not a five story building and is concerned that even with the lighting shining down that it will be filtered into the neighborhoods. The entrance from Flint Street into the hospital is a concern for children crossing the street.

Glade Johnson, 25 E. 900 S., said he is opposed to this conditional use and he does not understand why Layton needs another hospital. Madam Chair Fitzpatrick said it is probably market driven and Farmington will be getting a hospital which is already under construction.

Robert Lundgreen, 563 S. 175 W., said he feels the hospital is a big advantage and will allow for more jobs, convenience of medical care and also feels the value of homes will increase. Commissioner Bodily said he has spoken with a few residents who do live near hospitals and it does bring up value to homes.

Sean Schulz said he didn't understand why 200 East was not being opened to alleviate some of the traffic coming out of the neighborhood. Commissioner Hansen asked how Mr. Schulz felt about more traffic coming into the neighborhood. Mr. Schulz said the only exit is to the west so it would be wonderful to open up 200 East. Mr. Woodruff said from the property standpoint this is owned by IHC and in the original agreement in 2008 they talked about 200 East being closed. Also, by having more people drive into the neighborhoods causes safety concerns especially for children.

Kevin Christensen, 790 Flint Street, said he is concerned about where the ER is located and the traffic. He feels there should be a light at 700 S. and also feels that 200 E. should be opened up.

Commissioner Hansen said Mr. Seaman made a comment about linking the projects to the City website and feels this may be a good consideration for Staff to look at. Commissioner Van Drunen stated that these packets are only available a few days before the meeting.

Madam Chair Fitzpatrick said she is really concerned about the traffic off of Flint Street and the delivery trucks on that street and what are the delivery times. Is there any way that this could be relooked at so that trucks could come off of a lighted intersection off of Layton Parkway wind around the road and make the deliveries where they need to make them? Corey Cracraft, project manager for the development of IHC, said there were a lot of issues that were considered regarding adding access off of Flint Street. They want to separate the delivery traffic from patients coming into the site. Ryan Hales has studied the impacts that will occur on Flint Street and is working closely with Mr. Woodruff and the City to mitigate those issues. They do not intend to have 24/7 deliveries to the hospital. These will primarily be in the morning and will not be constant throughout the day. A community hospital is here for the community.

Commissioner Van Drunen said to Mr. Cracroft that the concern is deliveries in the morning during the times children are walking to school. He feels that Mr. Cracroft needs to think about the residents along 700 South and along Flint Street. Mr. Cracroft said they fully intend to work with City Staff in following recommendations they will make and will take the residents' concerns into consideration. Madam Chair Fitzpatrick said there is still a lot of land and wanted to know if they have looked at moving the roads around a little bit that may alleviate deliveries off of Flint Street. Madam Chair Fitzpatrick asked Mr. Mills if the Planning Commission could restrict delivery times. Mr. Mills said if you found a concern that you needed to mitigate and that are within reason. You could impose some conditions that they do some further studies to determine the viability of all alternatives.

Commissioner Hansen said he would like to see some specifics on input from the architect and IHC in terms of traffic flow, and delivery times outside this facility.

Terry Sory, 8 E. 850 S., said she is upset that Mr. Cracroft is talking about what is best for hospital and not the residents. She also stated that there needs to be more posted speed limit signs and speed bumps and air pollution is a concern.

James Seaman said he is concerned about the ambulance lights and the sirens and is also concerned about the helicopter and if it will be used every day late into the night. Mr. Mills said when they are using the ambulance sirens it is kind of a last resort. There is a protocol they have to follow when using sirens.

Hank Greenwood, 212 W. 475 S., said he is concerned about the construction. Madam Chair wants to see if they can go off of Layton Parkway during construction times. There are ordinances to mitigate the noise and dust and as residents they can always call and complain and the City can follow up with your concern at that time.

Commissioner Pilny said if there happens to be a lot of dust or noise they can also talk to the project manager on site.

Mr. Wright went over the process on how the conditional use works and what happens after the conditional use is approved and how site plan review works. There are a lot of details that will continue to be explored and designed in order to get through the site plan review approval. A lot of the details get discussed such as the size of the driveways and is there a right and left turn when exiting. He also stated that he understand the concerns of the Planning Commission and residents in regards to the delivery truck traffic off of Flint Street being put into the site plan approval process. He stated he understands that the Planning Commission would like the applicant to study more fully the delivery process and the use of the entry off of Flint Street, providing the best solution that IHC believes to have for the hospital and community in regards to the traffic flow on Flint Street. Once they have a solution IHC will submit it to Staff for review as part of the site plan review process. Before the approval is granted Staff would share this with the Planning Commission on what Staff believes to be the best solution on how to get the deliveries in and out, what time of day and how they may circulate the site in the best manner. He stated that during site plan review approval these issues will be brought up and dealt with.

Glade Johnson asked about the landscape. Commissioner Van Drunen said the ordinance state 25% for landscape and they are over 75%. Madam Chair Fitzpatrick said the buffer zones have to stay in place and they have to keep the 25% minimum for landscaping.

Commissioner Bodily made a motion to approve the conditional use permit for the applicant for the hospital and medical office building subject to the following conditions:

- As outlined in the Staff memo they are going to meet all requirements by Staff
 - Meet all requirements as outlined in the owners undertaking agreement
 - As was discussed a study to determine all alternatives for delivery truck details and have reported back to the Planning Commission prior to site plan approval.
 - The construction entrance is limited to the Layton Parkway entrance as discussed.
- Commissioner Nilsson seconded the motion. All in favor. Voting was unanimous.

3. SHEPHERD'S RIDGE – FINAL PLAT

This 13.42 acre property is located at 2450 N. Church Street. This property is zoned A (Agriculture) and R-1-8 (Single Family Residential). The applicant is Ed Gertge.

On November 5, 2015, the City Council granted preliminary plat approval of the Shepherd's Ridge Subdivision. The applicant, Elk Valley Construction, is now requesting final plat approval for the Shepherd's Ridge Subdivision being proposed on Church Street. Single Family residential is located to the east, north and west, and agriculture properties are to the south.

The proposed final plat consists of 13.42 acres of vacant farmland. The subdivision will consist of 12 single family residential lots. Three lots, under the agriculture zoning designation, will encompass half of the vacant land with each lot having a single family home. Eight lots will be located in the R-1-8 portion of the subdivision located on the north portion of the vacant property.

Since preliminary plat approval the applicant has made the decision to not have the land drain and sewer in a private utility easement on the front of the lots. All future utilities that will service the lots will be located in Church Street and will be public. The three lots that will be required to have the landscape buffer easement on their lots will be required to maintain the landscaping within this buffer. Covenants will be recorded with the plat that outlines the responsibility of the lot owners. The landscape buffer easement and the utilities, now being proposed as public, will remove the requirement of the subdivision to have a homeowners association.

The applicant has completed the requirements of the Sensitive Lands Development Regulations for final plat review and possible approval, which includes the following:

- The City may require a qualified geotechnical engineer be on site, at the cost of the developer, to provide inspection reports stating the improvements and other geotechnical requirements have been met within five days the inspection.
- A reference to all geotechnical reports and a complete description of all geotechnical conditions must be written into the covenants of the subdivision.

- The covenants shall also reference all restrictions regarding structures, grading, retaining and vegetation.

All lots meet the zoning requirements for frontage and area for the respective zoning districts.

Staff recommends the Planning Commission forward a positive recommendation to the City Council to approve the final plat for the Shepherd's Ridge Subdivision subject to meeting all Staff requirements as outlined in Staff memorandums to the applicant.

Commissioner Hansen said both for the knuckle lots and all other lots south of that, did we not require a circular or hammerhead type turn around so that those property owners would enter Church Street in a forward facing manner. Mr. Weaver said yes that will be the requirement on the plat.

Commissioner Hansen made a motion that the Planning Commission forward a positive recommendation to City Council to approve the final plat for Shepherd's Ridge Subdivision subject to meeting all Staff requirements outlined in Staff memorandums. Commissioner Van Drunen seconded the motion. All in favor. Voting was unanimous.

Commissioner Weaver made a motion to close public Review. Commissioner VanDrunen Seconded the motion. All in favor. Voting was unanimous.

Commissioner Hansen made a motion to adjourn. Commissioner Van Drunen seconded the motion. All in favor. Voting was unanimous.

Meeting adjourned: 9:08 p.m.



Christy Wixom, Planning Commission Secretary

(Please see other side)