



**Kaysville City Planning Commission  
Meeting Notice and Agenda**

The Kaysville City Planning Commission will hold a regular meeting on December 14, 2023, at 7:00 PM in the Council Chambers of the Kaysville City Municipal Building located at 23 East Center Street.. The public is encouraged to attend in person or may view the meeting online via [www.kaysvillelive.com](http://www.kaysvillelive.com).

1. Opening
2. Approval of the minutes from the November 9, 2023 Planning Commission Meeting
3. Oath of Office for Planning Commissioner Megan Sevy
4. Elect new Vice-Chair for Planning Commission
5. Conditional Use Permit for J5 Construction, a Major B Home Occupation located at 1731 West 75 South
6. Conditional Use Permit for Mooney Construction, a Major B Home Occupation located at 278 East Shepard
7. Public Hearing for an application to Rezone 196 North 200 West and 166 North 200 West from General Commercial to Mixed Use Zoning District Overlay
8. Public Hearing for Text Amendments for Title 17, Title 18, and Title 19
9. Call to the Public
10. Other matters that properly come before the Planning Commission
  - a. Reports
  - b. Correspondence
  - c. Calendar
11. Adjournment

On a Notice of Meeting was posted in accordance with Utah State Code Section 52-4-202 (3).

Mindi Edstrom  
Community Development Department

## PLANNING COMMISSION STAFF REPORT

**To:** Kaysville City Planning Commission  
**From:** Mindi Edstrom, Business License Officer  
**Date:** December 12, 2023

**Agenda Item #5:** Conditional Use Permit for a Major B Home Occupation for J5 Construction located at 1731 West 75 South for Clint Streadbeck

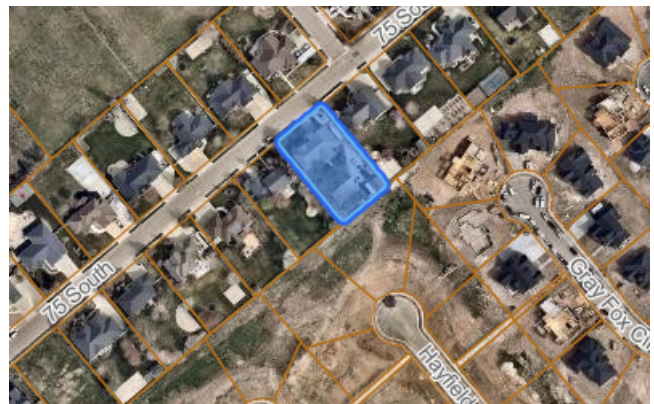
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| <b>Meeting Date</b>               | December 14, 2023                  |
| <b>Application Type</b>           | Conditional Use Permit             |
| <b>Applicant   Owner</b>          | Clint Streadbeck   J5 Construction |
| <b>Address   Parcel ID Number</b> | 1731 West 75 South   11-471-0015   |
| <b>Lot Size</b>                   | .46 acres   20,037 ft <sup>2</sup> |
| <b>Current Use</b>                | Single Family Dwelling             |
| <b>Conditional Use</b>            | Major B Home Occupation            |

### 1. BACKGROUND

Mr. Streadbeck is the owner of J5 Construction Company located at 1731 West 75 South. J5 Construction is a concrete company that he does part-time. Mr. Streadbeck is currently building an accessory building in his back yard to hold all of his equipment so it is not stored on the road. Mr. Streadbeck indicates he uses the following equipment for his business:

- Skid loader w/ flatbed trailer
- Mini Excavator w/ flatbed trailer
- Enclosed trailer

There will be no employees or customers at the home and he will be doing business during normal business hours. Mr. Streadbeck has his Department of Professional Licensing number and is good standing with the state.





## 2. PUBLIC NOTICING AND PUBLIC COMMENT

A sign was placed on the property on December 8, 2023. Staff have received calls regarding the application and comments from neighbors have been sent to the Planning Commission. Concerns from the neighbors include employees coming to the home, equipment and materials being stored outside, home values being impacted, the size and scale of the business, the proposed business operations being an incompatible use in the residential zone, stormwater violations and safety.

## 3. RECOMMENDATION

Comments from the public have raised valid concerns, most of which are addressed in the zoning code.

Per 17-26-4-11, the Planning Commission has the discretion to determine the number and size of vehicles allowed for the business, with the exception that only one trailer or vehicle over 22' in length including the trailer is allowed.

*11. The allowable number and size of vehicles and equipment used by the home occupation shall be as determined by the Planning Commission. Only one (1) vehicle over twenty-two feet (22') in length shall be used in the home occupation. Vehicles over twenty-two feet (22') in length including trailers shall not be parked on the street nor within a yard abutting a street.*

Based on the findings and conditions below, staff is recommending approval of this Conditional Use Permit located at 1731 West 75 East for J5 Construction. The Planning Commission may impose additional conditions as prescribed by city code.

Findings and conditions for a recommendation of approval include:

1. No more than 5% of the total lot (approximately 1,000 ft<sup>2</sup>), including the dwelling and accessory structure be used for the business.
2. The applicant is allowed a specific number, size and type of vehicles and equipment as determined by the Planning Commission.
3. The application has been reviewed by staff and this business is compliant with City Zoning, Department of Commerce, and Department of Public Licensing.
4. The proposed use is consistent with the [KCC 17-26-4 Major Home Occupation B](#) regulations for Contractors that have equipment such as a trailer stored at the home.
5. The applicant has been made aware of Major B Home Occupation regulations and has agreed to comply.
6. When in compliance, the business will not have an adverse effect on the use, enjoyment, or valuation of property in the proposed neighborhood as regulated by [KCC 17-26-4 Major Home Occupation B](#) regulations.

## PLANNING COMMISSION STAFF REPORT

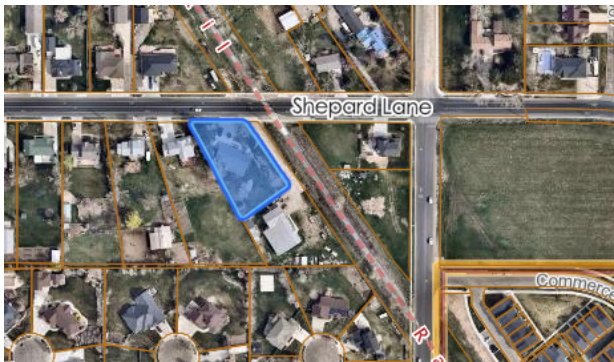
**To:** Kaysville City Planning Commission  
**From:** Mindi Edstrom, Business License Officer  
**Date:** December 12, 2023

**Agenda Item #6:** Conditional Use Permit for a Major B Home Occupation for Mooney Construction located at 278 East Shepard for Colton Mooney

|                                   |                                      |
|-----------------------------------|--------------------------------------|
| <b>Meeting Date</b>               | December 14, 2023                    |
| <b>Application Type</b>           | Conditional Use Permit               |
| <b>Applicant   Owner</b>          | Colton Mooney   Mooney Construction  |
| <b>Address   Parcel ID Number</b> | 278 East Shepard   08-592-0901       |
| <b>Lot Size</b>                   | .55 acres   2023,958 ft <sup>2</sup> |
| <b>Current Use</b>                | Single Family Dwelling               |
| <b>Conditional Use</b>            | Major B Home Occupation              |

### 1. BACKGROUND

Mr. Mooney is the owner of Mooney Construction, a new business in Kaysville City. The Mooney Construction business will be building homes, remodels, building additions, and anything related to the building process. Mr. Mooney will not be storing any equipment at the home and the truck and trailer that is at the home is for his personal use. He has plenty of room to store equipment on his driveway as well as the backside of his property so that nothing will be stored on the road. Mr. Mooney will not have customers or employees at the home and is still waiting for the Department of Professional Licensing to complete his application, however, he wanted to move forward with his Conditional Use Permit so that when it comes, he will be ready to begin business.



## **2. PUBLIC NOTICING AND PUBLIC COMMENT**

A sign was placed on the property on December 8, 2023.

## **3. RECOMMENDATION**

Staff is recommending approval of this Conditional Use Permit located at 278 East Shepard Lane with any conditions Planning Commission feel are appropriate.

Findings and conditions for a recommendation of approval include:

1. The proposed use is consistent with the [KCC 17-26-4 Major Home Occupation B](#) regulations for Contractors that have equipment such as a trailer stored at the home.
2. The applicant has been made aware of Major B Home Occupation regulations and has agreed to comply.
3. The application has been reviewed by staff and this business is compliant with City Zoning, Department of Commerce, and Department of Public Licensing.
4. As regulated by city ordinance, the business will not have an adverse effect on the use, enjoyment, or valuation of property in the proposed neighborhood as regulated by [KCC 17-26-4 Major Home Occupation B](#) regulations.

## PLANNING COMMISSION STAFF REPORT

**To:** Kaysville City Planning Commission

**From:** Dan Jessop, Zoning Administrator; Melinda Greenwood, Community Development Director

**Date:** December 8, 2023

**Agenda Item #7:** Consideration of a rezone application for 196 North 200 West from General Commercial to Mixed Use Zoning District Overlay

|                                   |                                                                      |
|-----------------------------------|----------------------------------------------------------------------|
| <b>Meeting Date</b>               | December 14, 2023                                                    |
| <b>Application Type</b>           | Rezone                                                               |
| <b>Applicant   Owner</b>          | Gonzalo Calquin   Sector 317 LLC   317 Sycamore LLC                  |
| <b>Address   Parcel ID Number</b> | 196 & 166 North 200 West   11-919-0003 & 11-919-0004                 |
| <b>Lot Size</b>                   | .71 acres   30,927 ft <sup>2</sup>                                   |
| <b>Current Use</b>                | Undeveloped                                                          |
| <b>Current Zoning</b>             | GC General Commercial                                                |
| <b>Density Entitlement</b>        | NA                                                                   |
| <b>Requested Zoning</b>           | GC Mixed Use Overlay                                                 |
| <b>Density Entitlement</b>        | Density Approved Through Development Agreement<br>(6 Units Proposed) |

### 1. BACKGROUND

On March 23, 2023 the Planning Commission approved the final plat for the MCW subdivision. The owners now have submitted an application for a Mixed-Use Overlay rezone for two lots which combine to .71 acres (30,927 ft<sup>2</sup>) in size. The applicant's proposed development offers horizontal mixed use by providing just over 10,000 ft<sup>2</sup> of office space along 200 North. It also will provide two small multifamily buildings and six residential units. One building will contain three three-bedroom townhome dwellings with each having a two-car garage. The other building will contain three studio apartments over a double garage. The office space is anticipated to house three separate owners or tenants. The multifamily dwellings and office were discussed in public meetings during the subdivision process.



A mixed-use overlay is technically a rezone which adds in a residential use to the General Commercial (GC) zone. All MU projects require a development agreement upfront, which will solidify details of the intended project, phasing and other details.

## 2. SURROUNDING LAND USE

A review and analysis of the existing character of the area is appropriate. The project parcels are located at 196 and 166 North 200 West and are found on the south side of 200 North and east side of 200 West. The area currently includes a variety of businesses including Goldenwest Credit Union, the new Mister Car Wash, fueling stations, Vasa Fitness, and other commercial services. The existing zoning and surrounding area characteristics are discussed in more detail in the bulleted list which follows.

- **Adjacent** – Directly adjacent to the subject property are General Commercial zoned properties with R-T zoned single-family dwellings to the south.
- **North** – Properties to the north are General Commercial properties including Vasa Fitness, and a strip mall with Emerald Pool and Spa, Domino's, and other store fronts.
- **South** – Directly south of the parcel are single family dwellings zoned R-T Old Kaysville Townsite Residential District.
- **East** – Properties to the east are all zoned General Commercial and include the new Mister Car Wash and an existing credit union.
- **West** – Jiffy Lube and other General Commercial businesses are in the strip mall on the opposite side of 200 West.

The townhomes and studio units will act as a buffer for the existing single-family dwellings in the R-T zone, providing matching residential uses and protecting them from the commercial use on the northern parcel. The rezone approval would not detrimentally impact the surrounding neighborhoods. Alternatively, based on the highly commercial nature of the area, the addition of residential apartments and new office space would bring new customers and help the City with compliance for the state's 2024 Moderate Income Housing reporting requirements.

## 3. 2022 GENERAL PLAN

### a. FUTURE LAND USE MAP

The 2022 General Plan Future Land Use Map indicates the property is to be used as a mixed-use development, so the proposed MU zone change is supported by 2022 General Plan.

### b. GUIDING PRINCIPLES

The 2022 General Plan has several additional elements which support the rezone application and proposed project. The **guiding principles** state the City should look to:

***Enrich our city center and downtown*** - We will enhance our city center with commercial and mixed-use development.



2022 Future Land Use Map



The project is located in the city center area, this is a mixed-use project, and will provide opportunities for added office and commercial services and infill residential.

***Provide diverse housing options*** - We will work to preserve our existing neighborhoods while accommodating a full range of housing opportunities to meet the economic, lifestyle and life-cycle needs of our residents.

The proposed townhomes and studio units will increase the housing supply in the city center and add additional options which do not currently exist.

**C. GOALS, OBJECTIVES AND IMPLEMENTATION MEASURES**

The 2022 General Plan has a section of goals, objectives and implementation measures at the end of each chapter. Staff has reviewed these sections to determine if there is further support for the rezone request.

- i. **Chapter 1 Land Use & Placemaking Plan** outlines specific goals and implementation measures which supports the mixed use rezone application and proposed project.

**GOAL 2: MAKE KAYSVILLE CITY CENTER DISTINCT AND IDENTIFIABLE FROM ADJACENT NEIGHBORHOODS AND SURROUNDING CITIES**

**Chapter 1 Goal 2** is defined as: **Make Kaysville City Center Distinct and Identifiable from Adjacent Neighborhoods and Surrounding Cities** with specific details paid to the location of this project fronting 200 North. **Objective 2.1** recommends we look to ***Improve commercial Frontage and streetscapes along key corridors such as Main Street and 200 North.***

The project is further supported by the *Implementation Measure: Preserve the best of what exists and develop new commercial and mixed use buildings to create a “street edge” along the major corridors.*

The proposed setbacks for the buildings with the parking tucked behind creates a feeling of accessibility to pedestrians and will start to create the street edge identified in the implementation measure.

**Objective 2.3: Carefully integrate new development with existing uses in established neighborhoods.** *Implementation Measure: Respect the unique character and context of each City Center neighborhood. Redevelopment should be sensitively designed and located, particularly when incorporating parking and in proximity to adjacent established residential neighborhoods. Appropriate placement of uses and the provision of aesthetically-appealing buffers between differing uses are tools for consideration.*

The project is laid out so the less intense residential use borders the property to the south which currently has a single family residence and matching residential use.

***Objective 2.2: Create a distinct city center and expand the “heart of the community” to include areas beyond the historic core.***

This is a redevelopment infill project located in the City Center and will add professional office space which is not included in the immediate vicinity. It will enhance housing availability and options and will create additional property tax revenues for the City.

**GOAL 7: Ensure Land Uses are compatible and/or utilize adequate buffers to enhance compatibility** has the following ***Objective 7.1: Provide land use transitions and development buffers between incompatible land uses.***



*Implementation Measure: Buffer residential uses from commercial and similar uses through the use of transitional land uses and/or physical buffers (tree rows, walls, fences, berms, etc.).*

*Implementation Measure: Ensure commercial uses that are in proximity to residential zones are incidental to the primary use and do not negatively impact existing character and qualities.*

The goal and implementation measures have been satisfied with the layout of the project, which has the residential uses adjacent to each other, a 6' fence and 8' of landscaping which further buffers the existing residence. Lastly, the commercial building is located at the far north end of the project site.

**Chapter 1, Goal 8** continues with **“Provide a range of housing options and price points that help ensure Kaysville is an affordable place to live.”** With only 2 percent of housing consisting of apartments with 10 or more units, Kaysville is limited in its existing housing options and affordability. The provision of six new residential units in varying sizes would diversify housing options and cost levels, fulfilling this goal.

**Chapter 1 Goal 9** asks City leaders to: **Encourage Diverse Commercial Uses to Meet the Needs of the Community and Visitors** and ***Objective 9.1*** continues to say: ***Focus primary commercial uses in the City Center and secondary uses in smaller existing/future nodes.*** The *Implementation Measure* adds additional information to support the project: *Encourage mixed use and flex development in the City Center.*

As the subject property is located within the City Center concept and the project would diversify the services presently delivered in our community, the project supports positive outcomes for this goal.

- ii. **Chapter 3: Housing and Neighborhoods** was amended in November of 2022 to account for state requirements for moderate income housing elements which must be included in general plans. Chapter 3 reports that 92% of housing in Kaysville is single family housing. This project would provide some needed housing which is outside the customary housing product offered in the city. The goals and objectives in this chapter offer generous support for this rezone and project.

**Chapter 3, Goal 1** states Kaysville should aim to “**Provide a full range of housing opportunities to meet economic, lifestyle, and lifecycle needs and expectations for residents.**” Objectives prescribed for this goal include:

***Objective 1.1: Allow for higher density and mixed use within the City Center to diversify housing stock.*** The addition of housing to the GC zone will generate options which do not currently exist in the area.

***Objective 1.3: Rezone for densities necessary to facilitate the production of moderate income housing.*** This project offers six units on .71 acres, which equates to 8.4 units per acre. For a comparison, the R-1-6 zone is 7.2 units per acre and the R-M zone is 15.5 units per acre. The density and type of housing offered by the project should facility housing that is more affordable than single family housing on large lots.

***Objective 1.4: (F) Zone or rezone for higher density or moderate income residential development in commercial or mixed-use zones near major transit investment corridors, commercial centers, or employment centers.***

The location of this project is in the main commercial center of the City. It is also in close proximity to the parking and ride lot at 200 North and UTA Bus Route 627. Further, the GC MU rezone and the proposed project creates an avenue to meet these objectives and approval would allow the City to report encouraging progress back to the State in subsequent Moderate Income Housing reports.

- iii. **Chapter 5 Economic Development & Prosperity** contains three goals and several objectives that support the proposed project, including:

**Goal 1: Promote Kaysville City Center redevelopment to strengthen commercial areas.** This is a redevelopment project on the main thoroughfare of the city and will add office use in an area that currently lacks that commercial use. The project will strengthen the commercial area by adding more jobs and diversifying uses in the vicinity.

**Goal 3: Allow for mixed use development in identified areas to generate more rooftops and prevent Sales leakage.** The project is located within an area shown as mixed-use in the 2022 General Plan. While not a significant number of units in

comparison to other projects, the generation of six additional dwelling units will produce additional population which will spend their money in Kaysville.

The 2022 General Plan contains substantial principals, goals, objectives and specific implementation measures to support the requested GC MU rezone and the mixed use project as proposed.

#### **4. PROJECT SPECIFICS AND DEVELOPMENT AGREEMENT DETAILS**

##### **a. COMMERCIAL SPACE**

This mixed-use project include Building A, a two-story office building consisting of 10,280 ft<sup>2</sup> of space and 36 parking stalls. The commercial space provided in this project is 49% of the total square footage of the project.

##### **b. RESIDENTIAL SPACE**

Six residential units are proposed with a combined square footage of 10,600 feet. Building B is located on the west side of the southern parcel and is a bank of three townhomes which have two-car garages for each unit. Building C is on the opposite side of the parcel, adjacent to Mister Car Wash and has three studio units, each with a two-car garage. The combined square footage of the residential space is 51% of the project total.

| <b>Building Use</b>                | <b>Ft<sup>2</sup></b> | <b>Additional Details</b>                           |
|------------------------------------|-----------------------|-----------------------------------------------------|
| Building A - Office                | 10,280                | Two-story; 32' tall                                 |
| Building B - 3 three-bed townhomes | 7,639                 | Two-story with basement; two-car garage; 33'3" tall |
| Building C - 3 studios             | 2,961                 | Two-story; two-car garage; 23'9" tall               |

##### **c. PARKING**

The owners have provided the attached site plan showing parking stalls in perspective to the three buildings. The required parking stall for the office is met with 36 stalls provided.

The combined parking requirement for the residential units is 11 stalls and 12 stalls are provided. The residential and offices uses are complimentary in nature, and while the parking requirements are met, shared parking due to the complimentary uses will allow for a project that is neither under parked of grossly over parked.

##### **d. AMENITIES**

The application is proposing benches to be provided in the active recreation area located just south of the residential buildings.

##### **e. TRAFFIC**

A traffic impact analysis has been provided and is attached. The Public Works Department and City Engineer have reviewed the project impacts and do not have any concerns regarding the project.

**f. LANDSCAPING**

A landscape plan has been submitted and is attached. Turf will only be provided in an active recreation area. The applicant agrees to use water wise vegetation and materials. The project will further buffer the residential property to the south by providing fencing and trees.

**g. PHASING**

The Development Agreement stipulates that the office building must be permitted prior to the residential units or simultaneously with the residential buildings.

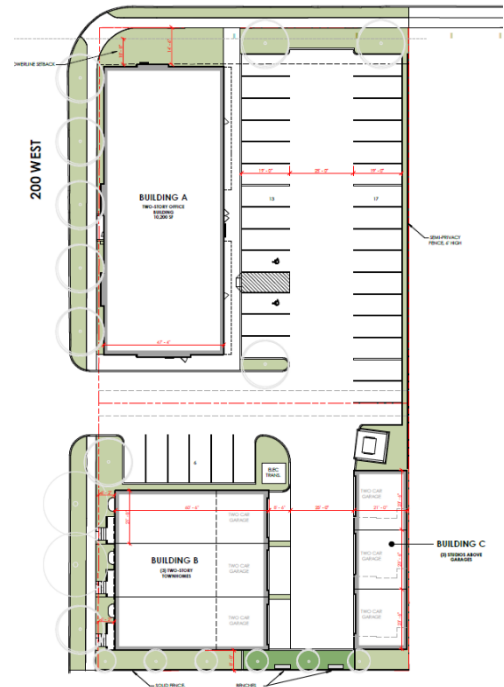
**5. TITLE 17-27 MIXED USE ZONING DISTRICT OVERLAY**

[KCC 17-27-2 Project Evaluation/Review Process](#) requires a number of documents and details to be submitted with the application. The applicant has submitted all the required items and those are attached to this staff report.

The [Mixed Use Zoning District Overlay](#) also requires a development agreement (DA) to be accompanied with the zone change application, and that agreement is attached to this memo.

The [purpose statement of the MU overlay zoning code](#) says the district is designed:

“...to facilitate the integration of diverse but compatible uses into a single development, with the goal of creating a community with more diverse development types providing a broader range in residential and commercial choice.”



The project exceeds the minimum commercial space requirement of 30%, providing 51% of the overall square footage as an office building.

Staff has completed a compliance review of the proposed project in relation to the zoning regulations such as height, parking, open space, planned uses and building design criteria. Staff believes the project, proposed site plan and development agreement meet the regulations in zoning code and are reasonable for the project location.

**6. PUBLIC NOTICE AND PUBLIC COMMENT**

Public notices were mailed on Friday December 1, 2023. To date, one comment has been received which spoke to traffic concerns, safety and parking.

**7. RECOMMENDATION**

Based on the findings outlined in this staff report, staff recommends the Planning Commission forward a recommendation of approval to the City Council for the development agreement and the



rezone of 196 and 166 North 200 West from GC General Commercial to General Commercial Mixed Use Overlay.

Findings for a recommendation of approval include:

- a. The Mixed Use Zoning District Overlay is compliant with Map 2.2 Future Land Use Map approved with the 2022 General Plan.
- b. The project is in keeping with the following Guiding Principles of the 2022 General Plan:
  - i. Enrich our city center and downtown - We will enhance our city center with commercial and mixed-use development and investing in streetscape and parking.
  - ii. Provide diverse housing options - We will work to preserve our existing neighborhoods while accommodating a full range of housing opportunities to meet the economic, lifestyle and life-cycle needs of our residents.
- c. Chapters 1, 3 and 5 of the 2022 General Plan contain adequate goals, policy objectives and implementation measures which support approval of the rezone request.

**ATTACHMENTS:**

1. Draft Development Agreement for 196 and 166 North 200 West
2. Project Location Map 196 and 166 North 200 West
3. Oak Lane Site Plan
4. Oak Lane Landscape Plan
5. Oak Lane Project Renderings
6. Project Narrative and Statement of Compliance
7. Traffic Impact Analysis

**DEVELOPMENT AGREEMENT  
FOR 166 & 196 NORTH 200 WEST**

THIS AGREEMENT is made and entered into this \_\_\_\_ day of \_\_\_\_\_, 2023 by and between Kaysville City, a municipal corporation organized and existing under the laws of the State of Utah (hereinafter the “City”) and Sector 317 LLC and 317 Sycamore LLC (hereinafter the “Developer”).

**RECITALS**

WHEREAS, Developer is desirous of developing a mixed-use project consisting of three residential townhomes and commercial office facilities (the “Project”) on certain real property located at 196 North 200 West and 166 North 200 West, in the City of Kaysville, County of Davis, State of Utah and more particularly described as parcel number 11-919-0003 which is .415 acres in size and parcel number 11-919-0004 which is .296 acres for a combined total of .711 acres; and

WHEREAS, the Property Location Map is attached hereto as Exhibit A and the legal description is attached as Exhibit B; and

WHEREAS, the purpose of this Agreement is to define development standards, conditions and improvements for the Project as well as other terms and conditions pursuant to which the Project proposed by Developer shall be developed within the City; and

WHEREAS the City is willing to grant the Mixed Use Zoning District Overlay (MU) rezone of the property and authorize the development of the Project proposed by Developer in conformance with this Agreement, City Ordinances, and applicable Utah law;

NOW, THEREFORE, in consideration of the mutual covenants and conditions set forth herein, and other good and valuable consideration, the sufficiency of which is hereby acknowledged, the parties agree as follows:

**AGREEMENT**

**1. GENERAL DESCRIPTION**

- A. Area Description. The property upon which the Project shall be developed (the “Property”) is located as shown on the Property Location Map, a copy of which is attached as Exhibit A hereto and incorporated by reference herein. The property is further described in Exhibit B as 196 North 200 West and 166 North 200 West, in the City of Kaysville, County of Davis, State of Utah and more particularly described as parcel number 11-919-0003 which is .415 acres in size and parcel number 11-919-0004 which is .296 acres for a combined total of .711 acres.
- B. Project Description. The Project proposed is a horizontal mixed-use development as shown in Exhibit C (the “Site Plan”) and shall include an office building, a residential

building with three townhomes and a residential building with three studio units and shall be constructed in substantial conformance to the attached concept site plan and renderings.

- a. Commercial Space. The Project includes Building A, a two-story office building with approximately 10,280 square feet, which is 49% of the total square footage of the Project.
- b. Residential Space. The Project entails a total of six dwelling units and 10,600 square feet of residential building space, which is 51% of the total square footage of the project. Specifically, the project includes:
  - i. Building B: One two-story townhome building with three three-bedroom units totaling approximately 7,639 square feet; and
  - ii. Building C: One two-story building with three studio units totaling approximately 2,961 square feet.
- c. Substantial Conformance. Substantial Conformance noted in section 1.B shall mean and include minimal fluctuations in overall project square footage, which is subject to final design.
  - i. A reduction in the number of residential units or residential building square footage may be approved by Community Development Director.
  - ii. An increase in the total commercial square footage shall be acceptable and approved by Community Development Director subject to the provision of adequate parking.
  - iii. Reductions in the total commercial square footage provided may not fall below 40% without an amendment to this agreement, which shall be approved by the City Council.

## **2. DEVELOPMENT STANDARDS AND GUIDELINES**

- A. Adoption of Development Standards. As allowed by Kaysville City Code 17-27-7, the City hereby adopts, as the development standards, regulations and guidelines for the Project (the "Development Standards"), the following standards in addition to all other applicable City Ordinances, standards and guidelines:
  - i. Compliance with Approved Site Plans. Developer shall develop the site in general conformance with the concept site plan outlined in section 1B and attached to this Agreement as Exhibit C.
  - ii. Architecture. Developer shall construct the Project in substantial compliance and conformance with the architectural style, renderings and color and materials shown in Exhibit D.

- iii. Building Materials. Developer shall construct all buildings in substantial compliance with materials shown in the concept renderings depicted in Exhibit D, which show a combination of fiber cement, brick veneer, stone veneer, ACM panels, stucco/EIFS, glass, and metal and wood accents.
- iv. Building Height. Developer shall construct the buildings in compliance with the following:
  - a. Building A, the office building, shall not exceed 35' in height, except to allow for flexibility in overall average height for architectural details and variations.
  - b. Residential Buildings B and C shall not exceed 35' as defined by Kaysville City Ordinances except to allow for flexibility in overall average height for architectural details and variations.
- v. Amenities Plan. Developer agrees to providing the following amenities for residents living in the apartments in the development:
  - a. Benches in the landscaped grass area located south of the townhomes.
- vi. Parking.
  - a. Required Parking. Calculations of required parking based on the adopted Kaysville City Code 17-27 Mixed Use Zoning and 17-32 Off-Street Parking and Loading. Total required parking of 47 total stalls is demonstrated in the breakdown noted below and 48 stalls shall be provided.
    - i. Building A, Office: 3.5 stalls per 1,000 square feet is required; 36 parking spaces are required and 36 stalls are provided.
    - ii. Building B, Townhomes: 2.5 parking stalls per each 3-bedroom unit is required; 8 parking stalls are required and 6 stalls (3 two-car garages) are provided.
    - iii. Building C, Studio Units: 1 stall per studio unit is required; 3 parking stalls are required and 6 stalls (3 two-car garages) are provided.
  - b. Parking Reduction. No parking reduction shall be granted.
- vii. Density. Developer may construct up to 6 residential dwelling units within Project. Each townhome unit in Building B may have up to 3 bedrooms. Building C consists of 3 studio units. The overall residential unit count shall not exceed 6 units. Any increase in the count of residential dwelling units or bedroom count shall be approved by the City Council through an amendment to this agreement.
- viii. Commercial Uses. Developer agrees to provide a two-story office building consisting of 10,280 square feet. Removal of the office from the Project shall be approved by the City Council through an amendment to this agreement. Any changes to the commercial spacing for the office resulting in a substantial reduction of square footage shall only be approved by the City Council through an amendment to this agreement.

- ix. Traffic Mitigation. Developer agrees to construct any road improvements or traffic mitigation measures on 200 West as necessitated by the Project. Any such improvements shall be built to adopted City standards.
  - x. Landscaping.
    - a. Developer agrees to use turf only in active recreation areas for the Project as defined in Kaysville City Code 17-5 Water Efficient Landscape Standards.
    - b. Developer shall not install turf or grass in park strip or parking lot areas but will use water wise vegetation and materials.
    - c. Developer agrees to use water wise vegetation and materials in other landscaping areas where reasonable.
    - d. Developer agrees to plant vegetation and trees throughout the Project lot as indicated in the landscape plan outlined in Exhibit C.
  - xi. Fencing.
    - a. A six-foot tall solid fence shall be installed on the south end of the property addressed as 166 North 200 West and identified as parcel identification number 11-919-0004.
    - b. A six-foot tall semi-privacy fence shall be installed along the east side property line for both project parcels.
  - xii. Subdivision for Mixed-Use Overlay. Development of the Project may require a subdivision of the Property for the purposes of individually owned townhomes and studio units.
    - a. Developer shall apply for a subdivision of the Property and shall follow all process and code requirements for the subdivision, including payment of fees, and submission of all outlined documents required for a subdivision.
    - b. This development agreement shall be subject to the entirety of the two parcels outlined in section 1A and will continue to run with the land regardless of subdivisions or how many lots are created in the future.
    - c. This agreement shall be recorded along with any subdivision plat and the plat shall have language placed on it to maintain the integrity of this agreement and Project.
- B. Phasing of Project.  
The office building shall be permitted prior to or simultaneously with the residential buildings. Building permits for the townhomes shall not be issued until the office building permit is issued.
- C. Findings of Compatibility. In adopting the Development Standards identified in Section 2, the City hereby expressly finds that the development of the Project, in conformance with the Development Standards and this Agreement, promotes the creation of a desirable mixed-use Project in an appropriate location and is in harmony with the 2022

General Plan. The City further finds that the development of the Project, in conformance with the Development Standards and this Agreement, will not violate the general purpose, goals and objectives of the City Ordinances and any plans adopted by the Planning Commission and City Council.

Subject to the Developer's performance and compliance with the terms of this Agreement and City Ordinances in effect on the date of this Agreement, Developer's rights to develop the Project in accordance with the approved site plan, construction drawings and building plans are vested.

### **3. MAINTENANCE AND CARE OF THE PROJECT AND PROPERTY**

Developer agrees to keep property, grounds and buildings in good condition, maintaining, repairing, replacing, etc. all commonly owned ground, property, amenities, landscaped areas, parking areas, driveways, sidewalks, park strips, lighting, benches, etc. Developer agrees to remain in compliance with Kaysville City code.

### **4. APPLICABILITY AND AMENDMENTS**

This agreement runs with the land and shall be considered a master plan for all properties outlined in Section 1A and is applicable and enforceable in perpetuity. Any substantial or significant changes to the Project outside of those defined in this agreement shall be approved by the City Council in an amendment to this agreement.

### **5. ON-SITE PROJECT IMPROVEMENTS**

Developer shall construct and install all site improvements, including utilities, required for the Project, at Developer's sole cost and expense, in compliance with approvals, and all applicable ordinances, regulations, standards as approved by the City, the secondary water provider, Central Davis Sewer District, other providers and the State of Utah.

### **6. OFF-SITE PROJECT IMPROVEMENTS**

In accordance with applicable standards and subject to the design approval of the City Engineer, Developer shall construct and install street improvements, sidewalks, utilities, and drainage improvements, on 166 North 200 West and 196 North 200 West with the construction of the on-site improvements.

### **7. REPRESENTATIONS OF DEVELOPER**

- A. Authority. Developer hereby represents that Developer has authority to proceed with the Project.
- B. Ability. Developer represents that it has the ability to timely proceed with the development and construction of the Project. Developer agrees to begin construction of the Project as soon as practicable and complete occupancy approval with at least on commercial building by July 1, 2026.



**8. ASSIGNMENT**

Developer may assign this Agreement to any other third party provided that the City consents to such assignment, which consent shall not be unreasonably withheld, upon a showing to the satisfaction of the City that such third party has the financial ability to perform Developer's obligations hereunder.

**9. BINDING EFFECT**

This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective successors and assigns.

**10. ATTORNEY'S FEES**

In the event that this Agreement or any provision hereof shall be enforced by an attorney retained by a party hereto, whether by suit or otherwise, the fees and costs of such attorney shall be paid by the party who breaches or defaults hereunder, including fees and costs incurred upon appeal or in bankruptcy court.

**11. SEVERABILITY**

If any term or provision of this Agreement shall, to any extent, be determined by a court of competent jurisdiction to be void, voidable, or unenforceable, such void, voidable or unenforceable term or provision shall not affect the enforceability of any other term or provision of this Agreement.

**12. CAPTIONS**

The section and paragraph headings contained in this Agreement are for the purposes of reference only and shall not limit, expand or otherwise affect the construction of any provisions hereof.

**13. GOVERNING LAW**

This Agreement and all matters relating hereto, shall be governed by, construed and interpreted in accordance with the laws of the State of Utah.

**14. ENTIRE AGREEMENT**

This Agreement, together with the exhibits attached hereto, constitutes the entire understanding and agreement by and among the parties hereto, and supersedes all prior agreements, representations or understandings by and among them, whether written or oral, pertaining to the subject matter hereof.

**15. AUTHORIZATION OF EXECUTION**

A. City. The execution of this Agreement by the City has been authorized by the City Council of Kaysville City at a regularly scheduled meeting of that body, pursuant to the notice.

B. Developer. The execution of this Agreement has been duly authorized by the Developer.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the day and year first above written.

By: \_\_\_\_\_

By:

Tamara Tran  
Mayor

Page 21 of 189

On the \_\_\_\_ day of \_\_\_\_\_, 2023, personally appeared before me,  
\_\_\_\_\_, the signer of the foregoing Development Agreement  
for \_\_\_\_\_, who duly acknowledged to me that he executed the same for and  
on behalf of Sector 317 LLC and 317 Sycamore LLC.

---

NOTARY PUBLIC

(SEAL)

STATE OF UTAH                    )  
                                          : ss.  
COUNTY OF DAVIS            )

## **Exhibit A – Property Location Map**

**Exhibit B – Legal Description of the Project property**

ALL OF LOT 3, MCW KAYSVILLE SUBDIVISION.

ALL OF LOT 4, MCW KAYSVILLE SUBDIVISION.

## **Exhibit C – Site Plans & Landscape Plan**

## Exhibit D – Architectural Renderings

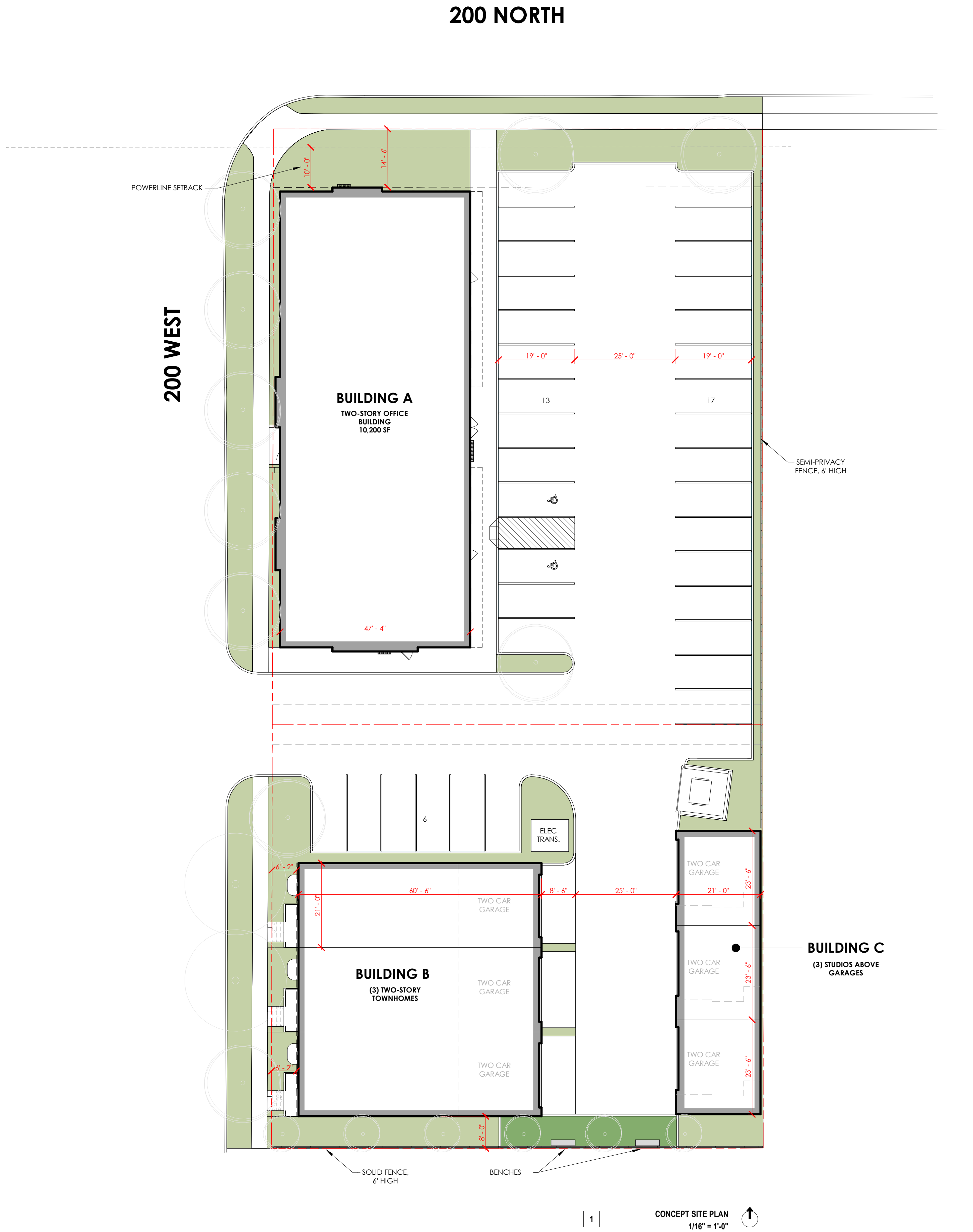


## **Exhibit E – Traffic Impact Study**

**Exhibit F – Application materials – Statement of Compliance**

## Oak Lane Mixed Use Project





| SITE INFORMATION         |                                         |
|--------------------------|-----------------------------------------|
| ZONE:                    | GENERAL COMMERCIAL<br>MIXED USE OVERLAY |
| LOT AREA:                | 30,964 SF                               |
| COMMERCIAL LOT AREA:     | 17,911 SF (57.8%)                       |
| RESIDENTIAL LOT AREA:    | 13,052 SF (42.2%)                       |
| BUILDING AREAS:          |                                         |
| TOTAL BUILDING AREA:     | 20,880 SF                               |
| COMMERCIAL:              |                                         |
| BUILDING A (COMM):       | 10,280 SF (49%) [30% REQ'D]             |
| RESIDENTIAL:             |                                         |
| BUILDING B (RES):        | 7,639 SF                                |
| BUILDING C (RES):        | 2,961 SF                                |
| TOTAL RESIDENTIAL AREA:  | 10,600 SF (51%)                         |
| REQ'D OPEN SPACE:        | 3,096 SF<br>3,565 SF PROVIDED           |
| RESIDENTIAL UNITS        |                                         |
| STUDIOS                  | 3 UNITS                                 |
| TOWNHOMES                | 3 UNITS                                 |
| TOTAL RESIDENTIAL UNITS: | 6 UNITS                                 |

| PARKING                |                                            |
|------------------------|--------------------------------------------|
| OFFICES:               | 3.5 SPACES FOR EACH 1,000 SF OF FLOOR AREA |
| 10,280 SF = 10.2 x 3.5 | 36 STALLS REQUIRED                         |
| SURFACE STALLS         | 36 STALLS PROVIDED                         |
| RESIDENTIAL:           |                                            |
| 3 BED UNITS            | x 3 = 2.5 STALLS/ UNIT = 8 STALLS REQ'D    |
| 3 STUDIOS UNIT         | x 3 = 1 STALL/UNIT = 3 STALLS REQ'D        |
|                        | = 12 STALLS PROVIDED                       |





OAK LANE OFFICE & TOWNHOMES

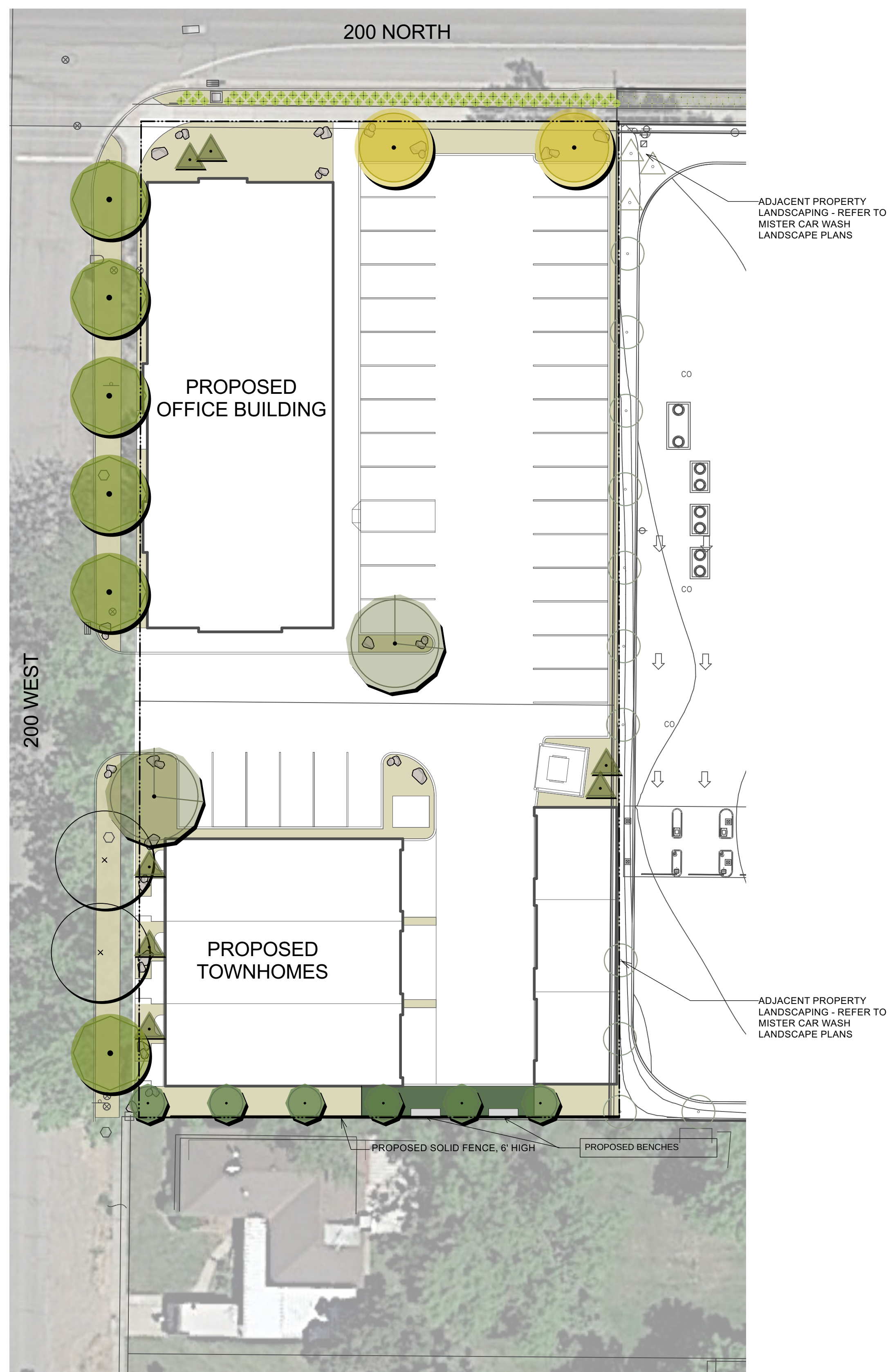
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OFFICE RENDERING | A4  
196 NORTH 200 WEST, KAYSVILLE, UT

NOVEMBER 28, 2023









|       |                            |
|-------|----------------------------|
| A1    | CONCEPT SITE PLAN          |
| A2    | OFFICE ELEVATIONS          |
| A3-A6 | OFFICE RENDERINGS          |
| A7    | TOWNHOME ELEVATIONS        |
| A8    | TOWNHOME RENDERING         |
| A9    | GARAGE/STUDIOS ELEVATIONS  |
| PL-1  | PRELIMINARY LANDSCAPE PLAN |



## OAK LANE OFFICE & TOWNHOMES

MIXED-USE OVERLAY DISTRICT APPLICATION

196 NORTH 200 WEST, KAYSVILLE, UT

NOVEMBER 28, 2023

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4 OFFICE SOUTH ELEVATION  
1/8" = 1'-0"



1 OFFICE WEST ELEVATION  
1/8" = 1'-0"



5 OFFICE NORTH ELEVATION  
1/8" = 1'-0"



2 OFFICE EAST ELEVATION  
1/8" = 1'-0"

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OFFICE ELEVATIONS | A2  
196 NORTH 200 WEST, KAYSVILLE, UT

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ARCHITECTURE - PLANNING





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196 NORTH 200 WEST, KAYSVILLE, UT

NOVEMBER 28, 2023





|       |                            |
|-------|----------------------------|
| A1    | CONCEPT SITE PLAN          |
| A2    | OFFICE ELEVATIONS          |
| A3-A6 | OFFICE RENDERINGS          |
| A7    | TOWNHOME ELEVATIONS        |
| A8    | TOWNHOME RENDERING         |
| A9    | GARAGE/STUDIOS ELEVATIONS  |
| PL-1  | PRELIMINARY LANDSCAPE PLAN |



## OAK LANE OFFICE & TOWNHOMES

MIXED-USE OVERLAY DISTRICT APPLICATION

196 NORTH 200 WEST, KAYSVILLE, UT

NOVEMBER 28, 2023





4 OFFICE SOUTH ELEVATION  
1/8" = 1'-0"



1 OFFICE WEST ELEVATION  
1/8" = 1'-0"



5 OFFICE NORTH ELEVATION  
1/8" = 1'-0"



2 OFFICE EAST ELEVATION  
1/8" = 1'-0"





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ARCHITECTURE • PLANNING





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OFFICE RENDERING | A6  
196 NORTH 200 WEST, KAYSVILLE, UT

NOVEMBER 28, 2023



ARCHITECTURE - PLANNING





3 TOWNHOMES NORTH ELEVATION  
1/8" = 1'-0"



2 TOWNHOMES WEST ELEVATION  
1/8" = 1'-0"



1 TOWNHOMES FRONT PERSPECTIVE



6  
1/8" = 1'-0"



5 TOWNHOMES EAST ELEVATION  
1/8" = 1'-0"

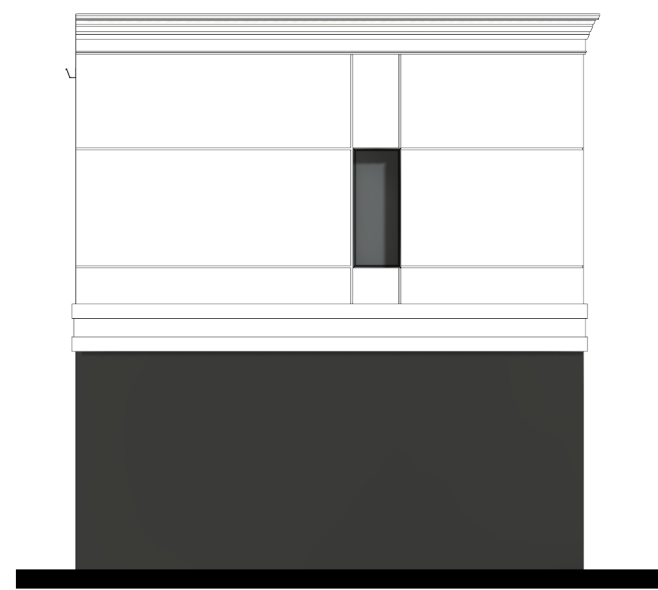


4 TOWNHOME REAR PERSPECTIVE

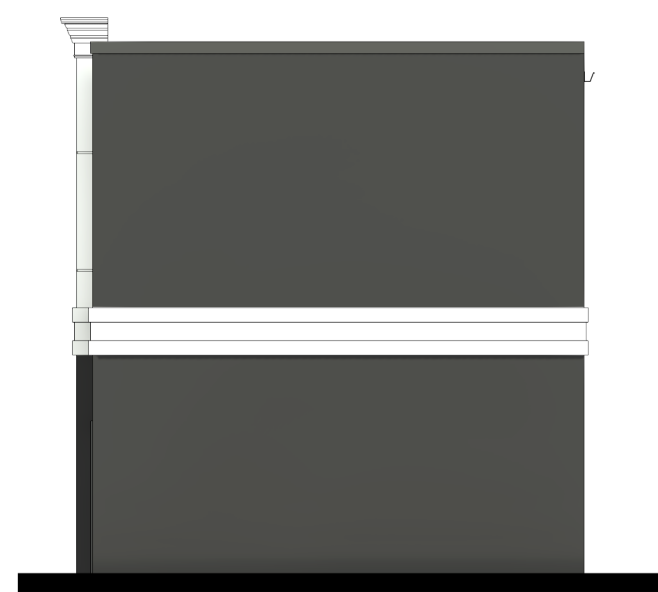








5 GARAGE LEFT ELEVATION  
1/8" = 1'-0"



4 GARAGE RIGHT ELEVATION  
1/8" = 1'-0"



3 GARAGE FRONT ELEVATION  
1/8" = 1'-0"



6 GARAGE REAR ELEVATION  
1/8" = 1'-0"



1 GARAGE PERSPECTIVE



## Oak Lane Office and Townhomes Mixed-Use Zoning District Overlay

### Project Description:

|                                |                                              |
|--------------------------------|----------------------------------------------|
| Zone:                          | General Commercial                           |
| Subject properties:            | 119190003, 119190004                         |
| Lot Area:                      | 30,964 SF (0.71 acres)                       |
| Proposed Commercial lot area:  | 17,911 SF (57.8%)                            |
| Proposed Residential lot area: | 13,052 SF (42.2%)                            |
| Total Building Area:           | 19,600 SF                                    |
| Commercial Bldg. Area:         | 10,200 SF (52%) – 30% minimum required.      |
| Residential Bldg. Area:        | 9,400 SF (48%)                               |
| Required Open Space:           | 3,096 SF<br>3,565 SF Open Space provided.    |
| Accessory Buildings:           | 1,480 SF (4.8% of lot area)<br>(KCC 17-31-5) |





All applications and project proposals to include a property within the MU zone shall be submitted with information and a written narrative indicating compatibility with:

1. **The Kaysville City General Plan:** Per the general plan, the project provides a standalone commercial building along 200 N, while standalone residential is provided to the south adjacent to the existing residential zone.
  1. *The Commercial/Residential Mixed Use Character Area is a new land use type for Kaysville as part of the City Center. It is intended to mix both small-scale commercial and multifamily residential uses in creating a vibrant downtown destination district and is specifically targeted to the downtown area. This City Center character area is further detailed in the Kaysville City Center section.*
  2. *Mixed Use – Commercial/Residential: These areas are envisioned to encompass a wide range of commercial and residential uses that will help transform the City Center to a true live/work place. These are transitional uses that purposefully blur the line between residences and business. Specific buildings and uses are envisioned to be similar in scale and height to those in Commercial/Office areas. The mix of uses should be primarily vertical within buildings, although the inclusion of standalone commercial and residential buildings is also anticipated. In particular, standalone commercial is anticipated along major roads such as North Main Street and 200 North, while standalone residential is envisioned adjacent to existing residential neighborhoods. Other existing uses in the area may remain but are anticipated to eventually transition to this commercial/residential mix. A new Community Hub is envisioned on the northwest corner of Main Street and 200 North, which will be the place where a range of transportation modes are linked with plazas to encourage interactions and events.*
2. **The Kaysville City Zoning Ordinances:**
  1. The property is currently zoned General Commercial and has been designated in the MU Overlay area. This project follows all the provisions of the MU District Overlay when used with a General Commercial zone.
3. **The purpose of the MU Zone.**
  1. *The purpose of the Mixed Use (MU) zoning district is to facilitate the integration of diverse but compatible uses into a single development, with the goal of creating a community with more diverse development types providing a broader range in residential and commercial choices. Developers are encouraged to offer ownership potential such as a condominiums for both commercial and residential uses.*
    1. The proposed development offers horizontal mixed-use by providing just over 10,000 sf of office space along 200 N. The 3 townhomes will be subdivided and independently owned. The office space is anticipated to house 3 separate owners or tenants.
4. **Sound planning practices**
  1. The proposed development follows sound planning practices by implementing the Kaysville city ordinances and the provisions of the mixed-use zone. The project prioritizes commercial uses on the larger streets, giving businesses more exposure to vehicles and pedestrians on 200 N. The project is accessed from 200 W which will not create a negative impact on 200 N. (See traffic study).



**5. Surrounding land-uses**

1. The proposed development creates a very effective transition from commercial to residential as you move south. The office building fronts 200 North and will be the predominant structure visible from 200 North. The office building will have Mister Carwash to the east, Jiffy Lube to the West, and Vasa Fitness to the North. The townhomes will create a subtle transition into the historic neighborhood. The architecture of the townhomes is enhanced to create a product that will add value to the existing community.

The following items are provided:

1. A concept site plan with project information
2. A concept landscape plan
3. Conceptual building elevations and renderings
4. Materials
5. Traffic Study



# Kaysville Oak Lane Office & Townhomes

## Traffic Impact Study

Prepared for:



Kaysville City  
23 E. Center St.  
Kaysville, UT 84037  
Office: 801-497-7126

Prepared by:



Hunt Day  
3445 Antelope Drive St 200  
Syracuse, UT 84075  
801.664.4724  
Thomas Hunt, PE



May 11, 2023

Dexter Fisher  
23 E. Center St.  
Kaysville, UT 84047  
Office: 801-497-7126

***RE: Oak Lane Offices & Townhomes –Kaysville, UT – Traffic Impact Study***

As per your request, we are submitting to you this report of the traffic impact study for the proposed office and townhome development located on the south east corner of 200 North 200 West in Kaysville, UT. This land is currently developed with 3 single family homes, and it is proposed that a 10,200 SF office building and 3 townhome units be built at this location. A traffic study was performed at the intersections of 300 West/200 North, 300 West/100 North, 200 West/200 North, and 200 West/100 North to determine the impact the development would have on the existing roadway and traffic patterns.

To perform this report, manual traffic counts were obtained on multiple days during the AM and PM peak hours on multiple days in April 2023. Based on this information, an analysis of how the existing intersection currently functions versus the proposed development conditions was completed. This analysis shows that the proposed development does not negatively impact the overall Level of Service at the intersection and should be permitted. No mitigation measures are needed.

It is my professional opinion that upon completion of this project, it will not significantly alter the existing traffic patterns, and should be permitted per the traffic data and improvements contained within this report.

If you have any questions, or we can be of further assistance, please let us know.

Sincerely,



Thomas Hunt, P.E.  
Principal Engineer  
Hunt Day  
3445 Antelope Drive St 200  
Syracuse, UT 84075  
Thomas@huntday.co





# Table of Contents – Oak Lane Offices & Townhomes

200 North & 200 West | Kaysville, UT

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| Introduction and Summary        | 5           |
| Area Conditions                 | 7           |
| Analysis of Existing Conditions | 9           |
| Projected Traffic Development   | 12          |
| Results – Development 2024      | 14          |
| Conclusions and Recommendations | 15          |
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200 North & 200 West | Kaysville, UT

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| Existing Peak Hours Traffic Volumes             | 3             |
| Trip Distribution                               | 4             |
| Projected Trip Assignment                       | 5             |
| Combined Existing and Projected Trip Assignment | 6             |





## Executive Summary

The proposed development is located on the southeast corner of 200 North and 200 West in Kaysville, UT. This development will consist of 10,200 SF of office building and 3 townhomes. The project is anticipated to be open in early 2024. The purpose of this study is to assess the existing traffic flow and distribution, forecast the additional traffic generated from the development on opening day for this development (2024) to determine the projected Level of Service to determine the impact this development would have on the existing traffic flow and what mitigations may be needed.

## Key Findings

- **Existing 2023 Traffic conditions:**
  - 200 North & 300 West: Operating at a Level of Service C in the AM and C in the PM.
  - 200 North & 200 West: Operating at a Level of Service A in the AM and A in the PM.
  - 100 North & 300 West: Operating at a Level of Service A in the AM and A in the PM.
  - 100 North & 200 West: Operating at a Level of Service A in the AM and A in the PM.
- **Proposed Development 2024 conditions:** The proposed development will generate 17 AM and 16 PM trips during the peak hours. The development has little impact on the Level of Service with a very minimal increase in delay.
  - 200 North & 300 West: Will operate at a Level of Service C in the AM and C in the PM.
  - 200 North & 200 West: Will operate at a Level of Service A in the AM and A in the PM.
  - 100 North & 300 West: Will operate at a Level of Service A in the AM and A in the PM.
  - 100 North & 200 West: Will operate at a Level of Service A in the AM and A in the PM.

In Summary, the proposed development has little impact on the Level of Service at the studied intersections with a slight increase in delay in the Peak Hours.





## Introduction and Summary

This report presents the findings of the Traffic Impact Study (TIS) performed for the proposed Oak Lane Offices and Townhomes development at this location. The study areas are:

- 200 North/300 West (signalized)
- 200 North/200 West (North/South stop controlled)
- 100 North/300 West (North/south stop controlled)
- 100 North/200 West (North/South stop controlled)

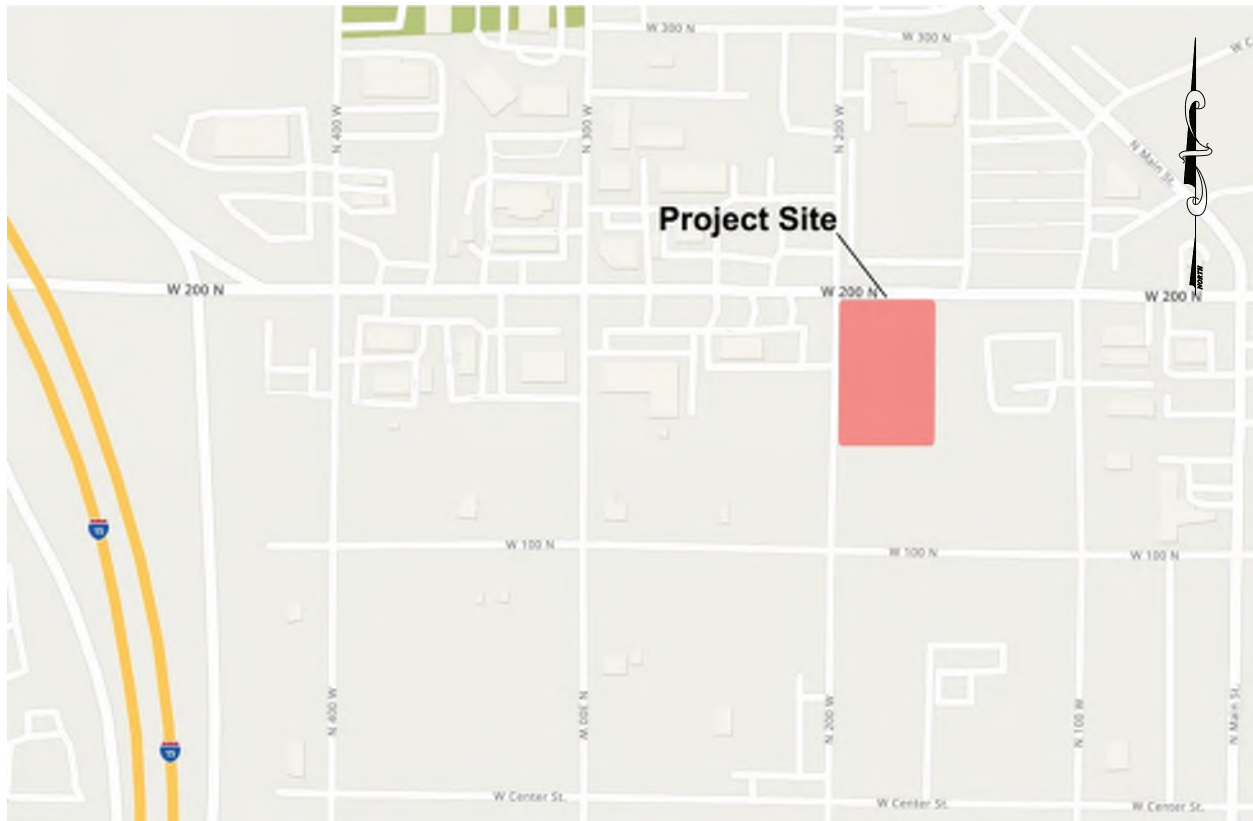
This report addresses the impacts based on Level of Service (LOS) values calculated by delay per vehicles.

This project location is shown in Figure #1 below.





**Figure #1 Vicinity Map**  
**200 North & 200 West | Kaysville, UT**





## Study Area Conditions

**200 North/300 West:** This is a 4-way signalized intersection.

200 North Eastbound & Westbound have a dedicated left turn lane, a dedicated thru lane and a shared thru/right turn lane in both directions.

300 West Northbound and Southbound have a dedicated left turn lane and a shared thru/right turn lane.

**200 North/200 West:** This is a 4-way unsignalized intersection that is stop controlled in the north/south directions.

200 North Eastbound & Westbound have a TWLTL, a dedicated thru lane and a shared thru/right turn lane in both directions.

200 West Northbound & Southbound is stop sign controlled and all turning movements share a lane.

**100 North/300 West:** This is a 4-way unsignalized intersection that is stop controlled in the north/south directions.

100 North Eastbound & Westbound is free flowing and all turning movements share a lane.

300 West Northbound & Southbound is stop sign controlled and all turning movements share a lane.

### **100 North/300 West:**

100 North Eastbound & Westbound is free flowing and all turning movements share a lane.

300 West Northbound & Southbound is stop sign controlled and all turning movements share a lane.

See Figure #2 for the existing layout of this roadway network.

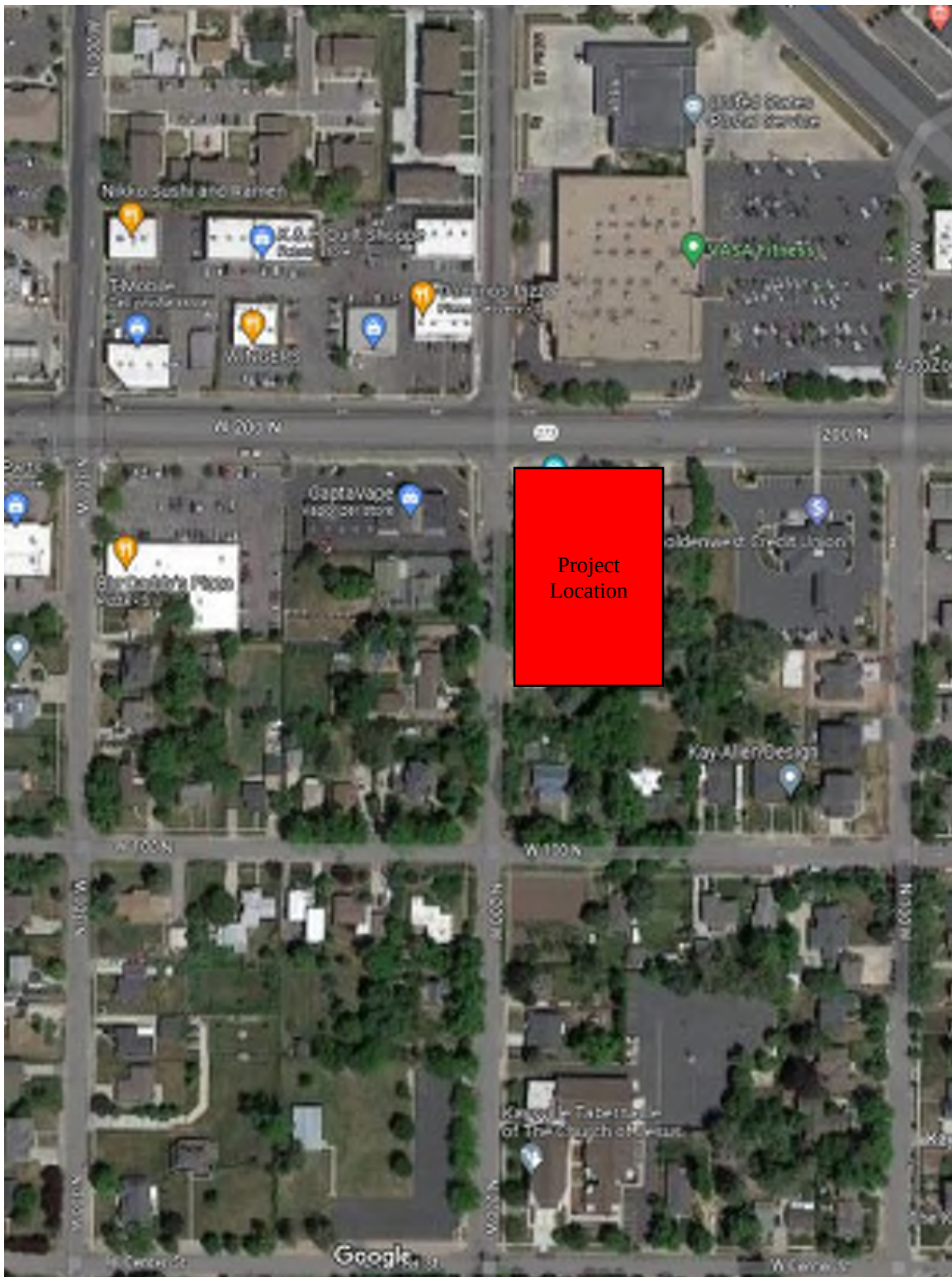
## Existing Traffic Volumes

Both AM and PM Peak hours were observed on 4 different days in April 2023. The highest observed traffic counts during those peak hours were used during this study. The existing traffic volumes assisted in determining the existing LOS and studying future impact. The count data and existing turning movement counts are included in the appendix.





**Figure #2 Existing Roadway Network**





## Analysis of Existing Conditions

### Level of Service Analysis

For this traffic impact study, the LOS was determined by calculating the average delay time per vehicle in seconds using Synchro 11. Each LOS is associated with a designated range of delay times in seconds per vehicle. Table 1 (below) is used to determine the LOS for a signalized intersection based on the delay in seconds per vehicle. Table 2 (below) is used to determine the LOS for an unsignalized intersection based on the delay in seconds per vehicle. According to the Highway Capacity Manual, most facilities are designed for a service flow rate at LOS D or better to ensure acceptable operating conditions to users.

**Table 1 - Signalized Intersections Level of Service**

| <b>LOS</b> | <b>Intersection Delay per Vehicle (sec/veh)</b> | <b>General Description</b>                    |
|------------|-------------------------------------------------|-----------------------------------------------|
| <b>A</b>   | <b>≤ 10</b>                                     | <b>Free Flow</b>                              |
| <b>B</b>   | <b>&gt; 10 - 20</b>                             | <b>Stable Flow (slight delays)</b>            |
| <b>C</b>   | <b>&gt; 20 - 35</b>                             | <b>Stable Flow (acceptable delays)</b>        |
| <b>D</b>   | <b>&gt; 35 - 55</b>                             | <b>Approaching unstable (tolerable delay)</b> |
| <b>E</b>   | <b>&gt; 55 - 80</b>                             | <b>Unstable Flow (intolerable delay)</b>      |
| <b>F</b>   | <b>&gt; 80</b>                                  | <b>Forced Flow (congested and failure)</b>    |

Source: Highway Capacity Manual (HCM) 2010.

**Table 2 - Unsignalized Intersections Level of Service**

| <b>LOS</b> | <b>Intersection Delay per Vehicle (sec/veh)</b> | <b>General Description</b>                    |
|------------|-------------------------------------------------|-----------------------------------------------|
| <b>A</b>   | <b>≤ 10</b>                                     | <b>Free Flow</b>                              |
| <b>B</b>   | <b>&gt; 10 - 15</b>                             | <b>Stable Flow (slight delays)</b>            |
| <b>C</b>   | <b>&gt; 15 - 25</b>                             | <b>Stable Flow (acceptable delays)</b>        |
| <b>D</b>   | <b>&gt; 25 - 35</b>                             | <b>Approaching unstable (tolerable delay)</b> |
| <b>E</b>   | <b>&gt; 35 - 50</b>                             | <b>Unstable Flow (intolerable delay)</b>      |
| <b>F</b>   | <b>&gt; 50</b>                                  | <b>Forced Flow (congested and failure)</b>    |

Source: Highway Capacity Manual (HCM) 2010.

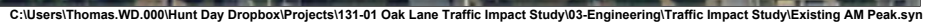
### Study Area Level of Service

The existing intersection was analyzed using Synchro 11. The results, indicating the current level of service, are shown in Table 3 and the appendix.



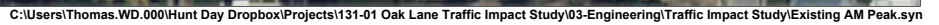


Kaysville, UT  
5/11/2023





Kaysville, UT  
5/11/2023





**Table 3 – Existing Level of Service for Study Area**

| <i>Studied Intersection</i> | <i>AM Peak Hour</i>        |            | <i>PM Peak Hours</i>       |            |
|-----------------------------|----------------------------|------------|----------------------------|------------|
|                             | <i>Delay<br/>(sec/veh)</i> | <i>LOS</i> | <i>Delay<br/>(sec/veh)</i> | <i>LOS</i> |
| <i>200 North / 300 West</i> | <i>20.2</i>                | <i>C</i>   | <i>25.8</i>                | <i>C</i>   |
| <i>200 North / 200 West</i> | <i>0.8</i>                 | <i>A</i>   | <i>0.9</i>                 | <i>A</i>   |
| <i>100 North / 300 West</i> | <i>8.4</i>                 | <i>A</i>   | <i>8.2</i>                 | <i>A</i>   |
| <i>100 North / 200 West</i> | <i>6.2</i>                 | <i>A</i>   | <i>3.5</i>                 | <i>A</i>   |

Source: Delay times and LOS determined using Synchro 11.

### **Queuing**

The queuing report shows that at no time does it exceed the storage bay distance or block any other roadways.

### **Summary of Existing Conditions**

Based upon the existing traffic conditions in both the AM and PM peak hours, the overall Level of Service operates at an acceptable Level of Service.





## Projected Traffic

### Trip Generation

The number of new trips generated for the proposed development was determined using trip generation figures obtained from ITE Trip Generation Manual 10<sup>th</sup> Edition.

It is proposed that the development will consist of 3 Townhome Units and 10,200 SF of Office Space. The number of new trips generated for the proposed development was determined using trip generation figures obtained from ITE Trip Generation Manual 10<sup>th</sup> Edition. The calculations for this can be found in the Appendix. These results can be seen in Table 4 below. For additional information and calculations see the Appendix.

**Table 4 – Project Trip Generation**

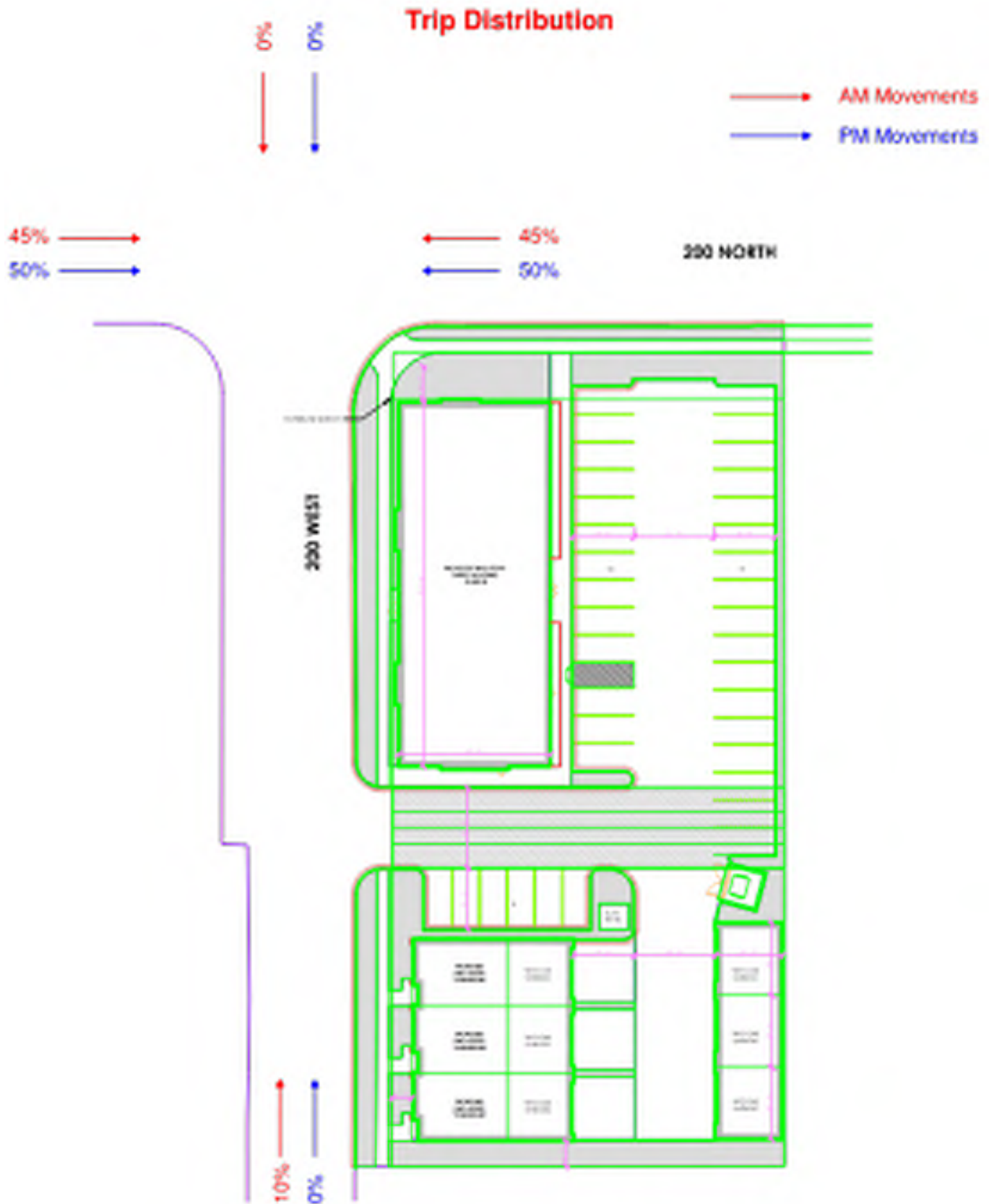
| <i>Land Use</i>                | <i>AM Trips<br/>Entering</i> | <i>AM Trip<br/>Exiting</i> | <i>PM Trips<br/>Entering</i> | <i>PM Trips<br/>Exiting</i> |
|--------------------------------|------------------------------|----------------------------|------------------------------|-----------------------------|
| <i>Low-Rise Dwelling Units</i> | 1                            | 1                          | 1                            | 1                           |
| <i>Office General</i>          | 13                           | 2                          | 3                            | 11                          |
| <i>TOTAL</i>                   | 14                           | 3                          | 4                            | 12                          |

The new trips estimated to be generated from the proposed developments were distributed onto the roadway network based on the proposed site access locations, existing turning movements, existing traffic patterns, and proximity to major roadways. The trip distribution percentages and amounts are found on Figure 4 and 5 below.

The projected new trips were added to the existing 2023 background traffic to represent opening day of this project. The projected combined vehicle movements are shown in Figure 6 below.









# Distribution AM

Distribution AM Peak  
Oak Lane Office

Kaysville, UT  
5/11/2023



Distribution AM Peak  
Hunt Day

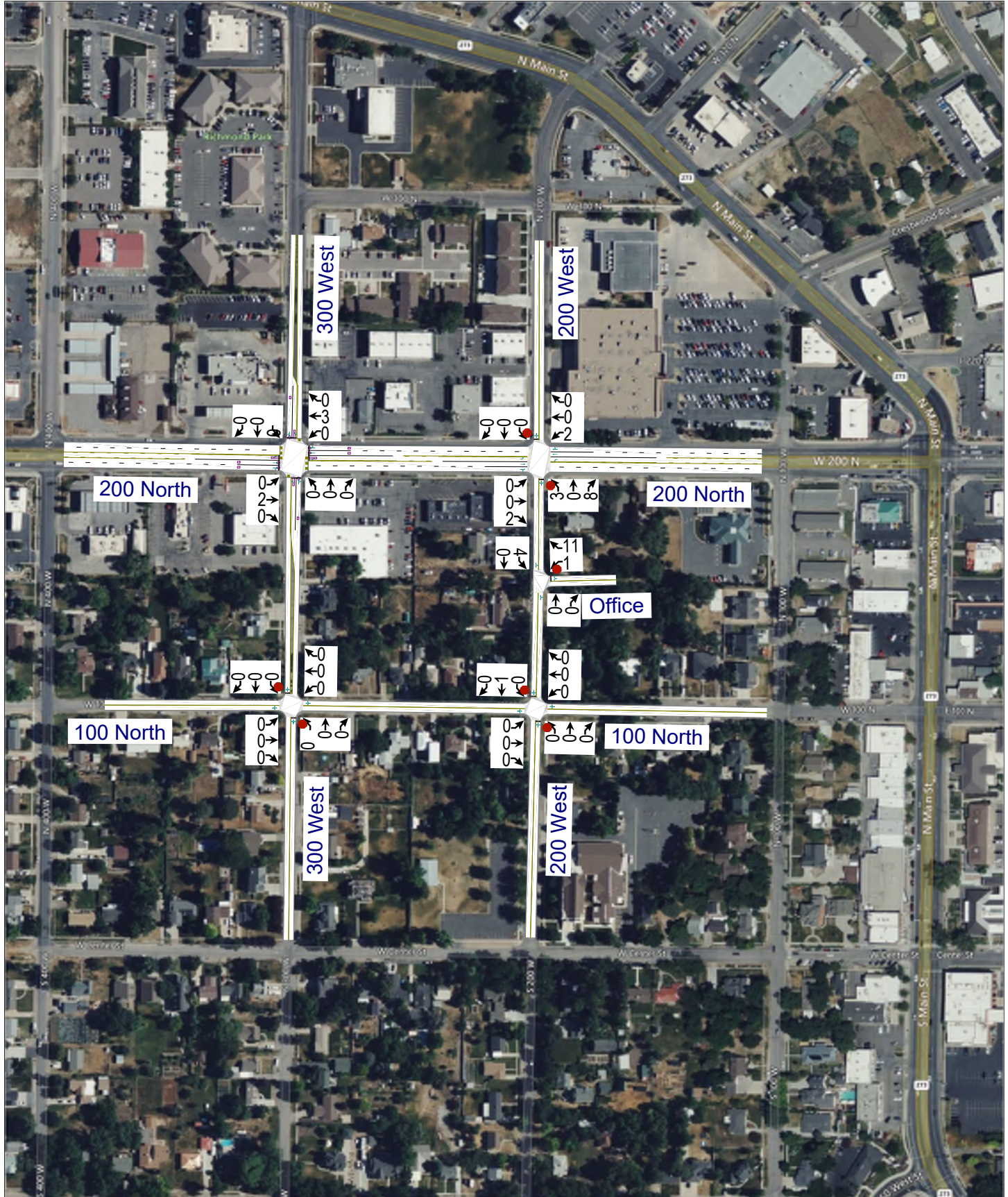
C:\Users\Thomas.WD.000\Hunt Day Dropbox\Projects\131-01 Oak Lane Traffic Impact Study\03-Engineering\Traffic Impact Study\AM Peak Distribution.syn



# Distribution PM Peak

Distribution PM Peak  
Oak Lane Office

Kaysville, UT  
5/11/2023



Distribution PM Peak  
Hunt Day

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# Proposed AM Peak

Proposed AM Peak  
Oak Lane Office

Kaysville, UT  
5/11/2023



Proposed AM Peak  
Hunt Day

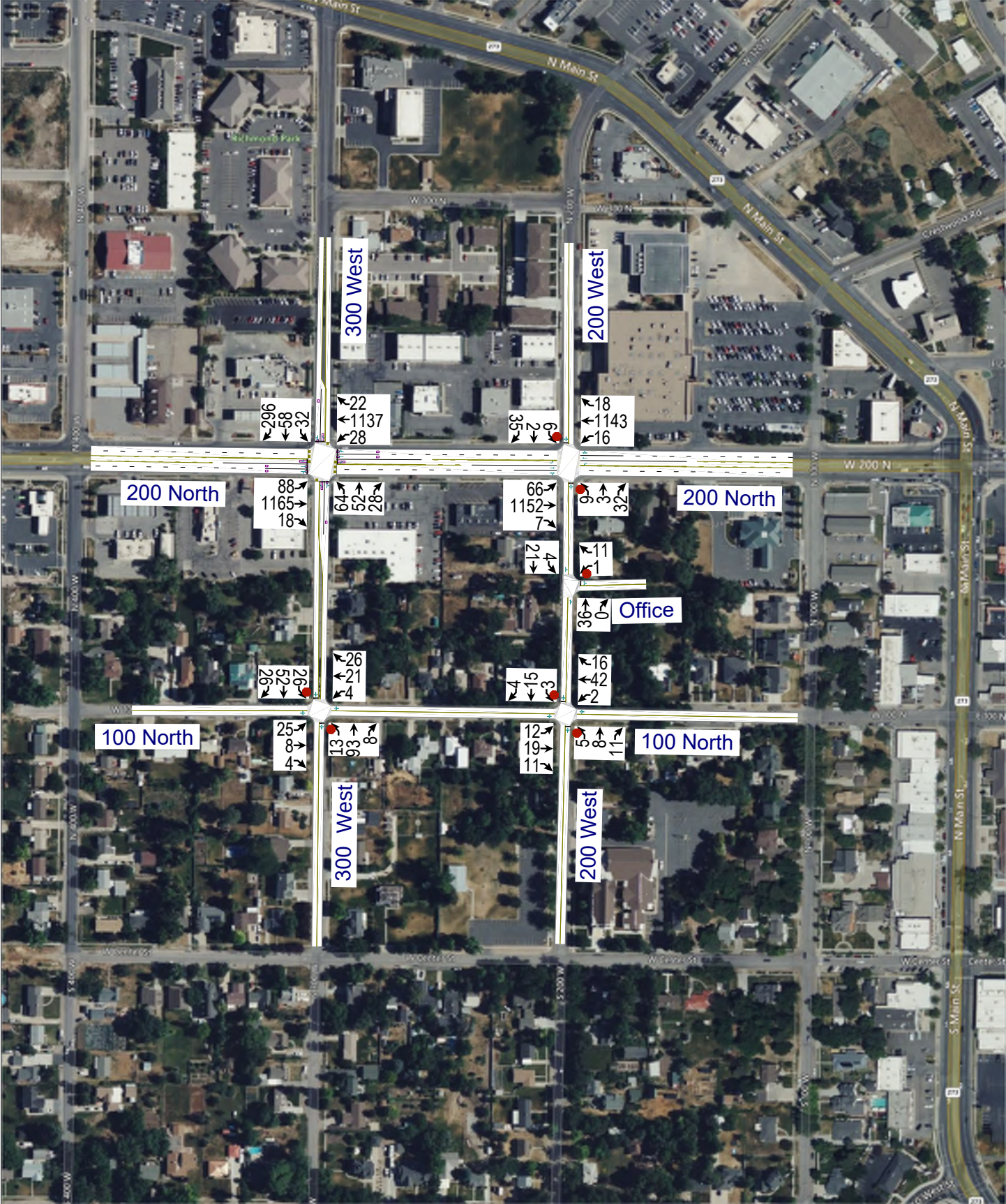
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Proposed PM Peak

Proposed PM Peak  
Oak Lane Office

Kaysville, UT  
5/11/2023





## Results – w/Development in 2024

Based on current conditions, combined with the projected traffic flows from the proposed development at full build-out, we have prepared a study of the studied intersection and new accesses. The results of the study are shown in Table 5.

**Table 5 – Existing & Proposed Level of Service for Study Area (2024 w/Development)**

| <i>Peak Hour</i>   | <i>Studied Intersection</i> | <i>Existing</i>        |            | <i>Proposed</i>        |            |
|--------------------|-----------------------------|------------------------|------------|------------------------|------------|
|                    |                             | <i>Delay (sec/veh)</i> | <i>LOS</i> | <i>Delay (sec/veh)</i> | <i>LOS</i> |
| <b>AM<br/>PEAK</b> | <i>200 North / 300 West</i> | 20.2                   | C          | 20.2                   | C          |
|                    | <i>200 North / 200 West</i> | 0.8                    | A          | 0.9                    | A          |
|                    | <i>100 North / 300 West</i> | 8.4                    | A          | 8.4                    | A          |
|                    | <i>100 North / 200 West</i> | 6.2                    | A          | 6.2                    | A          |
|                    | <i>Office Access</i>        | -                      | -          | 2.2                    | A          |
| <b>PM<br/>PEAK</b> | <i>200 North / 300 West</i> | 25.8                   | C          | 25.9                   | A          |
|                    | <i>200 North / 200 West</i> | 0.9                    | A          | 1.0                    | A          |
|                    | <i>100 North / 300 West</i> | 8.2                    | A          | 8.2                    | A          |
|                    | <i>100 North / 200 West</i> | 3.5                    | A          | 3.6                    | A          |
|                    | <i>Office Access</i>        | -                      | -          | 1.8                    | A          |

Source: Delay times and LOS determined using Synchro 11.

### Queuing

The queuing report shows at no time does traffic back up or block any other roadways or accesses.

### Summary of Proposed Conditions

Based upon the existing traffic conditions and the minor amount of additional traffic being added from this development in both the AM and PM peak hours, the overall Level of Service in all locations remains close to the same with a slight increase in delay.





## **Conclusions & Recommendations**

Our principal findings from our traffic impact analysis have determined that during the peak hours the studied intersection and access will operate at an acceptable Level of Service with only a slight increase in delay.

There are no blockages or queueing delays at any of the intersections or accesses and no mitigation measures are needed.

Therefore, it is our professional opinion that this project will not significantly alter the existing traffic patterns at any of the intersections and should be permitted per the traffic data contained within this report.





## **Appendix**





## Trip Generation Summary

Alternative: Alternative 1

Phase:

Project: Oak Lane TIS

Open Date: 5/10/2023

Analysis Date: 5/10/2023

| ITE                              | Land Use            | Weekday Average Daily Trips |       |      |       | Weekday AM Peak Hour of Generator |       |      |       | Weekday PM Peak Hour of Generator |       |      |       |
|----------------------------------|---------------------|-----------------------------|-------|------|-------|-----------------------------------|-------|------|-------|-----------------------------------|-------|------|-------|
|                                  |                     | *                           | Enter | Exit | Total | *                                 | Enter | Exit | Total | *                                 | Enter | Exit | Total |
| 220                              | LOW-RISE 1          |                             | 11    | 11   | 22    |                                   | 1     | 1    | 2     |                                   | 1     | 1    | 2     |
|                                  | 3 Dwelling Units    |                             |       |      |       |                                   |       |      |       |                                   |       |      |       |
| 710                              | OFFICEGENERAL 1     |                             | 49    | 48   | 97    |                                   | 13    | 2    | 15    |                                   | 3     | 11   | 14    |
|                                  | 10 1000 Sq. Ft. GFA |                             |       |      |       |                                   |       |      |       |                                   |       |      |       |
| Unadjusted Volume                |                     |                             | 60    | 59   | 119   |                                   | 14    | 3    | 17    |                                   | 4     | 12   | 16    |
| Internal Capture Trips           |                     |                             | 0     | 0    | 0     |                                   | 0     | 0    | 0     |                                   | 0     | 0    | 0     |
| Pass-By Trips                    |                     |                             | 0     | 0    | 0     |                                   | 0     | 0    | 0     |                                   | 0     | 0    | 0     |
| Volume Added to Adjacent Streets |                     |                             | 60    | 59   | 119   |                                   | 14    | 3    | 17    |                                   | 4     | 12   | 16    |

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Generator Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Generator Internal Capture = 0 Percent

\* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition

**TRIP GENERATION 10, TRAFFICWARE, LLC**

P. 1



AM Peak Existing  
3: 200 West & 200 North

Oak Lane Office  
5/11/2023

|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |      |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|------|
|                                   |  |  |  |  |  |  |  |  |  |  |  |  |      |      |
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |      |      |
| Lane Configurations               |  |  |                                                                                   |  |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |  |                                                                                     |      |      |
| Traffic Volume (veh/h)            | 48                                                                                | 978                                                                               | 6                                                                                 | 14                                                                                | 1145                                                                              | 5                                                                                 | 2                                                                                   | 3                                                                                   | 6                                                                                   | 6                                                                                   | 2                                                                                   | 47                                                                                  |      |      |
| Future Volume (Veh/h)             | 48                                                                                | 978                                                                               | 6                                                                                 | 14                                                                                | 1145                                                                              | 5                                                                                 | 2                                                                                   | 3                                                                                   | 6                                                                                   | 6                                                                                   | 2                                                                                   | 47                                                                                  |      |      |
| Sign Control                      | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     |      |      |
| Grade                             | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     |      |      |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |      |      |
| Hourly flow rate (vph)            | 52                                                                                | 1063                                                                              | 7                                                                                 | 15                                                                                | 1245                                                                              | 5                                                                                 | 2                                                                                   | 3                                                                                   | 7                                                                                   | 7                                                                                   | 2                                                                                   | 51                                                                                  |      |      |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |      |
| Lane Width (ft)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |      |
| Walking Speed (ft/s)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |      |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |      |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |      |
| Median type                       | TWLTL                                                                             |                                                                                   |                                                                                   | TWLTL                                                                             |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |      |
| Median storage veh)               | 2                                                                                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |      |
| Upstream signal (ft)              | 581                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |      |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   | 0.79                                                                              |                                                                                   |                                                                                   |                                                                                     | 0.79                                                                                | 0.79                                                                                | 0.79                                                                                | 0.79                                                                                | 0.79                                                                                |      |      |
| vC, conflicting volume            | 1250                                                                              |                                                                                   |                                                                                   |                                                                                   | 1070                                                                              |                                                                                   |                                                                                     |                                                                                     | 1875                                                                                | 2450                                                                                | 535                                                                                 | 1922                                                                                | 2452 | 625  |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 1170                                                                                | 1170                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 1278 | 1278 |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 704                                                                                 | 1280                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 644  | 1174 |
| vCu, unblocked vol                | 1250                                                                              |                                                                                   |                                                                                   |                                                                                   | 560                                                                               |                                                                                   |                                                                                     |                                                                                     | 1578                                                                                | 2305                                                                                | 0                                                                                   | 1637                                                                                | 2307 | 625  |
| tC, single (s)                    | 4.1                                                                               |                                                                                   |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |                                                                                     |                                                                                     | 7.5                                                                                 | 6.5                                                                                 | 6.9                                                                                 | 7.5                                                                                 | 6.5  | 6.9  |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 6.5                                                                                 | 5.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 6.5  | 5.5  |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                     |                                                                                     | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 | 3.5                                                                                 | 4.0  | 3.3  |
| p0 queue free %                   | 91                                                                                |                                                                                   |                                                                                   |                                                                                   | 98                                                                                |                                                                                   |                                                                                     |                                                                                     | 99                                                                                  | 98                                                                                  | 99                                                                                  | 96                                                                                  | 99   | 88   |
| cM capacity (veh/h)               | 553                                                                               |                                                                                   |                                                                                   |                                                                                   | 796                                                                               |                                                                                   |                                                                                     |                                                                                     | 202                                                                                 | 152                                                                                 | 858                                                                                 | 165                                                                                 | 178  | 428  |
| Direction, Lane #                 | EB 1                                                                              | EB 2                                                                              | EB 3                                                                              | WB 1                                                                              | WB 2                                                                              | WB 3                                                                              | NB 1                                                                                | SB 1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |      |
| Volume Total                      | 52                                                                                | 709                                                                               | 361                                                                               | 15                                                                                | 830                                                                               | 420                                                                               | 12                                                                                  | 60                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |      |
| Volume Left                       | 52                                                                                | 0                                                                                 | 0                                                                                 | 15                                                                                | 0                                                                                 | 0                                                                                 | 2                                                                                   | 7                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |      |
| Volume Right                      | 0                                                                                 | 0                                                                                 | 7                                                                                 | 0                                                                                 | 0                                                                                 | 5                                                                                 | 7                                                                                   | 51                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |      |
| cSH                               | 553                                                                               | 1700                                                                              | 1700                                                                              | 796                                                                               | 1700                                                                              | 1700                                                                              | 317                                                                                 | 347                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |      |
| Volume to Capacity                | 0.09                                                                              | 0.42                                                                              | 0.21                                                                              | 0.02                                                                              | 0.49                                                                              | 0.25                                                                              | 0.04                                                                                | 0.17                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |      |
| Queue Length 95th (ft)            | 8                                                                                 | 0                                                                                 | 0                                                                                 | 1                                                                                 | 0                                                                                 | 0                                                                                 | 3                                                                                   | 15                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |      |
| Control Delay (s)                 | 12.2                                                                              | 0.0                                                                               | 0.0                                                                               | 9.6                                                                               | 0.0                                                                               | 0.0                                                                               | 16.8                                                                                | 17.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |      |
| Lane LOS                          | B                                                                                 |                                                                                   |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                     |                                                                                     | C                                                                                   | C                                                                                   |                                                                                     |                                                                                     |      |      |
| Approach Delay (s)                | 0.6                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.1                                                                               |                                                                                   |                                                                                     |                                                                                     | 16.8                                                                                | 17.5                                                                                |                                                                                     |                                                                                     |      |      |
| Approach LOS                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | C                                                                                   | C                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |      |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |      |
| Average Delay                     |                                                                                   |                                                                                   |                                                                                   | 0.8                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |      |
| Intersection Capacity Utilization |                                                                                   |                                                                                   |                                                                                   | 49.1%                                                                             | ICU Level of Service                                                              |                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |      |      |
| Analysis Period (min)             |                                                                                   |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |      |      |



|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                     |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)            | 5                                                                                 | 6                                                                                 | 1                                                                                 | 2                                                                                 | 7                                                                                 | 1                                                                                 | 2                                                                                   | 5                                                                                   | 1                                                                                   | 1                                                                                   | 18                                                                                  | 4                                                                                   |
| Future Volume (Veh/h)             | 5                                                                                 | 6                                                                                 | 1                                                                                 | 2                                                                                 | 7                                                                                 | 1                                                                                 | 2                                                                                   | 5                                                                                   | 1                                                                                   | 1                                                                                   | 18                                                                                  | 4                                                                                   |
| Sign Control                      | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     |
| Grade                             | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Hourly flow rate (vph)            | 5                                                                                 | 7                                                                                 | 1                                                                                 | 2                                                                                 | 8                                                                                 | 1                                                                                 | 2                                                                                   | 5                                                                                   | 1                                                                                   | 1                                                                                   | 20                                                                                  | 4                                                                                   |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Width (ft)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              | 582                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC, conflicting volume            | 9                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 44                                                                                  | 30                                                                                  | 8                                                                                   | 34                                                                                  | 30                                                                                  | 8                                                                                   |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 9                                                                                 |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 44                                                                                  | 30                                                                                  | 8                                                                                   | 34                                                                                  | 30                                                                                  | 8                                                                                   |
| tC, single (s)                    | 4.1                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |                                                                                   | 7.1                                                                                 | 6.5                                                                                 | 6.2                                                                                 | 7.1                                                                                 | 6.5                                                                                 | 6.2                                                                                 |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                   | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 |
| p0 queue free %                   | 100                                                                               |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |                                                                                   | 100                                                                                 | 99                                                                                  | 100                                                                                 | 100                                                                                 | 98                                                                                  | 100                                                                                 |
| cM capacity (veh/h)               | 1611                                                                              |                                                                                   |                                                                                   | 1612                                                                              |                                                                                   |                                                                                   | 935                                                                                 | 859                                                                                 | 1075                                                                                | 965                                                                                 | 859                                                                                 | 1073                                                                                |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 13                                                                                | 11                                                                                | 8                                                                                 | 25                                                                                |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 5                                                                                 | 2                                                                                 | 2                                                                                 | 1                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 1                                                                                 | 1                                                                                 | 1                                                                                 | 4                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1611                                                                              | 1612                                                                              | 900                                                                               | 891                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.00                                                                              | 0.00                                                                              | 0.01                                                                              | 0.03                                                                              |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 0                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 2.8                                                                               | 1.3                                                                               | 9.0                                                                               | 9.2                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 | A                                                                                 | A                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 2.8                                                                               | 1.3                                                                               | 9.0                                                                               | 9.2                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   |                                                                                   | 6.2                                                                               |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   |                                                                                   | 13.3%                                                                             | ICU Level of Service                                                              |                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



|                              |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 78                                                                                | 967                                                                               | 12                                                                                | 5                                                                                 | 1171                                                                              | 18                                                                                | 105                                                                                 | 8                                                                                   | 18                                                                                  | 47                                                                                  | 5                                                                                   | 174                                                                                 |
| Future Volume (veh/h)        | 78                                                                                | 967                                                                               | 12                                                                                | 5                                                                                 | 1171                                                                              | 18                                                                                | 105                                                                                 | 8                                                                                   | 18                                                                                  | 47                                                                                  | 5                                                                                   | 174                                                                                 |
| Number                       | 7                                                                                 | 4                                                                                 | 14                                                                                | 3                                                                                 | 8                                                                                 | 18                                                                                | 5                                                                                   | 2                                                                                   | 12                                                                                  | 1                                                                                   | 6                                                                                   | 16                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1863                                                                              | 1863                                                                              | 1900                                                                              | 1863                                                                              | 1863                                                                              | 1900                                                                              | 1863                                                                                | 1863                                                                                | 1900                                                                                | 1863                                                                                | 1863                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h         | 85                                                                                | 1051                                                                              | 13                                                                                | 5                                                                                 | 1273                                                                              | 20                                                                                | 114                                                                                 | 9                                                                                   | 20                                                                                  | 51                                                                                  | 5                                                                                   | 189                                                                                 |
| Adj No. of Lanes             | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                   | 1                                                                                   | 0                                                                                   | 1                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 282                                                                               | 1814                                                                              | 22                                                                                | 359                                                                               | 1732                                                                              | 27                                                                                | 266                                                                                 | 128                                                                                 | 285                                                                                 | 418                                                                                 | 10                                                                                  | 385                                                                                 |
| Arrive On Green              | 0.09                                                                              | 0.51                                                                              | 0.51                                                                              | 0.07                                                                              | 0.49                                                                              | 0.49                                                                              | 0.25                                                                                | 0.25                                                                                | 0.25                                                                                | 0.25                                                                                | 0.25                                                                                | 0.25                                                                                |
| Sat Flow, veh/h              | 1774                                                                              | 3580                                                                              | 44                                                                                | 1774                                                                              | 3566                                                                              | 56                                                                                | 1184                                                                                | 515                                                                                 | 1145                                                                                | 1375                                                                                | 41                                                                                  | 1549                                                                                |
| Grp Volume(v), veh/h         | 85                                                                                | 519                                                                               | 545                                                                               | 5                                                                                 | 631                                                                               | 662                                                                               | 114                                                                                 | 0                                                                                   | 29                                                                                  | 51                                                                                  | 0                                                                                   | 194                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1774                                                                              | 1770                                                                              | 1855                                                                              | 1774                                                                              | 1770                                                                              | 1853                                                                              | 1184                                                                                | 0                                                                                   | 1661                                                                                | 1375                                                                                | 0                                                                                   | 1589                                                                                |
| Q Serve(g_s), s              | 2.0                                                                               | 15.6                                                                              | 15.6                                                                              | 0.0                                                                               | 21.7                                                                              | 21.7                                                                              | 6.9                                                                                 | 0.0                                                                                 | 1.0                                                                                 | 2.2                                                                                 | 0.0                                                                                 | 7.9                                                                                 |
| Cycle Q Clear(g_c), s        | 2.0                                                                               | 15.6                                                                              | 15.6                                                                              | 0.0                                                                               | 21.7                                                                              | 21.7                                                                              | 14.9                                                                                | 0.0                                                                                 | 1.0                                                                                 | 3.3                                                                                 | 0.0                                                                                 | 7.9                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.02                                                                              | 1.00                                                                              |                                                                                   | 0.03                                                                              | 1.00                                                                                |                                                                                     | 0.69                                                                                | 1.00                                                                                |                                                                                     | 0.97                                                                                |
| Lane Grp Cap(c), veh/h       | 282                                                                               | 896                                                                               | 940                                                                               | 359                                                                               | 859                                                                               | 900                                                                               | 266                                                                                 | 0                                                                                   | 413                                                                                 | 418                                                                                 | 0                                                                                   | 395                                                                                 |
| V/C Ratio(X)                 | 0.30                                                                              | 0.58                                                                              | 0.58                                                                              | 0.01                                                                              | 0.73                                                                              | 0.74                                                                              | 0.43                                                                                | 0.00                                                                                | 0.07                                                                                | 0.12                                                                                | 0.00                                                                                | 0.49                                                                                |
| Avail Cap(c_a), veh/h        | 282                                                                               | 896                                                                               | 940                                                                               | 359                                                                               | 859                                                                               | 900                                                                               | 266                                                                                 | 0                                                                                   | 413                                                                                 | 418                                                                                 | 0                                                                                   | 395                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 15.7                                                                              | 13.1                                                                              | 13.1                                                                              | 16.6                                                                              | 15.6                                                                              | 15.6                                                                              | 30.8                                                                                | 0.0                                                                                 | 21.8                                                                                | 23.1                                                                                | 0.0                                                                                 | 24.4                                                                                |
| Incr Delay (d2), s/veh       | 2.7                                                                               | 2.7                                                                               | 2.6                                                                               | 0.1                                                                               | 5.6                                                                               | 5.3                                                                               | 5.0                                                                                 | 0.0                                                                                 | 0.3                                                                                 | 0.6                                                                                 | 0.0                                                                                 | 4.3                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 1.2                                                                               | 8.2                                                                               | 8.5                                                                               | 0.1                                                                               | 11.8                                                                              | 12.4                                                                              | 2.6                                                                                 | 0.0                                                                                 | 0.5                                                                                 | 0.9                                                                                 | 0.0                                                                                 | 3.9                                                                                 |
| LnGrp Delay(d),s/veh         | 18.4                                                                              | 15.8                                                                              | 15.7                                                                              | 16.7                                                                              | 21.2                                                                              | 21.0                                                                              | 35.8                                                                                | 0.0                                                                                 | 22.2                                                                                | 23.7                                                                                | 0.0                                                                                 | 28.7                                                                                |
| LnGrp LOS                    | B                                                                                 | B                                                                                 | B                                                                                 | B                                                                                 | C                                                                                 | C                                                                                 | D                                                                                   |                                                                                     | C                                                                                   | C                                                                                   |                                                                                     | C                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 1149                                                                              |                                                                                   |                                                                                   | 1298                                                                              |                                                                                   |                                                                                     | 143                                                                                 |                                                                                     |                                                                                     | 245                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 16.0                                                                              |                                                                                   |                                                                                   | 21.1                                                                              |                                                                                   |                                                                                     | 33.0                                                                                |                                                                                     |                                                                                     | 27.7                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 | 3                                                                                 | 4                                                                                 |                                                                                   | 6                                                                                 | 7                                                                                   | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 23.4                                                                              | 9.6                                                                               | 43.0                                                                              |                                                                                   | 23.4                                                                              | 11.2                                                                                | 41.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               |                                                                                   | 4.5                                                                               | 4.5                                                                                 | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 18.9                                                                              | 5.1                                                                               | 38.5                                                                              |                                                                                   | 18.9                                                                              | 6.7                                                                                 | 36.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 16.9                                                                              | 2.0                                                                               | 17.6                                                                              |                                                                                   | 9.9                                                                               | 4.0                                                                                 | 23.7                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 0.1                                                                               | 0.0                                                                               | 7.0                                                                               |                                                                                   | 0.8                                                                               | 0.0                                                                                 | 7.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   | 20.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)            | 25                                                                                | 6                                                                                 | 2                                                                                 | 1                                                                                 | 2                                                                                 | 13                                                                                | 4                                                                                  | 96                                                                                  | 1                                                                                   | 5                                                                                   | 20                                                                                  | 2                                                                                   |
| Future Volume (Veh/h)             | 25                                                                                | 6                                                                                 | 2                                                                                 | 1                                                                                 | 2                                                                                 | 13                                                                                | 4                                                                                  | 96                                                                                  | 1                                                                                   | 5                                                                                   | 20                                                                                  | 2                                                                                   |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Hourly flow rate (vph)            | 27                                                                                | 7                                                                                 | 2                                                                                 | 1                                                                                 | 2                                                                                 | 14                                                                                | 4                                                                                  | 104                                                                                 | 1                                                                                   | 5                                                                                   | 22                                                                                  | 2                                                                                   |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Width (ft)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage veh                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC, conflicting volume            | 16                                                                                |                                                                                   |                                                                                   | 9                                                                                 |                                                                                   |                                                                                   | 86                                                                                 | 80                                                                                  | 8                                                                                   | 126                                                                                 | 74                                                                                  | 9                                                                                   |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 16                                                                                |                                                                                   |                                                                                   | 9                                                                                 |                                                                                   |                                                                                   | 86                                                                                 | 80                                                                                  | 8                                                                                   | 126                                                                                 | 74                                                                                  | 9                                                                                   |
| tC, single (s)                    | 4.1                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |                                                                                   | 7.1                                                                                | 6.5                                                                                 | 6.2                                                                                 | 7.1                                                                                 | 6.5                                                                                 | 6.2                                                                                 |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                   | 3.5                                                                                | 4.0                                                                                 | 3.3                                                                                 | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 |
| p0 queue free %                   | 98                                                                                |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |                                                                                   | 100                                                                                | 87                                                                                  | 100                                                                                 | 99                                                                                  | 97                                                                                  | 100                                                                                 |
| cM capacity (veh/h)               | 1602                                                                              |                                                                                   |                                                                                   | 1611                                                                              |                                                                                   |                                                                                   | 868                                                                                | 796                                                                                 | 1074                                                                                | 752                                                                                 | 802                                                                                 | 1073                                                                                |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 36                                                                                | 17                                                                                | 109                                                                               | 29                                                                                |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 27                                                                                | 1                                                                                 | 4                                                                                 | 5                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 2                                                                                 | 14                                                                                | 1                                                                                 | 2                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1602                                                                              | 1611                                                                              | 800                                                                               | 807                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.02                                                                              | 0.00                                                                              | 0.14                                                                              | 0.04                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 1                                                                                 | 0                                                                                 | 12                                                                                | 3                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 5.5                                                                               | 0.4                                                                               | 10.2                                                                              | 9.6                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 | A                                                                                 | B                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 5.5                                                                               | 0.4                                                                               | 10.2                                                                              | 9.6                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | B                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     | 8.4                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization | 20.8%                                                                             |                                                                                   |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                   | A                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



PM Peak Existing  
3: 200 West & 200 North

Oak Lane Office

5/11/2023

|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |  |  |                                                                                   |  |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)            | 66                                                                                | 1152                                                                              | 5                                                                                 | 14                                                                                | 1143                                                                              | 18                                                                                | 6                                                                                  | 3                                                                                   | 24                                                                                  | 6                                                                                   | 2                                                                                   | 35                                                                                  |
| Future Volume (Veh/h)             | 66                                                                                | 1152                                                                              | 5                                                                                 | 14                                                                                | 1143                                                                              | 18                                                                                | 6                                                                                  | 3                                                                                   | 24                                                                                  | 6                                                                                   | 2                                                                                   | 35                                                                                  |
| Sign Control                      | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Stop                                                                               |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     |
| Grade                             | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                 |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Hourly flow rate (vph)            | 72                                                                                | 1252                                                                              | 5                                                                                 | 15                                                                                | 1242                                                                              | 20                                                                                | 7                                                                                  | 3                                                                                   | 26                                                                                  | 7                                                                                   | 2                                                                                   | 38                                                                                  |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Width (ft)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       | TWLTL                                                                             |                                                                                   |                                                                                   | TWLTL                                                                             |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage veh)               | 2                                                                                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              | 581                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   | 0.69                                                                              |                                                                                   |                                                                                   | 0.69                                                                               |                                                                                     |                                                                                     | 0.69                                                                                |                                                                                     |                                                                                     |
| vC, conflicting volume            | 1262                                                                              |                                                                                   |                                                                                   | 1257                                                                              |                                                                                   |                                                                                   | 2088                                                                               |                                                                                     |                                                                                     | 2690                                                                                |                                                                                     |                                                                                     |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 1398                                                                               |                                                                                     |                                                                                     | 1398                                                                                |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 690                                                                                |                                                                                     |                                                                                     | 1292                                                                                |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 1262                                                                              |                                                                                   |                                                                                   | 460                                                                               |                                                                                   |                                                                                   | 1672                                                                               |                                                                                     |                                                                                     | 2549                                                                                |                                                                                     |                                                                                     |
| tC, single (s)                    | 4.1                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |                                                                                   | 7.5                                                                                |                                                                                     |                                                                                     | 6.5                                                                                 |                                                                                     |                                                                                     |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 6.5                                                                                |                                                                                     |                                                                                     | 5.5                                                                                 |                                                                                     |                                                                                     |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                   | 3.5                                                                                |                                                                                     |                                                                                     | 4.0                                                                                 |                                                                                     |                                                                                     |
| p0 queue free %                   | 87                                                                                |                                                                                   |                                                                                   | 98                                                                                |                                                                                   |                                                                                   | 96                                                                                 |                                                                                     |                                                                                     | 98                                                                                  |                                                                                     |                                                                                     |
| cM capacity (veh/h)               | 547                                                                               |                                                                                   |                                                                                   | 753                                                                               |                                                                                   |                                                                                   | 183                                                                                |                                                                                     |                                                                                     | 129                                                                                 |                                                                                     |                                                                                     |
|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Direction, Lane #                 | EB 1                                                                              | EB 2                                                                              | EB 3                                                                              | WB 1                                                                              | WB 2                                                                              | WB 3                                                                              | NB 1                                                                               | SB 1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 72                                                                                | 835                                                                               | 422                                                                               | 15                                                                                | 828                                                                               | 434                                                                               | 36                                                                                 | 47                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 72                                                                                | 0                                                                                 | 0                                                                                 | 15                                                                                | 0                                                                                 | 0                                                                                 | 7                                                                                  | 7                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 0                                                                                 | 0                                                                                 | 5                                                                                 | 0                                                                                 | 0                                                                                 | 20                                                                                | 26                                                                                 | 38                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 547                                                                               | 1700                                                                              | 1700                                                                              | 753                                                                               | 1700                                                                              | 1700                                                                              | 373                                                                                | 323                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.13                                                                              | 0.49                                                                              | 0.25                                                                              | 0.02                                                                              | 0.49                                                                              | 0.26                                                                              | 0.10                                                                               | 0.15                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 11                                                                                | 0                                                                                 | 0                                                                                 | 2                                                                                 | 0                                                                                 | 0                                                                                 | 8                                                                                  | 13                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 12.6                                                                              | 0.0                                                                               | 0.0                                                                               | 9.9                                                                               | 0.0                                                                               | 0.0                                                                               | 15.7                                                                               | 18.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | B                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | C                                                                                  |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Approach Delay (s)                | 0.7                                                                               |                                                                                   |                                                                                   | 0.1                                                                               |                                                                                   |                                                                                   | 15.7                                                                               |                                                                                     |                                                                                     | 18.0                                                                                |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | C                                                                                  |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   |                                                                                   | 0.9                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   |                                                                                   | 49.2%                                                                             |                                                                                   |                                                                                   | ICU Level of Service                                                               |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



PM Peak Existing  
6: 200 West & 100 North

Oak Lane Office

5/11/2023

|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)            | 12                                                                                | 19                                                                                | 11                                                                                | 2                                                                                 | 42                                                                                | 16                                                                                | 5                                                                                  | 8                                                                                   | 11                                                                                  | 3                                                                                   | 14                                                                                  | 4                                                                                   |
| Future Volume (Veh/h)             | 12                                                                                | 19                                                                                | 11                                                                                | 2                                                                                 | 42                                                                                | 16                                                                                | 5                                                                                  | 8                                                                                   | 11                                                                                  | 3                                                                                   | 14                                                                                  | 4                                                                                   |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Hourly flow rate (vph)            | 13                                                                                | 21                                                                                | 12                                                                                | 2                                                                                 | 46                                                                                | 17                                                                                | 5                                                                                  | 9                                                                                   | 12                                                                                  | 3                                                                                   | 15                                                                                  | 4                                                                                   |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Width (ft)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage veh                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              | 582                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC, conflicting volume            | 63                                                                                |                                                                                   |                                                                                   | 33                                                                                |                                                                                   |                                                                                   | 123                                                                                | 120                                                                                 | 27                                                                                  | 128                                                                                 | 118                                                                                 | 54                                                                                  |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 63                                                                                |                                                                                   |                                                                                   | 33                                                                                |                                                                                   |                                                                                   | 123                                                                                | 120                                                                                 | 27                                                                                  | 128                                                                                 | 118                                                                                 | 54                                                                                  |
| tC, single (s)                    | 4.1                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |                                                                                   | 7.1                                                                                | 6.5                                                                                 | 6.2                                                                                 | 7.1                                                                                 | 6.5                                                                                 | 6.2                                                                                 |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                   | 3.5                                                                                | 4.0                                                                                 | 3.3                                                                                 | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 |
| p0 queue free %                   | 99                                                                                |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |                                                                                   | 99                                                                                 | 99                                                                                  | 99                                                                                  | 100                                                                                 | 98                                                                                  | 100                                                                                 |
| cM capacity (veh/h)               | 1540                                                                              |                                                                                   |                                                                                   | 1579                                                                              |                                                                                   |                                                                                   | 829                                                                                | 763                                                                                 | 1048                                                                                | 822                                                                                 | 765                                                                                 | 1012                                                                                |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 46                                                                                | 65                                                                                | 26                                                                                | 22                                                                                |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 13                                                                                | 2                                                                                 | 5                                                                                 | 3                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 12                                                                                | 17                                                                                | 12                                                                                | 4                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1540                                                                              | 1579                                                                              | 888                                                                               | 809                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.01                                                                              | 0.00                                                                              | 0.03                                                                              | 0.03                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 1                                                                                 | 0                                                                                 | 2                                                                                 | 2                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 2.1                                                                               | 0.2                                                                               | 9.2                                                                               | 9.6                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 | A                                                                                 | A                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 2.1                                                                               | 0.2                                                                               | 9.2                                                                               | 9.6                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 3.5                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 17.8%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                    |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 88                                                                                | 1163                                                                              | 18                                                                                | 28                                                                                | 1134                                                                              | 22                                                                                | 64                                                                                 | 52                                                                                  | 28                                                                                  | 32                                                                                  | 58                                                                                  | 296                                                                                 |
| Future Volume (veh/h)        | 88                                                                                | 1163                                                                              | 18                                                                                | 28                                                                                | 1134                                                                              | 22                                                                                | 64                                                                                 | 52                                                                                  | 28                                                                                  | 32                                                                                  | 58                                                                                  | 296                                                                                 |
| Number                       | 7                                                                                 | 4                                                                                 | 14                                                                                | 3                                                                                 | 8                                                                                 | 18                                                                                | 5                                                                                  | 2                                                                                   | 12                                                                                  | 1                                                                                   | 6                                                                                   | 16                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1863                                                                              | 1863                                                                              | 1900                                                                              | 1863                                                                              | 1863                                                                              | 1900                                                                              | 1863                                                                               | 1863                                                                                | 1900                                                                                | 1863                                                                                | 1863                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h         | 96                                                                                | 1264                                                                              | 20                                                                                | 30                                                                                | 1233                                                                              | 24                                                                                | 70                                                                                 | 57                                                                                  | 30                                                                                  | 35                                                                                  | 63                                                                                  | 322                                                                                 |
| Adj No. of Lanes             | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                  | 1                                                                                   | 0                                                                                   | 1                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 298                                                                               | 1612                                                                              | 25                                                                                | 285                                                                               | 1581                                                                              | 31                                                                                | 173                                                                                | 339                                                                                 | 178                                                                                 | 435                                                                                 | 78                                                                                  | 400                                                                                 |
| Arrive On Green              | 0.08                                                                              | 0.45                                                                              | 0.45                                                                              | 0.07                                                                              | 0.45                                                                              | 0.45                                                                              | 0.29                                                                               | 0.29                                                                                | 0.29                                                                                | 0.29                                                                                | 0.29                                                                                | 0.29                                                                                |
| Sat Flow, veh/h              | 1774                                                                              | 3566                                                                              | 56                                                                                | 1774                                                                              | 3551                                                                              | 69                                                                                | 994                                                                                | 1150                                                                                | 605                                                                                 | 1305                                                                                | 266                                                                                 | 1358                                                                                |
| Grp Volume(v), veh/h         | 96                                                                                | 627                                                                               | 657                                                                               | 30                                                                                | 614                                                                               | 643                                                                               | 70                                                                                 | 0                                                                                   | 87                                                                                  | 35                                                                                  | 0                                                                                   | 385                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1774                                                                              | 1770                                                                              | 1853                                                                              | 1774                                                                              | 1770                                                                              | 1851                                                                              | 994                                                                                | 0                                                                                   | 1756                                                                                | 1305                                                                                | 0                                                                                   | 1623                                                                                |
| Q Serve(g_s), s              | 2.0                                                                               | 22.0                                                                              | 22.0                                                                              | 0.6                                                                               | 21.5                                                                              | 21.6                                                                              | 5.1                                                                                | 0.0                                                                                 | 2.7                                                                                 | 1.5                                                                                 | 0.0                                                                                 | 16.0                                                                                |
| Cycle Q Clear(g_c), s        | 2.0                                                                               | 22.0                                                                              | 22.0                                                                              | 0.6                                                                               | 21.5                                                                              | 21.6                                                                              | 21.1                                                                               | 0.0                                                                                 | 2.7                                                                                 | 4.2                                                                                 | 0.0                                                                                 | 16.0                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.03                                                                              | 1.00                                                                              |                                                                                   | 0.04                                                                              | 1.00                                                                               |                                                                                     | 0.34                                                                                | 1.00                                                                                |                                                                                     | 0.84                                                                                |
| Lane Grp Cap(c), veh/h       | 298                                                                               | 800                                                                               | 838                                                                               | 285                                                                               | 788                                                                               | 824                                                                               | 173                                                                                | 0                                                                                   | 517                                                                                 | 435                                                                                 | 0                                                                                   | 478                                                                                 |
| V/C Ratio(X)                 | 0.32                                                                              | 0.78                                                                              | 0.78                                                                              | 0.11                                                                              | 0.78                                                                              | 0.78                                                                              | 0.40                                                                               | 0.00                                                                                | 0.17                                                                                | 0.08                                                                                | 0.00                                                                                | 0.81                                                                                |
| Avail Cap(c_a), veh/h        | 298                                                                               | 800                                                                               | 838                                                                               | 285                                                                               | 788                                                                               | 824                                                                               | 173                                                                                | 0                                                                                   | 517                                                                                 | 435                                                                                 | 0                                                                                   | 478                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 12.9                                                                              | 17.0                                                                              | 17.0                                                                              | 12.2                                                                              | 17.2                                                                              | 17.2                                                                              | 33.6                                                                               | 0.0                                                                                 | 19.1                                                                                | 20.7                                                                                | 0.0                                                                                 | 23.8                                                                                |
| Incr Delay (d2), s/veh       | 2.8                                                                               | 7.6                                                                               | 7.3                                                                               | 0.7                                                                               | 7.5                                                                               | 7.2                                                                               | 6.9                                                                                | 0.0                                                                                 | 0.7                                                                                 | 0.4                                                                                 | 0.0                                                                                 | 13.5                                                                                |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 1.2                                                                               | 12.3                                                                              | 12.8                                                                              | 0.4                                                                               | 12.1                                                                              | 12.5                                                                              | 1.7                                                                                | 0.0                                                                                 | 1.4                                                                                 | 0.6                                                                                 | 0.0                                                                                 | 9.0                                                                                 |
| LnGrp Delay(d),s/veh         | 15.8                                                                              | 24.5                                                                              | 24.2                                                                              | 12.9                                                                              | 24.7                                                                              | 24.4                                                                              | 40.4                                                                               | 0.0                                                                                 | 19.8                                                                                | 21.0                                                                                | 0.0                                                                                 | 37.3                                                                                |
| LnGrp LOS                    | B                                                                                 | C                                                                                 | C                                                                                 | B                                                                                 | C                                                                                 | C                                                                                 | D                                                                                  |                                                                                     | B                                                                                   | C                                                                                   |                                                                                     | D                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 1380                                                                              |                                                                                   |                                                                                   | 1287                                                                              |                                                                                   |                                                                                    | 157                                                                                 |                                                                                     |                                                                                     | 420                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 23.8                                                                              |                                                                                   |                                                                                   | 24.3                                                                              |                                                                                   |                                                                                    | 29.0                                                                                |                                                                                     |                                                                                     | 36.0                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 | 3                                                                                 | 4                                                                                 |                                                                                   | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 26.0                                                                              | 9.5                                                                               | 37.5                                                                              |                                                                                   | 26.0                                                                              | 10.0                                                                               | 37.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               |                                                                                   | 4.5                                                                               | 4.5                                                                                | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 21.5                                                                              | 5.0                                                                               | 33.0                                                                              |                                                                                   | 21.5                                                                              | 5.5                                                                                | 32.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 23.1                                                                              | 2.6                                                                               | 24.0                                                                              |                                                                                   | 18.0                                                                              | 4.0                                                                                | 23.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 0.0                                                                               | 0.0                                                                               | 5.3                                                                               |                                                                                   | 0.9                                                                               | 0.0                                                                                | 5.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   | 25.8                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



PM Peak Existing  
16: 300 West & 100 North

Oak Lane Office

5/11/2023

|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)            | 25                                                                                | 8                                                                                 | 4                                                                                 | 4                                                                                 | 21                                                                                | 26                                                                                | 13                                                                                 | 93                                                                                  | 8                                                                                   | 26                                                                                  | 52                                                                                  | 26                                                                                  |
| Future Volume (Veh/h)             | 25                                                                                | 8                                                                                 | 4                                                                                 | 4                                                                                 | 21                                                                                | 26                                                                                | 13                                                                                 | 93                                                                                  | 8                                                                                   | 26                                                                                  | 52                                                                                  | 26                                                                                  |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Hourly flow rate (vph)            | 27                                                                                | 9                                                                                 | 4                                                                                 | 4                                                                                 | 23                                                                                | 28                                                                                | 14                                                                                 | 101                                                                                 | 9                                                                                   | 28                                                                                  | 57                                                                                  | 28                                                                                  |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Width (ft)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage veh                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC, conflicting volume            | 51                                                                                |                                                                                   |                                                                                   | 13                                                                                |                                                                                   |                                                                                   | 166                                                                                | 124                                                                                 | 11                                                                                  | 170                                                                                 | 112                                                                                 | 37                                                                                  |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 51                                                                                |                                                                                   |                                                                                   | 13                                                                                |                                                                                   |                                                                                   | 166                                                                                | 124                                                                                 | 11                                                                                  | 170                                                                                 | 112                                                                                 | 37                                                                                  |
| tC, single (s)                    | 4.1                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |                                                                                   | 7.1                                                                                | 6.5                                                                                 | 6.2                                                                                 | 7.1                                                                                 | 6.5                                                                                 | 6.2                                                                                 |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                   | 3.5                                                                                | 4.0                                                                                 | 3.3                                                                                 | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 |
| p0 queue free %                   | 98                                                                                |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |                                                                                   | 98                                                                                 | 87                                                                                  | 99                                                                                  | 96                                                                                  | 93                                                                                  | 97                                                                                  |
| cM capacity (veh/h)               | 1555                                                                              |                                                                                   |                                                                                   | 1606                                                                              |                                                                                   |                                                                                   | 721                                                                                | 751                                                                                 | 1070                                                                                | 696                                                                                 | 763                                                                                 | 1035                                                                                |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 40                                                                                | 55                                                                                | 124                                                                               | 113                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 27                                                                                | 4                                                                                 | 14                                                                                | 28                                                                                |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 4                                                                                 | 28                                                                                | 9                                                                                 | 28                                                                                |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1555                                                                              | 1606                                                                              | 764                                                                               | 796                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.02                                                                              | 0.00                                                                              | 0.16                                                                              | 0.14                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 1                                                                                 | 0                                                                                 | 14                                                                                | 12                                                                                |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 5.0                                                                               | 0.5                                                                               | 10.6                                                                              | 10.3                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 | A                                                                                 | B                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 5.0                                                                               | 0.5                                                                               | 10.6                                                                              | 10.3                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | B                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 8.2                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 26.0%                                                                             | ICU Level of Service                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



AM Peak Proposed  
3: 200 West & 200 North

Oak Lane Office  
5/11/2023

|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |  |  |                                                                                   |  |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)            | 48                                                                                | 978                                                                               | 12                                                                                | 20                                                                                | 1145                                                                              | 5                                                                                 | 4                                                                                  | 3                                                                                   | 7                                                                                   | 6                                                                                   | 2                                                                                   | 47                                                                                  |
| Future Volume (Veh/h)             | 48                                                                                | 978                                                                               | 12                                                                                | 20                                                                                | 1145                                                                              | 5                                                                                 | 4                                                                                  | 3                                                                                   | 7                                                                                   | 6                                                                                   | 2                                                                                   | 47                                                                                  |
| Sign Control                      | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Stop                                                                               |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     |
| Grade                             | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                 |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Hourly flow rate (vph)            | 52                                                                                | 1063                                                                              | 13                                                                                | 22                                                                                | 1245                                                                              | 5                                                                                 | 4                                                                                  | 3                                                                                   | 8                                                                                   | 7                                                                                   | 2                                                                                   | 51                                                                                  |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Width (ft)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       | TWLTL                                                                             |                                                                                   |                                                                                   | TWLTL                                                                             |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage veh)               | 2                                                                                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              | 581                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   | 0.79                                                                              |                                                                                   |                                                                                   |                                                                                    | 0.79                                                                                | 0.79                                                                                | 0.79                                                                                | 0.79                                                                                | 0.79                                                                                |
| vC, conflicting volume            | 1250                                                                              |                                                                                   |                                                                                   |                                                                                   | 1076                                                                              |                                                                                   |                                                                                    |                                                                                     | 1892                                                                                | 2468                                                                                | 538                                                                                 | 1936                                                                                |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 1174                                                                               | 1174                                                                                |                                                                                     |                                                                                     |                                                                                     | 1292                                                                                |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 718                                                                                | 1294                                                                                |                                                                                     |                                                                                     |                                                                                     | 645                                                                                 |
| vCu, unblocked vol                | 1250                                                                              |                                                                                   |                                                                                   |                                                                                   | 562                                                                               |                                                                                   |                                                                                    |                                                                                     | 1596                                                                                | 2325                                                                                | 0                                                                                   | 1653                                                                                |
| tC, single (s)                    | 4.1                                                                               |                                                                                   |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |                                                                                    |                                                                                     | 7.5                                                                                 | 6.5                                                                                 | 6.9                                                                                 | 7.5                                                                                 |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 6.5                                                                                | 5.5                                                                                 |                                                                                     |                                                                                     |                                                                                     | 6.5                                                                                 |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                    |                                                                                     | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 | 3.5                                                                                 |
| p0 queue free %                   | 91                                                                                |                                                                                   |                                                                                   |                                                                                   | 97                                                                                |                                                                                   |                                                                                    |                                                                                     | 98                                                                                  | 98                                                                                  | 99                                                                                  | 96                                                                                  |
| cM capacity (veh/h)               | 553                                                                               |                                                                                   |                                                                                   |                                                                                   | 793                                                                               |                                                                                   |                                                                                    |                                                                                     | 198                                                                                 | 148                                                                                 | 856                                                                                 | 160                                                                                 |
|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     | 173                                                                                 | 428                                                                                 |                                                                                     |
| Direction, Lane #                 | EB 1                                                                              | EB 2                                                                              | EB 3                                                                              | WB 1                                                                              | WB 2                                                                              | WB 3                                                                              | NB 1                                                                               | SB 1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 52                                                                                | 709                                                                               | 367                                                                               | 22                                                                                | 830                                                                               | 420                                                                               | 15                                                                                 | 60                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 52                                                                                | 0                                                                                 | 0                                                                                 | 22                                                                                | 0                                                                                 | 0                                                                                 | 4                                                                                  | 7                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 0                                                                                 | 0                                                                                 | 13                                                                                | 0                                                                                 | 0                                                                                 | 5                                                                                 | 8                                                                                  | 51                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 553                                                                               | 1700                                                                              | 1700                                                                              | 793                                                                               | 1700                                                                              | 1700                                                                              | 301                                                                                | 344                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.09                                                                              | 0.42                                                                              | 0.22                                                                              | 0.03                                                                              | 0.49                                                                              | 0.25                                                                              | 0.05                                                                               | 0.17                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 8                                                                                 | 0                                                                                 | 0                                                                                 | 2                                                                                 | 0                                                                                 | 0                                                                                 | 4                                                                                  | 16                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 12.2                                                                              | 0.0                                                                               | 0.0                                                                               | 9.7                                                                               | 0.0                                                                               | 0.0                                                                               | 17.6                                                                               | 17.7                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | B                                                                                 |                                                                                   |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                    |                                                                                     | C                                                                                   | C                                                                                   |                                                                                     |                                                                                     |
| Approach Delay (s)                | 0.6                                                                               |                                                                                   |                                                                                   |                                                                                   | 0.2                                                                               |                                                                                   |                                                                                    |                                                                                     | 17.6                                                                                | 17.7                                                                                |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | C                                                                                  | C                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   |                                                                                   | 0.9                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   |                                                                                   | 48.8%                                                                             |                                                                                   |                                                                                   | ICU Level of Service                                                               |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)            | 5                                                                                 | 6                                                                                 | 1                                                                                 | 2                                                                                 | 7                                                                                 | 2                                                                                 | 2                                                                                  | 6                                                                                   | 1                                                                                   | 1                                                                                   | 18                                                                                  | 4                                                                                   |
| Future Volume (Veh/h)             | 5                                                                                 | 6                                                                                 | 1                                                                                 | 2                                                                                 | 7                                                                                 | 2                                                                                 | 2                                                                                  | 6                                                                                   | 1                                                                                   | 1                                                                                   | 18                                                                                  | 4                                                                                   |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Hourly flow rate (vph)            | 5                                                                                 | 7                                                                                 | 1                                                                                 | 2                                                                                 | 8                                                                                 | 2                                                                                 | 2                                                                                  | 7                                                                                   | 1                                                                                   | 1                                                                                   | 20                                                                                  | 4                                                                                   |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Width (ft)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage veh                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              | 582                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC, conflicting volume            | 10                                                                                |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 44                                                                                 | 32                                                                                  | 8                                                                                   | 35                                                                                  | 31                                                                                  | 9                                                                                   |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 10                                                                                |                                                                                   |                                                                                   | 8                                                                                 |                                                                                   |                                                                                   | 44                                                                                 | 32                                                                                  | 8                                                                                   | 35                                                                                  | 31                                                                                  | 9                                                                                   |
| tC, single (s)                    | 4.1                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |                                                                                   | 7.1                                                                                | 6.5                                                                                 | 6.2                                                                                 | 7.1                                                                                 | 6.5                                                                                 | 6.2                                                                                 |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                   | 3.5                                                                                | 4.0                                                                                 | 3.3                                                                                 | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 |
| p0 queue free %                   | 100                                                                               |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |                                                                                   | 100                                                                                | 99                                                                                  | 100                                                                                 | 100                                                                                 | 98                                                                                  | 100                                                                                 |
| cM capacity (veh/h)               | 1610                                                                              |                                                                                   |                                                                                   | 1612                                                                              |                                                                                   |                                                                                   | 934                                                                                | 858                                                                                 | 1075                                                                                | 961                                                                                 | 858                                                                                 | 1073                                                                                |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 13                                                                                | 12                                                                                | 10                                                                                | 25                                                                                |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 5                                                                                 | 2                                                                                 | 2                                                                                 | 1                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 1                                                                                 | 2                                                                                 | 1                                                                                 | 4                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1610                                                                              | 1612                                                                              | 890                                                                               | 890                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.00                                                                              | 0.00                                                                              | 0.01                                                                              | 0.03                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 0                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 2.8                                                                               | 1.2                                                                               | 9.1                                                                               | 9.2                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 | A                                                                                 | A                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 2.8                                                                               | 1.2                                                                               | 9.1                                                                               | 9.2                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 6.2                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 13.3%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                    |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



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| Movement                          | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations               |  |                                                                                   |  |                                                                                   |                                                                                   |  |
| Traffic Volume (veh/h)            | 0                                                                                 | 3                                                                                 | 11                                                                                | 2                                                                                 | 12                                                                                | 22                                                                                |
| Future Volume (Veh/h)             | 0                                                                                 | 3                                                                                 | 11                                                                                | 2                                                                                 | 12                                                                                | 22                                                                                |
| Sign Control                      | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| Grade                             | 0%                                                                                |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Hourly flow rate (vph)            | 0                                                                                 | 3                                                                                 | 12                                                                                | 2                                                                                 | 13                                                                                | 24                                                                                |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Width (ft)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Walking Speed (ft/s)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |
| Median storage veh                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC, conflicting volume            | 63                                                                                | 13                                                                                |                                                                                   |                                                                                   | 14                                                                                |                                                                                   |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 63                                                                                | 13                                                                                |                                                                                   |                                                                                   | 14                                                                                |                                                                                   |
| tC, single (s)                    | 6.4                                                                               | 6.2                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 3.5                                                                               | 3.3                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |
| p0 queue free %                   | 100                                                                               | 100                                                                               |                                                                                   |                                                                                   | 99                                                                                |                                                                                   |
| cM capacity (veh/h)               | 935                                                                               | 1067                                                                              |                                                                                   |                                                                                   | 1604                                                                              |                                                                                   |
| Direction, Lane #                 | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 3                                                                                 | 14                                                                                | 37                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 0                                                                                 | 0                                                                                 | 13                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 3                                                                                 | 2                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 1067                                                                              | 1700                                                                              | 1604                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.00                                                                              | 0.01                                                                              | 0.01                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 0                                                                                 | 0                                                                                 | 1                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 8.4                                                                               | 0.0                                                                               | 2.6                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          | A                                                                                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 8.4                                                                               | 0.0                                                                               | 2.6                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   | 18.5%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   | A                                                                                 |
| Analysis Period (min)             |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |



|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 78                                                                                | 972                                                                               | 12                                                                                | 5                                                                                 | 1173                                                                              | 18                                                                                | 105                                                                                | 8                                                                                   | 18                                                                                  | 48                                                                                  | 5                                                                                   | 174                                                                                 |
| Future Volume (veh/h)        | 78                                                                                | 972                                                                               | 12                                                                                | 5                                                                                 | 1173                                                                              | 18                                                                                | 105                                                                                | 8                                                                                   | 18                                                                                  | 48                                                                                  | 5                                                                                   | 174                                                                                 |
| Number                       | 7                                                                                 | 4                                                                                 | 14                                                                                | 3                                                                                 | 8                                                                                 | 18                                                                                | 5                                                                                  | 2                                                                                   | 12                                                                                  | 1                                                                                   | 6                                                                                   | 16                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1863                                                                              | 1863                                                                              | 1900                                                                              | 1863                                                                              | 1863                                                                              | 1900                                                                              | 1863                                                                               | 1863                                                                                | 1900                                                                                | 1863                                                                                | 1863                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h         | 85                                                                                | 1057                                                                              | 13                                                                                | 5                                                                                 | 1275                                                                              | 20                                                                                | 114                                                                                | 9                                                                                   | 20                                                                                  | 52                                                                                  | 5                                                                                   | 189                                                                                 |
| Adj No. of Lanes             | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                  | 1                                                                                   | 0                                                                                   | 1                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 282                                                                               | 1814                                                                              | 22                                                                                | 357                                                                               | 1732                                                                              | 27                                                                                | 266                                                                                | 128                                                                                 | 285                                                                                 | 418                                                                                 | 10                                                                                  | 385                                                                                 |
| Arrive On Green              | 0.09                                                                              | 0.51                                                                              | 0.51                                                                              | 0.07                                                                              | 0.49                                                                              | 0.49                                                                              | 0.25                                                                               | 0.25                                                                                | 0.25                                                                                | 0.25                                                                                | 0.25                                                                                | 0.25                                                                                |
| Sat Flow, veh/h              | 1774                                                                              | 3581                                                                              | 44                                                                                | 1774                                                                              | 3567                                                                              | 56                                                                                | 1184                                                                               | 515                                                                                 | 1145                                                                                | 1375                                                                                | 41                                                                                  | 1549                                                                                |
| Grp Volume(v), veh/h         | 85                                                                                | 522                                                                               | 548                                                                               | 5                                                                                 | 632                                                                               | 663                                                                               | 114                                                                                | 0                                                                                   | 29                                                                                  | 52                                                                                  | 0                                                                                   | 194                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1774                                                                              | 1770                                                                              | 1855                                                                              | 1774                                                                              | 1770                                                                              | 1853                                                                              | 1184                                                                               | 0                                                                                   | 1661                                                                                | 1375                                                                                | 0                                                                                   | 1589                                                                                |
| Q Serve(g_s), s              | 2.0                                                                               | 15.7                                                                              | 15.7                                                                              | 0.0                                                                               | 21.7                                                                              | 21.8                                                                              | 6.9                                                                                | 0.0                                                                                 | 1.0                                                                                 | 2.3                                                                                 | 0.0                                                                                 | 7.9                                                                                 |
| Cycle Q Clear(g_c), s        | 2.0                                                                               | 15.7                                                                              | 15.7                                                                              | 0.0                                                                               | 21.7                                                                              | 21.8                                                                              | 14.9                                                                               | 0.0                                                                                 | 1.0                                                                                 | 3.3                                                                                 | 0.0                                                                                 | 7.9                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.02                                                                              | 1.00                                                                              |                                                                                   | 0.03                                                                              | 1.00                                                                               |                                                                                     | 0.69                                                                                | 1.00                                                                                |                                                                                     | 0.97                                                                                |
| Lane Grp Cap(c), veh/h       | 282                                                                               | 896                                                                               | 940                                                                               | 357                                                                               | 859                                                                               | 900                                                                               | 266                                                                                | 0                                                                                   | 413                                                                                 | 418                                                                                 | 0                                                                                   | 395                                                                                 |
| V/C Ratio(X)                 | 0.30                                                                              | 0.58                                                                              | 0.58                                                                              | 0.01                                                                              | 0.74                                                                              | 0.74                                                                              | 0.43                                                                               | 0.00                                                                                | 0.07                                                                                | 0.12                                                                                | 0.00                                                                                | 0.49                                                                                |
| Avail Cap(c_a), veh/h        | 282                                                                               | 896                                                                               | 940                                                                               | 357                                                                               | 859                                                                               | 900                                                                               | 266                                                                                | 0                                                                                   | 413                                                                                 | 418                                                                                 | 0                                                                                   | 395                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 15.7                                                                              | 13.1                                                                              | 13.1                                                                              | 16.7                                                                              | 15.7                                                                              | 15.7                                                                              | 30.8                                                                               | 0.0                                                                                 | 21.8                                                                                | 23.1                                                                                | 0.0                                                                                 | 24.4                                                                                |
| Incr Delay (d2), s/veh       | 2.7                                                                               | 2.8                                                                               | 2.6                                                                               | 0.1                                                                               | 5.6                                                                               | 5.4                                                                               | 5.0                                                                                | 0.0                                                                                 | 0.3                                                                                 | 0.6                                                                                 | 0.0                                                                                 | 4.3                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 1.2                                                                               | 8.2                                                                               | 8.6                                                                               | 0.1                                                                               | 11.9                                                                              | 12.4                                                                              | 2.6                                                                                | 0.0                                                                                 | 0.5                                                                                 | 0.9                                                                                 | 0.0                                                                                 | 3.9                                                                                 |
| LnGrp Delay(d),s/veh         | 18.4                                                                              | 15.9                                                                              | 15.8                                                                              | 16.7                                                                              | 21.2                                                                              | 21.0                                                                              | 35.8                                                                               | 0.0                                                                                 | 22.2                                                                                | 23.7                                                                                | 0.0                                                                                 | 28.7                                                                                |
| LnGrp LOS                    | B                                                                                 | B                                                                                 | B                                                                                 | B                                                                                 | C                                                                                 | C                                                                                 | D                                                                                  |                                                                                     | C                                                                                   | C                                                                                   |                                                                                     | C                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 1155                                                                              |                                                                                   |                                                                                   | 1300                                                                              |                                                                                   |                                                                                    | 143                                                                                 |                                                                                     |                                                                                     | 246                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 16.0                                                                              |                                                                                   |                                                                                   | 21.1                                                                              |                                                                                   |                                                                                    | 33.0                                                                                |                                                                                     |                                                                                     | 27.7                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 | 3                                                                                 | 4                                                                                 |                                                                                   | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 23.4                                                                              | 9.6                                                                               | 43.0                                                                              |                                                                                   | 23.4                                                                              | 11.2                                                                               | 41.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               |                                                                                   | 4.5                                                                               | 4.5                                                                                | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 18.9                                                                              | 5.1                                                                               | 38.5                                                                              |                                                                                   | 18.9                                                                              | 6.7                                                                                | 36.9                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 16.9                                                                              | 2.0                                                                               | 17.7                                                                              |                                                                                   | 9.9                                                                               | 4.0                                                                                | 23.8                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 0.1                                                                               | 0.0                                                                               | 7.0                                                                               |                                                                                   | 0.8                                                                               | 0.0                                                                                | 7.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   | 20.2                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)            | 25                                                                                | 6                                                                                 | 2                                                                                 | 1                                                                                 | 2                                                                                 | 13                                                                                | 4                                                                                  | 96                                                                                  | 1                                                                                   | 5                                                                                   | 20                                                                                  | 2                                                                                   |
| Future Volume (Veh/h)             | 25                                                                                | 6                                                                                 | 2                                                                                 | 1                                                                                 | 2                                                                                 | 13                                                                                | 4                                                                                  | 96                                                                                  | 1                                                                                   | 5                                                                                   | 20                                                                                  | 2                                                                                   |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Hourly flow rate (vph)            | 27                                                                                | 7                                                                                 | 2                                                                                 | 1                                                                                 | 2                                                                                 | 14                                                                                | 4                                                                                  | 104                                                                                 | 1                                                                                   | 5                                                                                   | 22                                                                                  | 2                                                                                   |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Width (ft)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC, conflicting volume            | 16                                                                                |                                                                                   |                                                                                   | 9                                                                                 |                                                                                   |                                                                                   | 86                                                                                 | 80                                                                                  | 8                                                                                   | 126                                                                                 | 74                                                                                  | 9                                                                                   |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 16                                                                                |                                                                                   |                                                                                   | 9                                                                                 |                                                                                   |                                                                                   | 86                                                                                 | 80                                                                                  | 8                                                                                   | 126                                                                                 | 74                                                                                  | 9                                                                                   |
| tC, single (s)                    | 4.1                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |                                                                                   | 7.1                                                                                | 6.5                                                                                 | 6.2                                                                                 | 7.1                                                                                 | 6.5                                                                                 | 6.2                                                                                 |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                   | 3.5                                                                                | 4.0                                                                                 | 3.3                                                                                 | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 |
| p0 queue free %                   | 98                                                                                |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |                                                                                   | 100                                                                                | 87                                                                                  | 100                                                                                 | 99                                                                                  | 97                                                                                  | 100                                                                                 |
| cM capacity (veh/h)               | 1602                                                                              |                                                                                   |                                                                                   | 1611                                                                              |                                                                                   |                                                                                   | 868                                                                                | 796                                                                                 | 1074                                                                                | 752                                                                                 | 802                                                                                 | 1073                                                                                |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 36                                                                                | 17                                                                                | 109                                                                               | 29                                                                                |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 27                                                                                | 1                                                                                 | 4                                                                                 | 5                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 2                                                                                 | 14                                                                                | 1                                                                                 | 2                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1602                                                                              | 1611                                                                              | 800                                                                               | 807                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.02                                                                              | 0.00                                                                              | 0.14                                                                              | 0.04                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 1                                                                                 | 0                                                                                 | 12                                                                                | 3                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 5.5                                                                               | 0.4                                                                               | 10.2                                                                              | 9.6                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 | A                                                                                 | B                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 5.5                                                                               | 0.4                                                                               | 10.2                                                                              | 9.6                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | B                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 8.4                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 20.8%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                    |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



PM Peak Proposed  
3: 200 West & 200 North

Oak Lane Office  
5/11/2023

|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |  |  |                                                                                   |  |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)            | 66                                                                                | 1152                                                                              | 7                                                                                 | 16                                                                                | 1143                                                                              | 18                                                                                | 9                                                                                  | 3                                                                                   | 32                                                                                  | 6                                                                                   | 2                                                                                   | 35                                                                                  |
| Future Volume (Veh/h)             | 66                                                                                | 1152                                                                              | 7                                                                                 | 16                                                                                | 1143                                                                              | 18                                                                                | 9                                                                                  | 3                                                                                   | 32                                                                                  | 6                                                                                   | 2                                                                                   | 35                                                                                  |
| Sign Control                      | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Stop                                                                               |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |                                                                                     |
| Grade                             | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                 |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |                                                                                     |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Hourly flow rate (vph)            | 72                                                                                | 1252                                                                              | 8                                                                                 | 17                                                                                | 1242                                                                              | 20                                                                                | 10                                                                                 | 3                                                                                   | 35                                                                                  | 7                                                                                   | 2                                                                                   | 38                                                                                  |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Width (ft)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       | TWLTL                                                                             |                                                                                   |                                                                                   | TWLTL                                                                             |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage veh)               | 2                                                                                 |                                                                                   |                                                                                   | 2                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              | 581                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   | 0.69                                                                              |                                                                                   |                                                                                   | 0.69                                                                               |                                                                                     |                                                                                     | 0.69                                                                                |                                                                                     |                                                                                     |
| vC, conflicting volume            | 1262                                                                              |                                                                                   |                                                                                   | 1260                                                                              |                                                                                   |                                                                                   | 2094                                                                               |                                                                                     |                                                                                     | 2696                                                                                |                                                                                     |                                                                                     |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 1400                                                                               |                                                                                     |                                                                                     | 1400                                                                                |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 694                                                                                |                                                                                     |                                                                                     | 1296                                                                                |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 1262                                                                              |                                                                                   |                                                                                   | 461                                                                               |                                                                                   |                                                                                   | 1678                                                                               |                                                                                     |                                                                                     | 2556                                                                                |                                                                                     |                                                                                     |
| tC, single (s)                    | 4.1                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |                                                                                   | 7.5                                                                                |                                                                                     |                                                                                     | 6.5                                                                                 |                                                                                     |                                                                                     |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 6.5                                                                                |                                                                                     |                                                                                     | 5.5                                                                                 |                                                                                     |                                                                                     |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                   | 3.5                                                                                |                                                                                     |                                                                                     | 4.0                                                                                 |                                                                                     |                                                                                     |
| p0 queue free %                   | 87                                                                                |                                                                                   |                                                                                   | 98                                                                                |                                                                                   |                                                                                   | 94                                                                                 |                                                                                     |                                                                                     | 98                                                                                  |                                                                                     |                                                                                     |
| cM capacity (veh/h)               | 547                                                                               |                                                                                   |                                                                                   | 751                                                                               |                                                                                   |                                                                                   | 182                                                                                |                                                                                     |                                                                                     | 128                                                                                 |                                                                                     |                                                                                     |
|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Direction, Lane #                 | EB 1                                                                              | EB 2                                                                              | EB 3                                                                              | WB 1                                                                              | WB 2                                                                              | WB 3                                                                              | NB 1                                                                               | SB 1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 72                                                                                | 835                                                                               | 425                                                                               | 17                                                                                | 828                                                                               | 434                                                                               | 48                                                                                 | 47                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 72                                                                                | 0                                                                                 | 0                                                                                 | 17                                                                                | 0                                                                                 | 0                                                                                 | 10                                                                                 | 7                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 0                                                                                 | 0                                                                                 | 8                                                                                 | 0                                                                                 | 0                                                                                 | 20                                                                                | 35                                                                                 | 38                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 547                                                                               | 1700                                                                              | 1700                                                                              | 751                                                                               | 1700                                                                              | 1700                                                                              | 382                                                                                | 322                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.13                                                                              | 0.49                                                                              | 0.25                                                                              | 0.02                                                                              | 0.49                                                                              | 0.26                                                                              | 0.13                                                                               | 0.15                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 11                                                                                | 0                                                                                 | 0                                                                                 | 2                                                                                 | 0                                                                                 | 0                                                                                 | 11                                                                                 | 13                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 12.6                                                                              | 0.0                                                                               | 0.0                                                                               | 9.9                                                                               | 0.0                                                                               | 0.0                                                                               | 15.8                                                                               | 18.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | B                                                                                 |                                                                                   |                                                                                   | A                                                                                 |                                                                                   |                                                                                   | C                                                                                  | C                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 0.7                                                                               |                                                                                   |                                                                                   | 0.1                                                                               |                                                                                   |                                                                                   | 15.8                                                                               | 18.1                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   | C                                                                                  | C                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   |                                                                                   | 1.0                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   |                                                                                   | 49.9%                                                                             |                                                                                   |                                                                                   | ICU Level of Service                                                               |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



PM Peak Proposed  
6: 200 West & 100 North

Oak Lane Office  
5/11/2023

|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)            | 12                                                                                | 19                                                                                | 11                                                                                | 2                                                                                 | 42                                                                                | 16                                                                                | 5                                                                                  | 8                                                                                   | 11                                                                                  | 3                                                                                   | 15                                                                                  | 4                                                                                   |
| Future Volume (Veh/h)             | 12                                                                                | 19                                                                                | 11                                                                                | 2                                                                                 | 42                                                                                | 16                                                                                | 5                                                                                  | 8                                                                                   | 11                                                                                  | 3                                                                                   | 15                                                                                  | 4                                                                                   |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Hourly flow rate (vph)            | 13                                                                                | 21                                                                                | 12                                                                                | 2                                                                                 | 46                                                                                | 17                                                                                | 5                                                                                  | 9                                                                                   | 12                                                                                  | 3                                                                                   | 16                                                                                  | 4                                                                                   |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Width (ft)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 582                                                                               |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC, conflicting volume            | 63                                                                                |                                                                                   |                                                                                   | 33                                                                                |                                                                                   |                                                                                   | 124                                                                                | 120                                                                                 | 27                                                                                  | 128                                                                                 | 118                                                                                 | 54                                                                                  |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 63                                                                                |                                                                                   |                                                                                   | 33                                                                                |                                                                                   |                                                                                   | 124                                                                                | 120                                                                                 | 27                                                                                  | 128                                                                                 | 118                                                                                 | 54                                                                                  |
| tC, single (s)                    | 4.1                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |                                                                                   | 7.1                                                                                | 6.5                                                                                 | 6.2                                                                                 | 7.1                                                                                 | 6.5                                                                                 | 6.2                                                                                 |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                   | 3.5                                                                                | 4.0                                                                                 | 3.3                                                                                 | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 |
| p0 queue free %                   | 99                                                                                |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |                                                                                   | 99                                                                                 | 99                                                                                  | 99                                                                                  | 100                                                                                 | 98                                                                                  | 100                                                                                 |
| cM capacity (veh/h)               | 1540                                                                              |                                                                                   |                                                                                   | 1579                                                                              |                                                                                   |                                                                                   | 828                                                                                | 763                                                                                 | 1048                                                                                | 822                                                                                 | 765                                                                                 | 1012                                                                                |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 46                                                                                | 65                                                                                | 26                                                                                | 23                                                                                |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 13                                                                                | 2                                                                                 | 5                                                                                 | 3                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 12                                                                                | 17                                                                                | 12                                                                                | 4                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1540                                                                              | 1579                                                                              | 888                                                                               | 807                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.01                                                                              | 0.00                                                                              | 0.03                                                                              | 0.03                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 1                                                                                 | 0                                                                                 | 2                                                                                 | 2                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 2.1                                                                               | 0.2                                                                               | 9.2                                                                               | 9.6                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 | A                                                                                 | A                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 2.1                                                                               | 0.2                                                                               | 9.2                                                                               | 9.6                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | A                                                                                 | A                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 3.6                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 17.8%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   |                                                                                    |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

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| Movement                          | WBL                                                                               | WBR                                                                               | NBT                                                                               | NBR                                                                               | SBL                                                                               | SBT                                                                               |
| Lane Configurations               |  |                                                                                   |  |                                                                                   |                                                                                   |  |
| Traffic Volume (veh/h)            | 1                                                                                 | 11                                                                                | 36                                                                                | 0                                                                                 | 4                                                                                 | 21                                                                                |
| Future Volume (Veh/h)             | 1                                                                                 | 11                                                                                | 36                                                                                | 0                                                                                 | 4                                                                                 | 21                                                                                |
| Sign Control                      | Stop                                                                              |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |
| Grade                             | 0%                                                                                |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              |
| Hourly flow rate (vph)            | 1                                                                                 | 12                                                                                | 39                                                                                | 0                                                                                 | 4                                                                                 | 23                                                                                |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Lane Width (ft)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Walking Speed (ft/s)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Median type                       |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |
| Median storage veh)               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Upstream signal (ft)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC, conflicting volume            | 70                                                                                | 39                                                                                |                                                                                   |                                                                                   | 39                                                                                |                                                                                   |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| vCu, unblocked vol                | 70                                                                                | 39                                                                                |                                                                                   |                                                                                   | 39                                                                                |                                                                                   |
| tC, single (s)                    | 6.4                                                                               | 6.2                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| tF (s)                            | 3.5                                                                               | 3.3                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |
| p0 queue free %                   | 100                                                                               | 99                                                                                |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |
| cM capacity (veh/h)               | 932                                                                               | 1033                                                                              |                                                                                   |                                                                                   | 1571                                                                              |                                                                                   |
| Direction, Lane #                 | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume Total                      | 13                                                                                | 39                                                                                | 27                                                                                |                                                                                   |                                                                                   |                                                                                   |
| Volume Left                       | 1                                                                                 | 0                                                                                 | 4                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Volume Right                      | 12                                                                                | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| cSH                               | 1024                                                                              | 1700                                                                              | 1571                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Volume to Capacity                | 0.01                                                                              | 0.02                                                                              | 0.00                                                                              |                                                                                   |                                                                                   |                                                                                   |
| Queue Length 95th (ft)            | 1                                                                                 | 0                                                                                 | 0                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Control Delay (s)                 | 8.6                                                                               | 0.0                                                                               | 1.1                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Lane LOS                          | A                                                                                 |                                                                                   | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |
| Approach Delay (s)                | 8.6                                                                               | 0.0                                                                               | 1.1                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Approach LOS                      | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Average Delay                     |                                                                                   |                                                                                   | 1.8                                                                               |                                                                                   |                                                                                   |                                                                                   |
| Intersection Capacity Utilization |                                                                                   | 14.5%                                                                             |                                                                                   | ICU Level of Service                                                              |                                                                                   | A                                                                                 |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |



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|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |                                                                                   |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 88                                                                                | 1165                                                                              | 18                                                                                | 28                                                                                | 1137                                                                              | 22                                                                                | 64                                                                                 | 52                                                                                  | 28                                                                                  | 32                                                                                  | 58                                                                                  | 296                                                                                 |
| Future Volume (veh/h)        | 88                                                                                | 1165                                                                              | 18                                                                                | 28                                                                                | 1137                                                                              | 22                                                                                | 64                                                                                 | 52                                                                                  | 28                                                                                  | 32                                                                                  | 58                                                                                  | 296                                                                                 |
| Number                       | 7                                                                                 | 4                                                                                 | 14                                                                                | 3                                                                                 | 8                                                                                 | 18                                                                                | 5                                                                                  | 2                                                                                   | 12                                                                                  | 1                                                                                   | 6                                                                                   | 16                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Adj Sat Flow, veh/h/ln       | 1863                                                                              | 1863                                                                              | 1900                                                                              | 1863                                                                              | 1863                                                                              | 1900                                                                              | 1863                                                                               | 1863                                                                                | 1900                                                                                | 1863                                                                                | 1863                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h         | 96                                                                                | 1266                                                                              | 20                                                                                | 30                                                                                | 1236                                                                              | 24                                                                                | 70                                                                                 | 57                                                                                  | 30                                                                                  | 35                                                                                  | 63                                                                                  | 322                                                                                 |
| Adj No. of Lanes             | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 0                                                                                 | 1                                                                                  | 1                                                                                   | 0                                                                                   | 1                                                                                   | 1                                                                                   | 0                                                                                   |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 298                                                                               | 1612                                                                              | 25                                                                                | 284                                                                               | 1581                                                                              | 31                                                                                | 173                                                                                | 339                                                                                 | 178                                                                                 | 435                                                                                 | 78                                                                                  | 400                                                                                 |
| Arrive On Green              | 0.08                                                                              | 0.45                                                                              | 0.45                                                                              | 0.07                                                                              | 0.45                                                                              | 0.45                                                                              | 0.29                                                                               | 0.29                                                                                | 0.29                                                                                | 0.29                                                                                | 0.29                                                                                | 0.29                                                                                |
| Sat Flow, veh/h              | 1774                                                                              | 3566                                                                              | 56                                                                                | 1774                                                                              | 3551                                                                              | 69                                                                                | 994                                                                                | 1150                                                                                | 605                                                                                 | 1305                                                                                | 266                                                                                 | 1358                                                                                |
| Grp Volume(v), veh/h         | 96                                                                                | 628                                                                               | 658                                                                               | 30                                                                                | 616                                                                               | 644                                                                               | 70                                                                                 | 0                                                                                   | 87                                                                                  | 35                                                                                  | 0                                                                                   | 385                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1774                                                                              | 1770                                                                              | 1853                                                                              | 1774                                                                              | 1770                                                                              | 1851                                                                              | 994                                                                                | 0                                                                                   | 1756                                                                                | 1305                                                                                | 0                                                                                   | 1623                                                                                |
| Q Serve(g_s), s              | 2.0                                                                               | 22.0                                                                              | 22.0                                                                              | 0.6                                                                               | 21.6                                                                              | 21.6                                                                              | 5.1                                                                                | 0.0                                                                                 | 2.7                                                                                 | 1.5                                                                                 | 0.0                                                                                 | 16.0                                                                                |
| Cycle Q Clear(g_c), s        | 2.0                                                                               | 22.0                                                                              | 22.0                                                                              | 0.6                                                                               | 21.6                                                                              | 21.6                                                                              | 21.1                                                                               | 0.0                                                                                 | 2.7                                                                                 | 4.2                                                                                 | 0.0                                                                                 | 16.0                                                                                |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 0.03                                                                              | 1.00                                                                              |                                                                                   | 0.04                                                                              | 1.00                                                                               |                                                                                     | 0.34                                                                                | 1.00                                                                                |                                                                                     | 0.84                                                                                |
| Lane Grp Cap(c), veh/h       | 298                                                                               | 800                                                                               | 838                                                                               | 284                                                                               | 788                                                                               | 824                                                                               | 173                                                                                | 0                                                                                   | 517                                                                                 | 435                                                                                 | 0                                                                                   | 478                                                                                 |
| V/C Ratio(X)                 | 0.32                                                                              | 0.79                                                                              | 0.79                                                                              | 0.11                                                                              | 0.78                                                                              | 0.78                                                                              | 0.40                                                                               | 0.00                                                                                | 0.17                                                                                | 0.08                                                                                | 0.00                                                                                | 0.81                                                                                |
| Avail Cap(c_a), veh/h        | 298                                                                               | 800                                                                               | 838                                                                               | 284                                                                               | 788                                                                               | 824                                                                               | 173                                                                                | 0                                                                                   | 517                                                                                 | 435                                                                                 | 0                                                                                   | 478                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 13.0                                                                              | 17.0                                                                              | 17.0                                                                              | 12.2                                                                              | 17.2                                                                              | 17.2                                                                              | 33.6                                                                               | 0.0                                                                                 | 19.1                                                                                | 20.7                                                                                | 0.0                                                                                 | 23.8                                                                                |
| Incr Delay (d2), s/veh       | 2.9                                                                               | 7.6                                                                               | 7.3                                                                               | 0.7                                                                               | 7.6                                                                               | 7.3                                                                               | 6.9                                                                                | 0.0                                                                                 | 0.7                                                                                 | 0.4                                                                                 | 0.0                                                                                 | 13.5                                                                                |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 1.2                                                                               | 12.3                                                                              | 12.9                                                                              | 0.4                                                                               | 12.1                                                                              | 12.6                                                                              | 1.7                                                                                | 0.0                                                                                 | 1.4                                                                                 | 0.6                                                                                 | 0.0                                                                                 | 9.0                                                                                 |
| LnGrp Delay(d),s/veh         | 15.8                                                                              | 24.6                                                                              | 24.3                                                                              | 12.9                                                                              | 24.8                                                                              | 24.5                                                                              | 40.4                                                                               | 0.0                                                                                 | 19.8                                                                                | 21.0                                                                                | 0.0                                                                                 | 37.3                                                                                |
| LnGrp LOS                    | B                                                                                 | C                                                                                 | C                                                                                 | B                                                                                 | C                                                                                 | C                                                                                 | D                                                                                  |                                                                                     | B                                                                                   | C                                                                                   |                                                                                     | D                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 1382                                                                              |                                                                                   |                                                                                   | 1290                                                                              |                                                                                   |                                                                                    | 157                                                                                 |                                                                                     |                                                                                     | 420                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 23.9                                                                              |                                                                                   |                                                                                   | 24.4                                                                              |                                                                                   |                                                                                    | 29.0                                                                                |                                                                                     |                                                                                     | 36.0                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | C                                                                                   |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |
| Timer                        | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Assigned Phs                 |                                                                                   | 2                                                                                 | 3                                                                                 | 4                                                                                 |                                                                                   | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 26.0                                                                              | 9.5                                                                               | 37.5                                                                              |                                                                                   | 26.0                                                                              | 10.0                                                                               | 37.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               |                                                                                   | 4.5                                                                               | 4.5                                                                                | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 21.5                                                                              | 5.0                                                                               | 33.0                                                                              |                                                                                   | 21.5                                                                              | 5.5                                                                                | 32.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 23.1                                                                              | 2.6                                                                               | 24.0                                                                              |                                                                                   | 18.0                                                                              | 4.0                                                                                | 23.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 0.0                                                                               | 0.0                                                                               | 5.3                                                                               |                                                                                   | 0.9                                                                               | 0.0                                                                                | 5.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 Ctrl Delay          |                                                                                   |                                                                                   | 25.9                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2010 LOS                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

|                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)            | 25                                                                                | 8                                                                                 | 4                                                                                 | 4                                                                                 | 21                                                                                | 26                                                                                | 13                                                                                 | 93                                                                                  | 8                                                                                   | 26                                                                                  | 52                                                                                  | 26                                                                                  |
| Future Volume (Veh/h)             | 25                                                                                | 8                                                                                 | 4                                                                                 | 4                                                                                 | 21                                                                                | 26                                                                                | 13                                                                                 | 93                                                                                  | 8                                                                                   | 26                                                                                  | 52                                                                                  | 26                                                                                  |
| Sign Control                      |                                                                                   | Free                                                                              |                                                                                   |                                                                                   | Free                                                                              |                                                                                   |                                                                                    | Stop                                                                                |                                                                                     |                                                                                     | Stop                                                                                |                                                                                     |
| Grade                             |                                                                                   | 0%                                                                                |                                                                                   |                                                                                   | 0%                                                                                |                                                                                   |                                                                                    | 0%                                                                                  |                                                                                     |                                                                                     | 0%                                                                                  |                                                                                     |
| Peak Hour Factor                  | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Hourly flow rate (vph)            | 27                                                                                | 9                                                                                 | 4                                                                                 | 4                                                                                 | 23                                                                                | 28                                                                                | 14                                                                                 | 101                                                                                 | 9                                                                                   | 28                                                                                  | 57                                                                                  | 28                                                                                  |
| Pedestrians                       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane Width (ft)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Walking Speed (ft/s)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Percent Blockage                  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Right turn flare (veh)            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median type                       |                                                                                   | None                                                                              |                                                                                   |                                                                                   | None                                                                              |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Median storage (veh)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Upstream signal (ft)              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| pX, platoon unblocked             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC, conflicting volume            | 51                                                                                |                                                                                   |                                                                                   | 13                                                                                |                                                                                   |                                                                                   | 166                                                                                | 124                                                                                 | 11                                                                                  | 170                                                                                 | 112                                                                                 | 37                                                                                  |
| vC1, stage 1 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vC2, stage 2 conf vol             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| vCu, unblocked vol                | 51                                                                                |                                                                                   |                                                                                   | 13                                                                                |                                                                                   |                                                                                   | 166                                                                                | 124                                                                                 | 11                                                                                  | 170                                                                                 | 112                                                                                 | 37                                                                                  |
| tC, single (s)                    | 4.1                                                                               |                                                                                   |                                                                                   | 4.1                                                                               |                                                                                   |                                                                                   | 7.1                                                                                | 6.5                                                                                 | 6.2                                                                                 | 7.1                                                                                 | 6.5                                                                                 | 6.2                                                                                 |
| tC, 2 stage (s)                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| tF (s)                            | 2.2                                                                               |                                                                                   |                                                                                   | 2.2                                                                               |                                                                                   |                                                                                   | 3.5                                                                                | 4.0                                                                                 | 3.3                                                                                 | 3.5                                                                                 | 4.0                                                                                 | 3.3                                                                                 |
| p0 queue free %                   | 98                                                                                |                                                                                   |                                                                                   | 100                                                                               |                                                                                   |                                                                                   | 98                                                                                 | 87                                                                                  | 99                                                                                  | 96                                                                                  | 93                                                                                  | 97                                                                                  |
| cM capacity (veh/h)               | 1555                                                                              |                                                                                   |                                                                                   | 1606                                                                              |                                                                                   |                                                                                   | 721                                                                                | 751                                                                                 | 1070                                                                                | 696                                                                                 | 763                                                                                 | 1035                                                                                |
| Direction, Lane #                 | EB 1                                                                              | WB 1                                                                              | NB 1                                                                              | SB 1                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Total                      | 40                                                                                | 55                                                                                | 124                                                                               | 113                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Left                       | 27                                                                                | 4                                                                                 | 14                                                                                | 28                                                                                |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume Right                      | 4                                                                                 | 28                                                                                | 9                                                                                 | 28                                                                                |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| cSH                               | 1555                                                                              | 1606                                                                              | 764                                                                               | 796                                                                               |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Volume to Capacity                | 0.02                                                                              | 0.00                                                                              | 0.16                                                                              | 0.14                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Queue Length 95th (ft)            | 1                                                                                 | 0                                                                                 | 14                                                                                | 12                                                                                |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Control Delay (s)                 | 5.0                                                                               | 0.5                                                                               | 10.6                                                                              | 10.3                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Lane LOS                          | A                                                                                 | A                                                                                 | B                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay (s)                | 5.0                                                                               | 0.5                                                                               | 10.6                                                                              | 10.3                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                      |                                                                                   |                                                                                   | B                                                                                 | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Average Delay                     |                                                                                   |                                                                                   | 8.2                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 26.0%                                                                             | ICU Level of Service                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     | A                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |





## Hunt Day

Thomas Hunt, PE  
3445 Antelope Drive Suite 200  
Syracuse, UT 84050  
801.664.4724



## PLANNING COMMISSION STAFF REPORT

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**To:** Kaysville City Planning Commission

**From:** Melinda Greenwood, Community Development Director

**Date:** December 8, 2023

**Agenda Item #8:** Public Hearing for Text Amendments for Title 17, Title 18, and Title 19

|                                  |                                                    |
|----------------------------------|----------------------------------------------------|
| <b>Meeting Date</b>              | December 14, 2023                                  |
| <b>Application Type</b>          | Text Amendment                                     |
| <b>Applicant</b>                 | Kaysville City                                     |
| <b>Chapter   Title   Section</b> | Title 17, 18, 19 Sections relating to subdivisions |

### 1. BACKGROUND

During the 2023 State of Utah Legislative Session, Senate Bill 174 was passed and requires all cities to amend their subdivision code and process. Kaysville is in a class of cities which must have a new ordinance in place by February 1, 2024.

Staff has revised all sections in Kaysville City Code Title 17, 18 and 19 which relate to subdivisions and has summarized the major points of the proposed changes.

- A. Added a definition to designate an administrative land use authority. Currently we designated the Planning Commission.
- B. Updated our approval process to be a two-step administrative process.
  - a. Preliminary plat
    - i. Includes an optional (cannot be mandated) pre-application meeting
    - ii. 15 business day review period
    - iii. Included one public meeting for the preliminary plat to go to Planning Commission
  - b. Final plat
    - i. 20 business day review period
    - ii. Cannot go a public meeting
    - iii. Only 4 review cycles are allowed. We cannot add any new comments after our first review unless it pertains to health and safety or any changes that the applicant has made to the submittal.
    - iv. Added a mandatory appeal process that includes outside engineers which the City and applicant split the cost.
- C. Added retaining wall inspection requirements for engineers to provide letters of compliance to the City.



- D. Updated bonding language for recording a plat to be compliant with State code.
- E. Updated Improvements Required section
  - a. Changed from 10 year to 100 year detention requirement
  - b. Flood control facilities shall meet Davis County Standards
  - c. Sewer collection decisions will be made by the sewer district and not the City
- F. Added language for pressure irrigation water east of US 89.
- G. Removed section that allowed for the deferral of installing sidewalk, curb and gutter if certain requirements were satisfied.

There are several points of discussion staff would like the Planning Commission to address during the meeting next week:

- Merit and value of taking administrative approvals to the Planning Commission versus have them approved at staff level
- Timing of Planning Commission meetings and 15-day review deadlines
- Merit and value of allowing protection strips

## **2. PUBLIC NOTICING AND PUBLIC COMMENT**

A Public Hearing Notice for this matter was posted on Friday, December 1, 2023 and no comments have been received since that posting.

## **3. RECOMMENDATION**

Based on findings below, staff recommends the Planning Commission send a recommendation of approval to the City Council for the proposed text amendments for various sections regarding subdivisions in Kaysville City Code Title 17, 18 and 19.

Findings for a recommendation of approval include:

- a. The proposed text amendments are required and will bring the city's ordinance into compliance with Utah State Code 10-9a-601 Subdivisions.
- b. Any other findings identified by the Planning Commission.

### **ATTACHMENTS:**

- 1. Draft Ordinance Amendments
  - a. Title 17
  - b. Title 18
  - c. Title 19
- 2. Utah State Code 10-9a-601 Subdivisions
- 3. Senate Bill 174

**KAYSVILLE CITY  
ORDINANCE XX-XX-XX**

**WHEREAS,**

**NOW THEREFORE,** be it ordained by the Council of the Kaysville City, in the State of Utah, as follows:

**SECTION 1:**        **AMENDMENT** “17-35-6 Standards And Requirements” of the Kaysville City Code is hereby *amended* as follows:

**A M E N D M E N T**

**17-35-6 Standards And Requirements**

Approval of manufactured home park plans shall be subject to the following standards and any requirements imposed by the Planning Commission or City Council:

1. The manufactured home park shall contain not less than ten (10) acres.
2. The manufactured home park shall be located adjacent to an arterial or collector street.
3. The park will have at least thirty percent (30%) of the spaces completed and ready for occupancy before first occupancy is permitted.
4. The design shall meet all applicable standards and requirements of this Title and all other regulations of Kaysville City, Davis County and the State of Utah.
5. The park design shall have the written approval of the Davis County Health Department.
6. The developer shall improve all recreation areas and facilities, landscaping, streets, and utilities as required by ~~KCC 19-2-1~~ **KCC Title 19** of the Subdivisions Ordinance.
7. The area shall be in one ownership. or if in several ownerships, the application for approval of the development shall be filed jointly by all the owners of the property included in the plan.
8. The plans for a manufactured home park shall be prepared by such qualified persons, and with such additional plans as the Planning Commission may require. It is recommended that professional design and other assistance be obtained early in the program, including, if needed, a geologist or soils engineer, an urban planner, a lawyer, a financial expert, or others. It is the intent of the City that the developer solve any problems before approval is given and construction begins.
9. The number of manufactured homes shall be limited to six and one half (6.5) units per gross acre. The manufactured homes may be clustered, provided that the total number of units does not exceed the number permitted on one acre multiplied by the number of acres in the development. The remaining land not contained in individual lots, roads or parking shall be set aside and developed as parks, playgrounds and service areas for the common use and enjoyment of occupants of the development and visitors thereto.



10. No less than eight (8) percent of the gross land area shall be set aside for the joint recreational use of occupants. The land covered by vehicular roadways, sidewalk, and off-street parking shall not be construed as part of the area required for parks and playgrounds.
11. No manufactured home or add-on shall be located closer than fifteen feet (15') from the nearest portion of any other manufactured home or living space add-on. No non-living space add-on shall be closer than six feet (6') to any other non-living space add-on. All manufactured homes and add-ons, except carports enclosed on not more than one (1) side, shall be set back at least ten feet (10') from road curbs or walks. If the tongue of the manufactured home remains attached, it shall be set back a minimum of six feet (6') from road curbs or walks.
12. All areas not covered by manufactured homes, hard-surfacing, or buildings, shall be landscaped as approved by the City, and such landscaping shall be permanently maintained.
13. All off-street parking spaces and driveways shall be hard-surfaced before the adjacent manufactured homes spaces may be occupied.
14. Within 45 days of occupancy, each manufactured home shall be skirted, or shields may be used providing they are fireproof and well painted or otherwise preserved.
15. A strip of land at least fifteen feet (15') wide, measured from the public right-of-way line, surrounding the entire park shall be left unoccupied by manufactured homes and shall be planted and maintained in lawn, shrubs, and trees designed to afford privacy to the development.
16. All storage and solid waste receptacles outside the confines of any manufactured home must be housed in a closed structure compatible in design and construction to the manufactured homes and to any service buildings within the development; all patios, garages, carports, and other add-ons must be compatible in design and construction with the manufactured home. The service building shall be constructed to standard commercial practice and kept in good repair as approved by the Building Inspector.
17. No manufactured home space shall be rented for a period of less than thirty (30) days, and occupancy shall be by written lease. Leases shall be made available to the officials of Kaysville City upon demand.
18. The roadways shall be of adequate width to accommodate anticipated traffic, but not less than the following:
  - a. For one-way traffic: Fifteen feet (15') in width plus extra width as necessary for maneuvering manufactured homes.
  - b. For two way traffic: Thirty feet (30') in width.
  - c. For entrance roadways: Minimum of thirty-six feet (36') in width.
19. All roadways shall be hard-surfaced and bordered by twenty four inch (24") rolled gutters or equivalent.
20. Sidewalks at least thirty-six inches (36") wide shall be installed on all main roadways within the development, adjoining and outside of the widths required by Subsections (18) and (19) above.
21. Each manufactured home park must have at least two (2) accesses to public streets.
22. Storm drainage facilities shall be so constructed as to protect residents of the development as well as adjacent property owners. Such facilities shall be of sufficient

capacity to insure rapid drainage and prevent the accumulation of stagnant pools of water in or adjacent to the development.

23. An access shall be provided to each manufactured home stand for maneuvering manufactured homes into position. The access way shall be kept free from trees and other immovable obstructions.
24. Each manufactured home lot shall contain portland cement concrete pads, at least four inches (4") thick, three feet (3') wide, and the same length as the rails of the manufactured home, on which the manufactured home is placed. Every manufactured home shall have a vapor barrier under the entire manufactured home.
25. Off-street and off-roadway parking shall be provided at the rate of two (2) parking spaces on each manufactured home lot, and each such parking space shall have a minimum width of ten feet (10') and minimum depth of twenty feet (20'). Additional guest parking spaces shall be provided as determined by the Planning Commission.
26. An off-lot storage area shall be provided within a manufactured home park, equivalent to eight (8) square feet per manufactured home space. The area designated for said storage shall be improved, landscaped, or screened in such manner as is approved by the Planning Commission.
27. A minimum of six (6) tie-downs shall be provided for each manufactured home. Said tie-downs shall be sufficient for wind loading and installed according to the manufacturers specifications not later than fourteen (14) days after placement of each manufactured home.
28. In addition to meeting the above requirements and conforming to the other laws of the City, all manufactured home parks shall also conform to requirements as set forth in the current CODE OF CAMP-TRAILER COURT, HOTEL, MOTEL AND RESORT SANITATION REGULATIONS adopted by the Utah State Board of Health, and to the current INTERNATIONAL FIRE CODE, which Codes are hereby adopted by reference. All restrictions, regulations, and notations contained therein shall be made a part of this Title as fully as though set forth therein. In the event of any conflict between said Codes and this Chapter, this Chapter shall take precedence where its regulations are more strict, and the provisions of the Codes shall take precedence where their regulations are more strict.
29. At least two tenths (0.2) foot candles of light shall be required for protective yard lighting the full length of all driveways and walkways and central parking areas.
30. Every manufactured home must bear an appropriate label certifying compliance with the Federal Manufactured Housing Construction and Safety Standards.

**SECTION 2:**        **AMENDMENT** “17-34-7 Common Open Space Subdivision”  
of the Kaysville City Code is hereby *amended* as follows:

#### AMENDMENT

17-34-7 Common Open Space Subdivision



**1. Development requirements. .**

- a. The number of dwelling units allowed in a common open space subdivision is determined by dividing the total area of all the land within the common open space subdivision by the minimum land area required for one dwelling unit in the underlying zone as indicated in the following table. The number of units determined by this calculation cannot be exceeded.

| Underlying Zone | Land Area Per Dwelling Unit (in square feet) |
|-----------------|----------------------------------------------|
| A-5             | 210,000                                      |
| A-1             | 40,000                                       |
| R-A             | 21,780                                       |
| R-T             | 8,000                                        |
| R-1-20          | 20,000                                       |
| R-1-14          | 14,000                                       |
| R-1-LD          | 21,780                                       |
| R-1-10          | 10,000                                       |
| R-1-8           | 8,000                                        |
| R-1-6           | 6,000                                        |
| R-D             | 2,800                                        |
| R-2             | 4,000                                        |
| R-4             | 3,000                                        |
| R-M             | 2,800                                        |

2. The following development standards indicate the maximum extent to which variation from the normal development standards of the underlying zone may be altered.
- a.
- b. Block size, building height, and lot coverage regulations shall be determined by approval of the development plan and shall not vary from the normal standard of the underlying zone by more than 20%.
- c. No building shall be closer than twenty feet (20') to any street improvement. All dwellings shall have a minimum rear yard of fifteen feet (15') and a minimum of ten feet (10') between buildings.
- d.
3. Common Open Space Requirements
- a. If any lot in the Common Open Space Subdivision is smaller than the minimum lot size allowed in the underlying zoning district, common open space, usable and accessible by all owners of the lots or units shall be

provided and designated on the plat. Usable open space shall be considered improved space such as a garden, park, clubhouse, pool, trail, playground, or similar improvement determined acceptable by the City Council based on the size of the development.

- b. The minimum common open space required shall be determined by dividing the minimum lot size allowed in the underlying zoning district by the average lot size in the plat and then multiplying the result (quotient) by ten percent (10%), then multiplying the product by the total area of the subdivision. No streets, driveways, or residential parking areas may be included as part of the required common open space. A maximum of 30% of the required common open space may include natural areas. The remaining common open space must be designed, improved or landscaped to quality as usable open space. Any open space that is not common open space cannot be used to fulfill the open space requirements.
- c. A Neighborhood Open Space Easement on and over the common open space shall be granted to Kaysville City, concurrent with recording of the final plat. The easement will provide that the common open space remains open. The easement shall allow for landscape maintenance and construction of recreational structures as long as not more than thirty percent (30%) of the open space is covered by such structures.
- d. An easement on and over the common facilities shall be platted and granted to every owner of property in the subdivision.
- e. All common facilities shall be improved as set forth in ~~KCC 19-2-1~~KCC Title 19 Subdivisions~~of the Subdivision Ordinance~~.
- f. To assure maintenance of the common facilities, a Homeowners Association shall be created concurrent with the recording of the final plat. By proper covenants running with the land and through the declaration, and bylaws of said Association, which declaration and bylaws shall be recorded in the office of the Davis County Recorder, it shall, among other things be provided that:
  - i. Membership in the Association shall be mandatory for each lot purchaser, their guaranties, successors and assigns.
  - ii. The common facilities restrictions shall be permanent and not just for a period of years.
  - iii. The Association shall be responsible for maintaining liability insurance, paying general property taxes, and maintaining all common facilities.
  - iv. All lot owners shall pay their prorated share of the costs of upkeep, maintenance, and operation.
  - v. Any assessment levied by the Association may become a lien on the real property of any lot owner.
  - vi. In the event the Homeowners Association does not maintain the common facilities and improvements as proposed and indicated at the time of subdivision, the City may, at its option after appropriate notice given to the Homeowners Association and property owners, do or contract to have done the required maintenance, maintain liability



insurance and pay general property taxes, and recover the costs incident thereto by means of a lien against the involved properties of the members of the Homeowners Association.

- g. General public open space may be required by the City, where the benefit of the open space to the community at large is such that general public access is desirable. In such open space, the developer will provide any necessary improvements and convey the property to the City. The City will agree to maintain the conveyed open space as well as keep it perpetually open. Conveyed open space shall be exempt from the easement requirements of items (g) (h) and (j) above. The general public open space is part of the development for the purposes of density and open space calculations.

**Acceptable Uses.** Subject to the review and approval of the Planning Commission, uses acceptable in a common open space subdivision shall be those uses which are permitted in the zoning district in which the common open space subdivision is located; provided that for the purpose of this section, single family attached dwellings such as townhouses and row houses or zero lot line homes, shall be considered single family dwellings and may be acceptable in a common open space subdivision approved in a single family zoning district.

**Conceptual Plans.** The application shall be accompanied by conceptual plans and documents showing:

1. Development density, coverage, and open space characteristics.
2. Vehicular and pedestrian circulation including trail systems, parking, and public uses.
3. A description of architectural elevations and floor plans demonstrating the general design, character, and exterior building materials of the proposed structures.
4. Conceptual landscape plan, showing amenities, fencing and screening which demonstrates how the common open space will benefit the development.
5. Conceptual grading and drainage.
6. Streets and lots.
7. Identification signs or entrance features.
8. Area lighting.
9. Such other pertinent information as may be required by the Planning Commission.

**Preliminary Subdivision Plat.** The preliminary subdivision plat shall be accompanied by supplementary information including:

1. Topographic maps of the entire site, including contour intervals no greater than two feet (2').
2. A tabulation of the total acreage of the site and the percentages thereof to be designated for various uses, i.e., parking, residential units, open space, streets, etc.
3. Proposed circulation pattern including private driveways, public and private streets, pedestrian and bicycle paths and trail systems.
4. Parks, common open spaces, playgrounds, school sites, churches, and other public or private recreation facilities and improvements proposed within the common open space subdivision.

5. General location of all dwellings and other structures.
6. Proposed location of parking, ingress and egress.
7. A landscaping plan prepared by a licensed landscape architect may be required to ensure that the quality of open space justifies the Planned Residential Unit Development overlay zoning designation. The landscaping plan shall include, at a minimum, the following information:
  - a. The locations and dimensions of all existing and proposed structures (when feasible), property lines, easements, right-of-ways and/or driveways.
  - b. The plant names, locations, qualities and sizes of all existing and proposed plants. Drought tolerant designs are encouraged.
  - c. Existing and proposed grading of the site indicating contours at two feet (2') intervals.
  - d. Existing and proposed fencing or screening and identification of the fencing material.
  - e. Any proposed tot lots, pavilions, picnic areas, benches and other site furniture, club houses or other amenities.
  - f. An inventory of landscaped areas, turf grass areas and plant species along with the estimated cost of all the improvements.
8. Preliminary elevations or perspectives for building types proposed within the development, except in the case of custom homes.
9. A preliminary utility plan showing the manner in which adequate sewage disposal, storm drainage, and water services are to be provided, including the point from which said services are to be extended or connected.
10. The size, location, design, and nature of signs, if any, and the intensity and direction or area of flood lighting.
11. A copy of the proposed restrictive covenants.
12. Such other pertinent information as may be required by the Planning Commission.

**Final Subdivision Plat.** The final subdivision plat may be accompanied by a development agreement incorporating the commitments and conditions defined for this development agreement through the review process. The development agreement may incorporate exhibits showing the general site plan and any architectural drawings provided within the review process. Upon approval of the City, the development agreement shall be recorded at the office of the Davis County Recorder and shall run with the land.

**SECTION 3:            AMENDMENT** “17-4-3 Powers And Duties” of the Kaysville City Code is hereby *amended* as follows:

## AMENDMENT

### 17-4-3 Powers And Duties

The Planning Commission shall:



1. Make a recommendation to the City Council for:
  - a. A general plan and amendments to the general plan,
  - b. Land use ordinances, zoning maps, official maps, and amendments,
  - c. An appropriate delegation of power to at least one designated land use authority to hear and act on a land use application,
  - d. An appropriate delegation of power to at least one appeal authority to hear and act on an appeal from a decision of the land use authority,
  - e. Application processes, and
  - ~~f. Actions on subdivision applications, and~~
  - g. Other matters as the City Council directs;
2. Hear and act on land use applications as specified in land use ordinances, including conditional use permits; and
3. Exercise other authority that is necessary to enable the Planning Commission to perform its duties or delegated to it by the City Council.

**SECTION 4:            AMENDMENT** “17-31-24 Recreational Vehicle Parks” of the Kaysville City Code is hereby *amended* as follows:

#### AMENDMENT

##### 17-31-24 Recreational Vehicle Parks

1. Recreational vehicle parks are a conditional use in the GC - General Commercial District.
2. The development of a recreational vehicle park shall conform to the following standards and requirements:
  - a. No recreational vehicle park shall be used by one individual recreational vehicle for more than thirty (30) consecutive days, nor shall any space be rented or leased to any one individual for a period longer than thirty (30) days.
  - b. The design shall meet all applicable standards and requirements of this Title and other regulations of Kaysville City, Davis County, and the State of Utah.
  - c. The design has the written approval of the Davis County Health Department.
  - d. The developer shall improve all recreation areas and facilities, landscaping, streets, and utilities as required by ~~KCC 19-2-1 of the~~ KCC Title 19 Subdivisions ~~Ordinance~~.
  - e. The site shall be in one ownership.
  - f. The site shall be adjacent to a major street.
  - g. All entrances and exits from the recreational vehicle park shall be by forward motion only.
  - h. No entrance or exit from a recreational vehicle park shall be through a residentially developed area.
  - i. All recreational vehicle spaces or pads shall be set back at least twenty feet (20') from any public street.

- j. All one-way roadways shall be at least twelve feet (12') in width and all two-way roadways at least twenty feet (20') in width, and all roadways shall be hard-surfaced.
  - k. All areas within the park which are not hard-surfaced, including the twenty foot (20') setback space, shall be landscaped and maintained with lawns, trees, and shrubs designed to provide privacy and noise containment, and shall be equipped with adequate sprinkling devices as determined by the City.
  - l. In a recreational vehicle park, the number of spaces shall be limited to twenty (20) units per acre. The spaces may be clustered, provided that the total number of units does not exceed the number permitted on one acre, multiplied by the number of acres in the development. The remaining land not contained in individual spaces, roads or parking shall be set aside and developed as park, playground, or service areas for the common use and enjoyment of occupants of the development and visitors thereto.
  - m. Each recreational vehicle space shall be at least twenty feet (20') in width and at least thirty feet (30') in length, for spaces planned to have the recreational vehicle and a towing vehicle park side-by-side; and at least fifteen feet (15') in width and at least forty-five feet (45') in length for spaces planned as drive-through spaces in which the towing vehicle parks in front of the recreational vehicle. Drive-through spaces are recommended whenever the size and shape of the property permits this design.
  - n. All storage and solid waste receptacles must be housed in a closed structure compatible in design and construction to the character of the park.
  - o. The service buildings shall be constructed to standard commercial practice and kept in good repair as approved by the Building Inspector.
  - p. Off-street and off-roadway parking spaces shall be provided for visitors at the rate of one (1) such space for each two (2) recreational vehicle spaces in the recreational vehicle park; such spaces shall have a minimum width of ten feet (10') and a minimum length of twenty feet (20') and may be grouped in appropriate locations.
  - q. A minimum of two tenths (0.2) foot candles of light shall be required for protective yard lighting the full length of all streets, sidewalks, and central parking areas.
  - r. Storm drainage facilities shall be so constructed as to protect those who will reside in the park as well as adjacent property owners by insuring rapid drainage and preventing accumulation of pools of water.
  - s. One manufactured home may be allowed in a recreational vehicle park if used as the residence of the park manager.
3. Every recreational vehicle park shall provide utility service to every recreational vehicle stand as required by Kaysville City ordinances and as required by the Planning Commission.
  4. For recreational vehicle parks, adequate and reasonable guarantees must be provided as determined by the Planning Commission for permanent retention of open space and for the maintenance of roadways, storage facilities, service facilities, and landscaping resulting from the application of these regulations. Guarantees may be in the form of a



- bond or a mortgage on real estate or in other form to be determined by the Planning Commission, which form must be approved by the City Council and City Attorney.
5. The owner shall establish and appoint a park manager. The manager shall be a resident of the park and shall be authorized to receive, process, and represent fully the interests of the owner in respect to management and maintenance of the park.
  6. No recreational vehicle park shall be operated in Kaysville City until an annual business license has been obtained from Kaysville City.
  7. The premises on which any recreational vehicle park is located shall be maintained in a clean, orderly and sanitary condition. The accumulation of any rubbish, waste, weeds, or other unsightly material thereon shall constitute a nuisance and a violation of this Title. The City Council may, after inspection by the Inspector, cancel the license to operate the park if the inspection reveals that maintenance does not conform to required standards.

**SECTION 5:**        **AMENDMENT** “17-34-6 Planned Residential Unit Development” of the Kaysville City Code is hereby *amended* as follows:

#### AMENDMENT

##### 17-34-6 Planned Residential Unit Development

1. **Pre-application conference.** A meeting with City staff ~~shall~~ may be held in order to provide a preliminary understanding of issues, zone requirements, undevelopable areas, and infrastructure demands. If a pre-appicaiton conference is desired, ~~c~~Conceptual designs shall be provided by the applicant including sufficient information to evaluate ~~housing quality~~ projects, areas to be preserved, and street and lot layout. Building elevation and landscape plans may be required as part of the review and approval process.
2. **Overlay zone and preliminary subdivision plat.** After the pre-application conference, an amendment to use the Planned Residential Unit Development overlay zone and a preliminary plat may be applied for in compliance with the standards and procedures found in this Title and the Subdivision Ordinance.
3. **Final subdivision plat.** After a preliminary plat is approved, a final plat may be applied for using the standards and procedures found in ~~the Subdivision Ordinance~~ KCC Title 19 Subdivisions. The final plat, at the discretion of the City Council, may be accompanied by a development agreement that when approved by the City Council shall be recorded to run with the land. After the final plat is approved, the overlay zone may be approved.

**SECTION 6:**        **AMENDMENT** “17-34-8 Private Street Subdivision” of the Kaysville City Code is hereby *amended* as follows:

## AMENDMENT

### 17-34-8 Private Street Subdivision

#### 1. Development requirements.

- a. All lots within private street subdivisions shall comply with all requirements of the zone district. Yards abutting private streets shall be measured from the nearest private street easement line.
  - b. Private street improvements shall include curb. streets are defined as that area within the private street easement.
  - c. An easement on and over all private street improvements shall be platted and granted to every owner of property in the subdivision.
  - d.
  - e. All private streets shall be improved as set forth in ~~KCC 19-2-1 of the~~ KCC Title 19 Subdivisions Ordinance.
  - f. To assure maintenance of the private streets, a Homeowners Association shall be created concurrent with the recording of the final plat. By proper covenants running with the land and through the declaration and bylaws of said Association, which declaration and bylaws shall be recorded in the office of the Davis County Recorder, it shall, among other things, be provided that:
    - i. Membership in the Association shall be mandatory for each lot purchaser, their guarantees, successors and assigns.
    - ii. The private street restrictions shall be permanent and not just for a period of years.
    - iii. The association shall be responsible for maintaining liability insurance, paying general property taxes, and maintaining all private streets.
    - iv. All lot owners shall pay their prorated share of the costs of upkeep, maintenance, and operation.
    - v. Any assessment levied by the Association may become a lien on the real property of any lot owner.
    - vi. In the event the Homeowners Association does not maintain the private streets and improvements as proposed and indicated at the time of subdivision, the City may, at its option after appropriate notice given to the Homeowners Association and property owners, do or contract to have done the required maintenance, maintain liability insurance and pay general property taxes, and recover the costs incident thereto by means of a lien against the involved properties of the members of the Homeowners Association.
2. The following development standards indicate the maximum extent to which variation from the development standards of the underlying zone may be altered upon specific approval of the City Council.
    - a. No building shall be closer than twenty feet (20') to any street improvement.
  3. **Acceptable Uses.** Subject to the review and approval of the Planning Commission, uses acceptable in a private street subdivision shall be those uses which are permitted



in the zoning district in which the private street subdivision is located.

**SECTION 7:            REPEALER CLAUSE** All ordinances or resolutions or parts thereof, which are in conflict herewith, are hereby repealed.

**SECTION 8:            SEVERABILITY CLAUSE** Should any part or provision of this Ordinance be declared by the courts to be unconstitutional or invalid, such decision shall not affect the validity of the Ordinances a whole or any part thereof other than the part so declared to be unconstitutional or invalid.

**SECTION 9:            EFFECTIVE DATE** This Ordinance shall be in full force and effect from \_\_\_\_\_ and after the required approval and publication according to law.

PASSED AND ADOPTED BY THE KAYSVILLE CITY COUNCIL

\_\_\_\_\_.

|                         | <b>AYE</b> | <b>NAY</b> | <b>ABSENT</b> | <b>ABSTAIN</b> |
|-------------------------|------------|------------|---------------|----------------|
| Council Member Adams    | _____      | _____      | _____         | _____          |
| Council Member Blackham | _____      | _____      | _____         | _____          |
| Council Member Hunt     | _____      | _____      | _____         | _____          |
| Council Member Jackson  | _____      | _____      | _____         | _____          |
| Council Member Oaks     | _____      | _____      | _____         | _____          |

Presiding Officer

Attest

\_\_\_\_\_  
Tamara Tran, Mayor, Kaysville City

\_\_\_\_\_  
Annemarie Plaizier, City Recorder,  
Kaysville City

### 18-3-3 Roadway Improvements

1. The building site shall abut a paved street of adequate width, as determined by the City Engineer.
2. With the exception of properties within Residential Townsite zone, ~~The~~ Owner shall install curb, gutter, sidewalk, roadbase and asphalt surfacing concurrent with construction of the residence ~~(s). if these improvements exist on either of the adjacent lots or if at least 25% of the lots on the same block have improvements. If a block is not defined by intersecting streets the 25% rule will apply to all properties within 500 feet each direction from the property lines of the subject lot.~~
- ~~3. If the conditions in the preceding paragraph do not apply, then the Owner must pay the City an amount sufficient to cover the installation of said improvements.~~
4. 3. In accordance with the City's Public Street Improvement Policy, ~~Aa~~t the discretion of the City Council, ~~the~~ improvements shall be installed by the Owner upon written notice from the City if a lien has been previously provided. If payment has been made, the City shall have the improvements installed at its discretion and pay for said installation with the payment and interest accrued thereon. In the event the Owner has executed a lien and the Owner refuses to construct said improvements, upon receiving written notice from the City, the City shall contract to have said improvements completed and the costs of said improvements shall be placed on the Owners annual tax bill. If the Owner still refuses to pay the annual tax bill, then the City will proceed with foreclosure on the Owners property to collect any and all expenditures that the City may have made in connection therewith.
5. 4. The same specification as defined in the Kaysville City Subdivision Ordinance shall apply to the construction of street improvements. Detail plans and profile drawings and elevations prepared by a registered land surveyor or registered professional engineer are required for all improvements. ~~The owner may provide these materials or pay the appropriate fee to the City in which case the City shall provide these materials.~~ Installation of improvements shall be accomplished before the final inspection is completed. The Owner shall provide an improvement warranty and cash deposit in an amount often percent (10%) of the actual cost of the improvements installed for all improvements as required by KCC 19-2-4 of the Subdivision Ordinance.
- ~~6. The only exception to this section will be in the instance when a residence is built in a subdivision which was previously approved by the City Council without a requirement for full street improvements.~~

### 18-3-6 Sanitary Sewerage

- ~~1.~~ The owner shall install sanitary sewer facilities and provide a connection for the building site concurrent with the construction of the residence. The building site shall be served by a public sanitary sewer unless the following criteria are met:



- ~~1. The property is more than three hundred feet (300'500') from a public sanitary sewer; and~~
- ~~2.1. \_\_\_\_\_ Connection to the public sanitary sewer is not feasible, as determined by the City Engineer Sewer District.~~
2. If the criteria in Subsection (1) above are met, the building site may be served by an individual wastewater disposal system upon compliance with the following:
  1. The Utah Department of Health Regulations for Individual Wastewater Disposal Systems including a feasibility review and certification by the Davis County Health Department;
  2. All systems shall be installed to accommodate and facilitate connection to public sanitary sewer facilities when they become available (i.e., structure plumbing oriented to connect to sewer mains); and
  3. Execution and recording of an agreement and lien upon the property, in form and substance satisfactory to the City, that the owners will pay their pro rata share of the costs of public sewer facilities to serve the property, when installed at the discretion of the City Sewer District, including development fees and street repairs.

#### 18-3-7 Pressure Irrigation Water

1. Unless located east of U.S. 89, residential building sites shall be served by pressure irrigation. In order to avoid unnecessary overburden to the City's Culinary Water system, the City may, at its discretion, require connection to pressure irrigation east of U.S. 89 if it is determined by the City Engineer to be feasible.
2. The owner shall extend the pressure irrigation system and provide a connection for the building site concurrent with construction of the residence.
3. The owner shall comply with all the requirements of the pressure irrigation provider and furnish proof thereof to the City.

#### 18-4-8 Storm Water

A storm drainage plan has been prepared and is maintained by Kaysville City and Davis County. The developer shall implement the portion of that plan applicable to the development by:

1. Preparing a detailed drainage plan for the development which is acceptable to the City.
2. Making sufficient improvements, such as storm drains, cross gutters, catch basins, inlets, and other appurtenance structures, to adequately dispose of 10-year frequency storm runoff within the development and from adjacent properties. Said disposal system shall include the retention of treatment of the WQV, as detailed in the City's LID Manual. Storm drains shall be not less than fifteen inches (15") in diameter and meet City standards and specifications.

3. Providing for restriction of the runoff from the development to 0.20 cubic feet per second per acre per 100-year frequency rainfall event through one or more of the following, at the direction of the City:
  1. Conveyance (including easements) of the runoff to a regional detention/retention/treatment site and paying the development's proportional share of the cost of the regional detention facility and conveyance to the main channel; or
  2. Dedicating land and constructing regional detention/retention/treatment within the development and conveyance to a main channel if said development contains a proposed detention/retention/treatment site. The developer may be compensated for the cost of the regional detention and conveyance to a main channel for that which is not the proportional share for the development; or
  3. If the development is within a subdivision that has fulfilled the controlled release requirements, complying with the storm drainage requirements of the subdivision.
  4. Conveyance of the runoff to a site within the development dedicated and constructed for detention/retention/ treatment.
4. If the development is within one hundred feet (100') of a main channel, complying with all Davis County Flood Control requirements and being approved by Davis County.
5. Unless otherwise directed or agreed to by the City Engineer, any infrastructure not located in a City right of way or on City owned property that is installed or used for the conveyance/treatment/detention/retention of storm water shall require a Storm Water Maintenance Agreement to be approved by the Storm Water Official and shall be recorded with the Davis County Recorder's Office, as per [KCC 9-3d-8](#).



### **19-1-1 Public Welfare**

Any proposed subdivision and its ultimate use shall be in the best interests of the public welfare and the neighborhood development of the area concerned; and the Subdivider shall present evidence to this effect when requested to do so by the Planning Commission.

### **19-1-2 Variances**

1. Any person or entity desiring a waiver or modification of the requirements of this Title as applied to a parcel of property that he or she owns, leases, or in which he or she holds some other beneficial interest may apply to the Administrative Law Judge for a variance from the terms of this Title.
  1. The Administrative Law Judge may grant a variance only if:
    1. Literal enforcement of this Title would cause an unreasonable hardship for the applicant that is not necessary to carry out the general purpose of this Title;
    2. There are special circumstances attached to the property that do not generally apply to other properties in the same zone;
    3. Granting the variance is essential to the enjoyment of a substantial property right possessed by other property in the same zone;
    4. The variance will not substantially affect the general plan and will not be contrary to the public interest; and
    5. The spirit of this Title is observed and substantial justice done.
    6. In determining whether or not enforcement of this Title would cause unreasonable hardship under Subsection (2)(a), the Administrative Law Judge may not find an unreasonable hardship unless the alleged hardship is located on or associated with the property for which the variance is sought; and comes from circumstances peculiar to the property, not from conditions that are general to the neighborhood.
    7. In determining whether or not enforcement of this Title would cause unreasonable hardship under Subsection (2)(a), the Administrative Law Judge may not find an unreasonable hardship if the hardship is self-imposed or economic.
  2. In determining whether or not there are special circumstances attached to the property under Subsection (2)(a), the Administrative Law Judge may find that special circumstances exist only if the special circumstances:
    1. Relate to the hardship complained of; and
    2. Deprive the property of privileges granted to other properties in the same district.
2. The applicant shall bear the burden of proving that all of the conditions justifying a variance have been met.
3. Variances run with the land.
4. The Administrative Law Judge and any other body may not grant a use variance.
5. In granting a variance, the Administrative Law Judge may impose additional requirements on the applicant that will:
  1. Mitigate any harmful effects of the variance; or
  2. Serve the purpose of the standard or requirement that is waived or modified.

### **19-1-3 Scope And Applicability**

1. No person shall subdivide for the purpose of transferring, selling, conveying, or assigning any tract or parcel of land which is located wholly or in part within Kaysville City, except in compliance with this Title.
2. A subdivision plat shall comply with the provisions of this Title and be approved by Kaysville City before it may be filed or recorded in the County Recorder's office and before lots may be sold.

3. All lots, plots, or tracts of land located within a subdivision shall be subject to this Title, regardless of whether or not the tract is owned by the Subdivider or a subsequent purchaser, transferor, or holder of the land.

#### **19-1-4 Development Sequence**

No person shall be issued a building permit, except a permit for improvements required by this Title, until the actual completion by the Subdivider and acceptance by the City ~~Council~~ of the improvements required by this Title.

#### **19-1-5 Enforcement And Responsibility**

The City Building Inspectors and all administrative officials of Kaysville City shall not issue any permit for the proposed erection, construction, reconstruction, alteration, or use until proof of full compliance with all the provisions of this Title has been provided. No City officer shall issue any permit or license for the use of any building, structure, or land when such land is part of a subdivision, as defined herein, until such subdivision has been approved and recorded in the County Recorder's office. Any license or permit issued in conflict with this Title or as a result of inadvertence, error or mistake shall be null and void.

#### **19-1-6 Violations And Penalties**

1. It shall be a violation of this Title for any person to sell or transfer any land in a subdivision before recording a plat or to submit a subdivision plat to the County Recorder's Office for recording without complying with the provisions of [Section 10-9a-604](#), Utah Code Annotated, 1953, or being exempt from the provisions thereof.
2. Any person who violates any of the provisions of this Title shall be guilty of a Class C misdemeanor and, upon conviction of any such violation, shall be punished by a fine of not more than \$750.00 or by imprisonment for not more than ninety (90) days, or by both fine and imprisonment, or a fine not to exceed \$1,000.00 for a corporation, association, partnership, or government instrumentality.
3. In addition to the penalties prescribed in Subsections (1) and (2), the City shall be entitled to exercise and enforce the remedies set forth in [Section 10-9a-802](#) of Utah Code Annotated, 1953, including, but not limited to, withholding building permits and assessing attorney's fees and other costs of enforcement.

#### **19-1-7 Definitions**

The following words and phrases used in this Title shall have the respective meanings hereinafter set forth, unless a different meaning clearly appears from the context:

Adjacent Landowners - Any property owner of record, according to the records of the County Recorder, whose property adjoins or abuts property proposed for subdivision, or any portion thereof.

#### **Administrative Land Use Authority – The Kaysville Planning Commission**

Alley - A public right-of-way less than 30 feet (30') wide.

Block - The land surrounded by streets and other rights-of-way other than an alley, or land which is designated as a block on any recorded subdivision plat.

City - Kaysville City.

City Council - The Kaysville City Council.

City Engineer - The Kaysville City Engineer.

Condominium Project - A real estate condominium project. A plan or project whereby two or more units, whether contained in existing or proposed apartments, commercial or industrial buildings or structures or otherwise, are separately offered or proposed to be offered for sale. Condominium project shall also mean the property where the context so requires.



Dedication - Land set aside by an owner for any general and public uses, reserving for themselves no other rights than such as are compatible with the full exercise and enjoyment of the public uses to which the property has been devoted. The intention to dedicate shall be evidenced by the owner by the presentment for filing of a final plat showing the dedication thereof.

Developer - Any person, including a corporate person, who undertakes to develop land, including Subdividers.

Development - The improvement of any tract, lot, or parcel of land by construction thereon.

Easement - That portion of a lot or lots reserved or granted for the present or future use by a person or agency other than the legal owner or owners of said property or properties. The easement may be for use under, on the surface, or above said lot or lots.

Final Plat - The final drawing of the subdivision and dedication prepared for filing for record with the County Recorder and in compliance with all the requirements set forth in this Title and adopted pursuant thereto.

General Plan - The Kaysville City General Plan.

Improvement Completion Assurance - A cash deposit furnished and filed with Kaysville City in an amount equal to one hundred fifteen percent (115%) of the current cost of a Slurry Seal Type III on all asphalt pavement in streets, as determined by licensed contractor quote.

Improvement Warranty - Applicant's unconditional warranty that the accepted improvements comply with Kaysville City's written Standards for Design, Materials, and Workmanship and will not fail in any material respect, as a result of poor workmanship or materials, during the Improvement Warranty Period, and a cash deposit furnished and filed with Kaysville City in an amount often percent (10%) of the actual costs of the improvements less the Slurry Seal Type III on all asphalt pavement in streets.

Improvement Warranty Period - A period of one (1) year after the Applicant provides the Improvement Warranty and the City ~~Council~~ accepts the improvements unless the City ~~Council~~ determines for good cause that a one-year period would be inadequate to protect the public health, safety, and welfare and has substantial evidence, on record, of prior poor performance by the Applicant or that the area upon which the improvements were constructed contains suspect soil and the Applicant has not mitigated the suspect soil.

Lot - A parcel of land comprising a unit within a subdivision or a unit of land for building development or transfer of Ownership, together with such yards, open spaces, lot width, and area as required by this Title and the Zoning Ordinance of Kaysville City.

Lot Line Adjustment - The adjustment of a mutual boundary between either multiple subdivided lots or multiple established lots of record where the property line is modified in compliance with yard, lot size, and frontage requirements for the applicable zoning district and where no new lot is created.

Lot Consolidation - The combination of two or more lots whether previously subdivided or established lots of record where the legal description of more than one contiguous parcel of property is revised into one legal description encompassing all such parcels of property and where no zoning violation is created.

Major Street Plan - A plan, labeled "Major Street Plan" approved by the City Council which identifies the major street network of Kaysville City and requirements thereof.

Off-site - Outside a specific parcel of land being developed or considered for development.

On-site - Within a parcel of land owned by a private citizen or by a private legal entity.

Parcel of Land - A contiguous quantity of land in the possession of, owned by, or recorded as the property of the same owner or person.

Person - An individual, corporation, partnership, organization, association, trust, governmental agency or any other legal entity.

Pioneer Developer - A Developer that acquires easements or rights-of-way or installs improvements that provide service for development of a site other than the Development of the pioneer developer and enters into a Pioneer Developer Agreement approved by the City.

Planned Residential Unit Development - A subdivision of land guided by an integrated design in which residential lots may have areas less than the minimum lot area of the zone in which the subdivision is located, and other regulations, except use regulations, may be waived or varied to allow flexibility and initiative in site and building design and location, in accordance with an approved plan and imposed general requirements.

Planning Commission - The Kaysville City Planning Commission.

Plat - A map or depiction of a subdivision, showing thereon the division of a tract or parcel of land into lots, blocks, and streets, or other divisions and dedications.

Protection Strip - A strip of land bordering both the boundary of a subdivision and a street within the subdivision for the purpose of controlling the access of property owners abutting the subdivision to the street.

Streets:

1. Street - Public rights-of-way, including highways, avenues, boulevards, parkways, roads, lanes, walks, alleys, viaducts, subways, tunnels, bridges, public easements and other ways.
2. Street, Arterial - A street, existing or proposed, which serves or is intended to serve as a major traffic way and is designated in the Major Street Plan.
3. Street, Collector - A street, existing or proposed, which collects and distributes traffic and is designated in the Major Street Plan.
4. Street, Significant Local - A street, existing or proposed, which is supplementary to a collector street and is designated in the Major Street Plan.
5. Street, Local - A street which is not otherwise classified.
6. Street, Private - A right-of-way or easement in private ownership, not dedicated or maintained as a public street, which affords the principal means of access to two (2) or more sites.
7. Street, Cul-de-sac - A terminal street provided with a turnaround with a 100-foot minimum diameter. Cul-de-sac streets shall not be any longer than six hundred feet (600') from the centerline of the adjoining street to the center of the turnaround.

Subdivider - Any person, including a corporate person, who undertakes to create a subdivision.

Subdivision - Any land that is divided, resubdivided or proposed to be divided into two or more lots, parcels, sites, units, plots, or other division of land for the purpose, whether immediate or future, for offer, sale, lease, or development either on the installment plan or upon any and all other plans, terms, and conditions. Subdivision includes the division or development of land whether by deed, metes and bounds description, devise and testacy, lease, map, plat, or other recorded instrument; and divisions of land for all residential and nonresidential uses, including land used or to be used for commercial, agricultural, and industrial purposes.

Suspect Soil - Soil that has a high susceptibility for volumetric change, typically clay rich, having more than a three percent (3%) swell potential; bedrock units with high shrink or swell susceptibility; or



gypsiferous silt and clay, gypsum, or bedrock units containing abundant gypsum commonly associated with dissolution and collapse features.

Zoning Ordinance - The Planning and Zoning Ordinance of Kaysville City, as adopted by the City Council and as amended.

Other definitions as used in the Municipal Land Use Development and Management Act, Section 10-9a-103, may be used in applying and interpreting this Chapter, if applicable and not in conflict herewith.

#### **19-1-8 Validity**

If any provision of this Title or its application to any person or circumstances is for any reason held invalid, the remaining portion and/or portions of this Title or the application of the provision to other persons or circumstances shall not be affected.

#### **19-1-9 Appeals**

1. The applicant or any other person or entity adversely affected by a decision administering or interpreting this Title may appeal that decision applying this Title by alleging that there is error in any order, requirements, decision, or determination made by an official in the administration or interpretation of this Title.
2. Any officer, department, board, or bureau of the City affected by the grant or refusal of a building permit or by any other decisions of the administrative officer in the administration or interpretation of This Title may appeal any decision to the Administrative Law Judge.
3. Such appeal shall be taken within seven (7) calendar days from the date of the action appealed from by filing with the officer from whom the appeal is taken and with the City Recorder a notice of appeal specifying the ground thereof.
4. The officer from whom the appeal is taken shall transmit to the Administrative Law Judge all papers constituting the record upon which the action appealed from is taken.
5. The person or entity making the appeal has the burden of proving that an error has been made.
6. The Administrative Law Judge shall find whether there is substantial evidence that an error has been made. The Administrative Law Judge may affirm, reverse, or modify the action appealed from as it seems just and equitable and exercise all rights of any other officer or commission.
7. Only decisions applying this Title may be appealed to the Administrative Law Judge. Appeals may not be used to waive or modify the terms or requirements of this Title.
8. All appeals shall comply with the requirements of [Section 10-9a-701](#) Utah Code Annotated, 1953.

#### **19-2-1 Subdivision Development Process**

The following steps are required:

1. The Subdivider contacts the City ~~Engineer~~ for information concerning the City subdivision requirements and compatibility with the General Plan, and discusses the proposed plan of development prior to preparing any plats, plans or charts.
  1. If an applicant requests a pre-application meeting, Kaysville City shall, within 15 days after the request, schedule the meeting to review the concept plan and give initial feedback.
  2. At the pre-application meeting, the staff shall provide or have available on the city website the following:
    1. Copies of applicable land use regulations;
    2. A complete list of standards required for the project
    3. Preliminary and final application checklists; and
    4. Feedback on the concept plan
2. The Subdivider pays the preliminary plat fee at the City Office.

3. The Subdivider submits the following to the City ~~Engineer~~ for the preliminary plat:
  1. ~~Three (3) copies of the~~ The preliminary plat prepared by a registered engineer or surveyor and supporting documents as specified in [KCC 19-3-3](#).
  2. A copy of the preliminary plat fee receipt.
  3. The Owner's affidavit
  - 2.4. An electronic copy of all plans in PDF format
4. The Subdivider submits copies of the preliminary plat and any applicable utility load information to agencies and service providers as needed. If a State highway is involved, the Subdivider provides evidence of approval of access, curbs, gutters, and sidewalks by the Utah Department of Transportation to the City ~~Engineer~~.
5. ~~The~~ City staff will review the documents and make recommendations. ~~Fifteen~~ Ten (150) working days are allowed for completion of staff review for each submittal or re-submittal.
6. Upon completion of the staff review, the City ~~Engineer~~ will place the item on the Planning Commission agenda and notify the Subdivider.
7. The Planning Commission will meet and review the preliminary plat and take action. The Subdivider or agent must attend and present the plat. ~~The Planning Commission then forwards the plat to the City Council, with its recommendations and conditions thereon.~~
8. ~~The City Council will meet and review the plat. The Subdivider or agent must meet with the Council and discuss the plat. (Refer to KCC 19-3-5(2).)~~
- 9.8. The Subdivider pays the final plat fee at the City Office.
- 10.9. The Subdivider submits ~~six (6) copies of~~ the tentative final plat to the City ~~Engineer~~.
- 11.10. ~~The~~ City ~~Staff~~ Engineer checks the tentative final plat for compliance with conditions and returns ~~one~~ copy to the Subdivider.
- 12.11. The Subdivider submits the final plat and irrigation system drawings to any irrigation providers involved and obtains approval.
- 13.12. The Subdivider submits the following to the City ~~Engineer~~:
  1. ~~Original and two (2) copies of the~~ The final plat prepared by a registered engineer or land surveyor in accordance with [KCC 19-4-3](#).
  2. Cross sections and profiles of the streets and all other construction drawings related to all of the improvements to be constructed within the subdivision. All such drawings and materials must be signed and stamped by a registered professional engineer.
  3. Open space improvement drawings if applicable.
  4. Low Impact Development (LID) and/or storm water facility details. Depending on site conditions or complicating factors, the City may require a written geotechnical report supporting assumptions made when calculating the Water Quality Volume (WQV), as defined in the City's LID manual, and any subsequent calculations on infiltration and LID facility sizing.
  5. Title report.
  6. Written results of a test for suspect soils in the area upon which public improvements will be constructed.
  - 4.7. Agreements if applicable
  - 5.8. Copy of final plat fee receipt.
13. ~~The~~ City staff will review the documents and ~~make recommendations~~ provide comments on any necessary modifications or require addition information. ~~Ten~~ Twenty (~~1~~20) working days are allowed for completion of staff review for each submittal or re-submittal. No more than four (4) review cycle are permitted. The City may only add new relines after the first review cycle in response to changes made by the applicant or if a correction is necessary to protect public health or safety, or to enforce state or federal law.
  1. If, on the fourth or final review, the City fails to respond within 20 business days, the City shall, upon request of the property owner, and within 10 business days after the day on which the request is received;



1. For a dispute arising from the subdivision improvements plans, assemble an appeal panel in accordance with Utah Code to review and approve or deny the final revised set of plans. Unless otherwise agreed by the applicant and the municipality, the panel shall consist of the following three experts:
      1. One licensed engineer, designated by the City;
      2. One licensed engineer, designated by the land use applicant; and
      3. one licensed engineer, agreed upon and designated by the two designated engineers as appointed by the City and applicant
    2. A member of the panel assembled by the City may not have an interest in the application that is the subject of the appeal.
    3. The land use applicant shall pay:
      1. 50% of the cost of the panel; and
      2. the City's published appeal fee; or
  - 6.2. For a dispute arising from the subdivision ordinance review, advise the applicant, in writing of the deficiency in the application and of the right to appeal the determination to a designated appeal authority.
14. Upon completion of staff review, the City Engineer will ~~place the item on the Planning Commission agenda and~~ notify the Subdivider.
- ~~15. The Planning Commission will meet and review the final plat and take action. The Subdivider or agent must attend and present the plat.~~
- ~~16. The Subdivider submits the following to the City Engineer.~~
  - ~~1. Preliminary Title Report.~~
  - ~~2. Written results of a test for suspect soil in the area upon which public improvements will be constructed.~~
  - ~~3. Depending on site conditions or complicating factors, the City may require a written geotechnical report supporting assumptions made when calculating the Water Quality Volume (WQV), as defined in the City's LID manual, and any subsequent calculations on infiltration and LID facility sizing.~~
  - ~~4. Agreements if applicable.~~
- ~~17.~~15. The City Attorney will review the documents submitted to ~~e~~insure adequacy and sign the plat when approved.
- ~~18.~~16. The Subdivider must then pay the following fees at the City Office:
  1. Development fees.
  2. Recording fees.
  3. Inspection fees.
  4. Utility extension fees.
- ~~19.~~17. The Subdivider submits the Storm Water Pollution Prevention Plan (SWPPP) and Notice of Intent (NOI) for the subdivision to the Storm Water [Manager](#) or their designee.
- ~~20.~~18. The Subdivider and contractors and other representatives meet with City representatives in a preconstruction conference.
- ~~21.~~19. The Subdivider submits an Excavation Permit application for work within City streets and/or right of way ([KCC 9-2-9](#)) and pays the necessary cash deposit and fee amounts.
- ~~22.~~20. The Subdivider constructs and installs all improvements, except the preventative maintenance surface treatment with inspection by the City. In the event the Subdivider ~~has constructed and installed all improvements except sidewalks and asphalt pavement in a subdivision phase and~~ desires to begin construction of residential buildings before ~~improvements the sidewalks and asphalt pavement~~ are installed in the subdivision phase, the City may accept building permit applications upon compliance with all other requirements, including recording the plat, plus the following:
  1. The Subdivider shall guarantee the proper installation of ~~the sidewalks and asphalt pavement~~improvements in accordance with Kaysville City standards and specifications, by

cash deposit furnished and filed with Kaysville City in an amount equal to one hundred ~~ten~~ ~~fifteen~~ percent (11~~05~~%) of the cost of the installation of the ~~sidewalks and asphalt improvements~~ as determined by licensed contractor quote.

- ~~2.~~ Meet all requirements for the issuance of a building permit under the building and fire code.
- ~~1-3.~~ In accordance with building code, any retaining walls, or similar structures, in excess of four (4) feet from the bottom of the footing to the top of the wall, shall be designed by a licensed engineer. A report from, and stamped by the licensed engineer of record (or an agency approved by the City) shall certify the installed structure is compliant with the design.
- ~~2.~~ All building lots within the subdivision phase shall be owned by the Subdivider and remain owned by the Subdivider until the sidewalks and asphalt are installed in the subdivision phase and the improvements are completed and certified.
- ~~3-4.~~ No final building inspection will be scheduled nor conducted and no occupancy allowed until all subdivision phase improvements have been completed and certified.
- ~~23-21.~~ The Subdivider has as-built drawings prepared and submits them, the Improvement Completion Assurance and Improvement Warranty to the City ~~Engineer~~.
- ~~24-22.~~ The Public Works Superintendent certifies that the improvements are completed.
- ~~25-23.~~ The City Engineer addresses the lots on the plat and has the final plat recorded at the office of the Davis County Recorder and then building permit applications will be accepted.
- ~~26-24.~~ The City accepts the improvements and the Improvement Warranty Period begins.
- ~~27-25.~~ Near the end of the warranty period, the Subdivider requests a City Inspection of the improvements and the Subdivider corrects all deficiencies identified in the punch.list provided by the city inspector.
- ~~28-26.~~ When the improvements comply with City standards as certified by the Public Works Superintendent, the Subdivider applies a preventative maintenance seal coat on all asphalt pavement in streets, then the Improvement Warranty Period ends and the Improvement Completion Assurance and Improvement Warranty are released.

#### **19-2-2 Improvement Completion Preventative Maintenance Assurance**

The Subdivider shall guarantee the proper completion of a preventative maintenance surface treatment (type to be ~~or~~ approved by the City) equivalent on all asphalt pavement in streets in accordance with Kaysville City standards and specifications, by cash deposit furnished and filed with Kaysville City in an amount equal to one hundred ~~fifteen-ten~~ percent (11~~05~~%) of the cost of a preventative maintenance surface treatment on all asphalt in streets as determined by licensed contractor quote.

#### **19-2-3 Dedication Of Rights-Of-Way And Public Property**

The Subdivider shall dedicate the rights-of-way, easements, and other public property to Kaysville City at the time the final plat is recorded.

#### **19-2-4 Completion Assurance and Improvement Warranty Bond**

1. Upon completing the installation of all improvements, the Subdivider shall request an inspection to determine if any improvements (not including private landscaping) have failed in any material respect. If the City determines that the improvements have failed, the City shall provide a list of the failures to the Subdivider. The Subdivider shall thereafter cause the improvements to comply with Kaysville City's Standards for Design, Materials, and Workmanship, as determined by the City. If the Subdivider refuses or neglects to do the listed work within thirty (30) days of notice by the City, the City may order the work done using the proceeds from the improvement completion assurance bond to defray expenses.
- ~~1-2.~~ Following satisfactory completion of any remedies to the failures listed, the City ~~Council~~ will accept the improvements, ~~when they are complete and accepted~~, subject to receiving the Improvement Warranty ~~and cash deposit~~ Bond. The Subdivider shall provide to the City an



Improvement Warranty ~~Bond and cash deposit~~ in an amount of ten percent (10%) of the actual costs of the improvements less the preventative maintenance surface treatment on all asphalt pavement in streets. The Warranty Bond may be in form of a cash deposit or escrow account.  
~~2.3. Before the end of the Improvement Warranty Period~~No sooner than 12 months after accepting the improvements, the subdivider shall again request an inspection, as previously detailed herein. the City will determine if the improvements (not including landscaping) have failed in any material respect. If the City determines that the improvements have failed, the City shall list the failures. The Subdivider shall thereafter cause the improvements to comply with Kaysville City's Standards for Design, Materials, and Workmanship, as determined by the City. If the Subdivider refuses or neglects to do the listed warranty work within thirty (30) days of notice by the City, the City may order the work done using the proceeds from the ~~cash deposit~~improvement warranty bond to defray expenses.

#### **19-2-5 As-Built Drawings**

The Subdivider shall provide as-built drawings of all subdivision improvements before building permits are issued. The as-built drawings shall be 24 inch by 36 inch Mylar and a digital copy ~~on compact disk~~ in an AutoCAD\*.d~~wgxf~~ format. These as-built drawings shall show, but not be limited, to the following:

1. Location of water lines and laterals referenced to property corners.
2. Location of sewer lines and laterals referenced to property corners.
3. Storm drains, ground drains, drainage ditches, clean out boxes, and other fixtures.
4. Location of irrigation water lines and laterals referenced to property corners.
5. Location of electric system facilities referenced to property corners.
6. Other items as directed by the City ~~Engineer~~.

#### **19-2-6 Condominium Projects - Subdivision**

1. A condominium project shall be considered to be a subdivision, and a Record of Survey Map or supplement thereto prepared pursuant to ~~the Condominium Ownership Act, Chapter 8 of Title 57, Utah Code Annotated 1953~~Utah Code, shall be considered to be a subdivision map or plat with respect to such real property or improvements that are to be dedicated to the use of the public, and to those units which are not contained in existing or proposed buildings.
2. Condominium projects shall comply with all the provisions of the Zoning Ordinance; the building, health, and similar development regulations and ordinances of Kaysville City; and with the Kaysville Subdivision Ordinance; and shall follow the procedure outlined in such regulations for processing subdivisions.
3. The standards and criteria for the geographical layout of a condominium project, the facilities of utility lines and roads, and the percentage of the project to be devoted to common or recreational use shall comply with the provisions of the above ordinances and regulations.
4. A copy of the preliminary Condominium Declaration prepared pursuant to ~~the Condominium Ownership Act, of the~~ Utah Code ~~Annotated 1953~~, shall be submitted to the Planning Commission, along with the preliminary record of survey, for review and approval with respect to the standards for the maintenance, upkeep and operations of roads, utility facilities, recreational areas, and open spaces in the project.
5. The developer of a condominium project shall install the required improvements listed in KCC 19-6, Subdivision Improvements Required, of this Title after final approval of the condominium by the City Council. Said installation of improvements shall be subject to all assurances detailed in KCC 19-2-2 and KCC 19-2-4.

#### **19-2-7 Lot Line Adjustments And Lot Consolidations**

Applications that meet the definition of a lot line adjustment or lot consolidation shall be processed in the following manner.

1. The applicant petitioning for approval of a lot line adjustment or lot consolidation contacts the City ~~Engineer~~ for information concerning the City's amended plat requirements and discusses the proposed plan prior to preparing any plats, plans or charts.
2. The applicant pays the lot line adjustment/lot consolidation fee at the City Office.
3. The applicant submits the following to the City ~~Engineer~~:
  1. ~~Three (3) copies of an~~An amended plat prepared by a registered engineer or surveyor and supporting documents as specified in KCC 19-4-3 with the signature blocks for the following:
    1. City Engineer approval
    2. City Attorney approval
  2. A copy of the lot line adjustment/lot consolidation fee receipt.
  3. Preliminary Title Report.
  4. Agreements if applicable.
4. The applicant submits copies of the amended plat and any applicable utility load information to agencies and service providers as needed.
5. The applicant submits the final plat and irrigation system drawings to any irrigation providers involved and obtains approval.
6. The City staff will review the documents. ~~Ten-Fifteen (15-10)~~ working days are allowed for completion of staff review for each submittal or re-submittal.
7. Upon completion of the staff review, the City ~~Engineer~~ will notify the applicant of any necessary changes to comply with applicable standards and ordinances. Once the amended plat meets all applicable standards and ordinances, the City ~~Engineer~~ will assign addresses to each lot on the plat as needed and notify the applicant to submit a mylar copy of the approved plat.
8. Approval of the final plat shall be effective until the later of:
  1. One (1) year after the date of approval by the City ~~Engineer~~; or
  2. The last day of extension period approved by the City ~~Engineer~~.
  3. If the final plat has not been offered for recording, with all approval steps completed, within the applicable period, the plat shall not be recorded or received for recording and shall have no validity whatsoever.
9. The City Attorney will review the documents submitted to insure adequacy and sign the plat when approved.
10. The City Engineer ~~completes~~ then signs the plat then has the final plat recorded at the office of the Davis County Recorder after which building permit applications will be accepted.
11. It shall be unlawful for any person to change the lines, drawings, lot sizes or shapes, or any other provision of a plat after it has received approval by any person whose approval is required. Any plat that is changed in violation of this paragraph is void. The City may compel the person recording the plat to withdraw the plat from the County Recorder's office or to file a notice, or the City may itself file a notice that the recordation of the plat is void. The City ~~Engineer~~ is responsible for recording all subdivision plats. The applicant shall be responsible for all recording and associated fees.



- ~~11,12.~~ An amended plat is not required for adjusting a boundary line between a lot and a parcel located outside of a subdivision.

### **19-3-1 Preliminary Consultation**

1. If an applicant requests a pre-application meeting, Kaysville City shall, within 15 days after the request, schedule the meeting to review the concept plan and give initial feedback.
2. At the pre-application meeting, the staff shall provide or have available on the city website the following:
  1. Copies of applicable land use regulations;
  2. A complete list of standards required for the project
  3. Preliminary and final application checklists; and
  4. Feedback on the concept plan

~~Each person who proposes to subdivide land in Kaysville City shall consult with the Planning Commission staff before preparing any plats, charts, or plans, in order to become familiar with the City subdivision requirements and general and master plans for the territory in which the proposed subdivision lies, and to discuss the proposed plan of development of the tract.~~

### **19-3-2 Preliminary Plat Filing**

A preliminary plat shall be prepared in conformance with the standards, rules, and regulations contained herein; and ~~three (3) prints thereof~~ shall be submitted to the City ~~Engineer~~ for approval or disapproval by the Planning Commission. The preliminary plat and accompanying information shall be submitted to the City ~~Engineer~~ at least fifteen (15) working days prior to a regularly scheduled Planning Commission meeting in order to be considered at said meeting.

### **19-3-3 Preliminary Plat Requirements**

The preliminary plat shall be drawn to a scale not smaller than 100 feet to the inch. The plat and attached documentation shall show:

1. The proposed name of the subdivision (there shall be no duplication of subdivision names within Kaysville City).
2. The subdivision location as forming a part of a larger tract or parcel, where the plat submitted covers only a part of the Subdivider's tract or only a part of a larger vacant area. In such case, a sketch of the prospective future street system of the part submitted shall be considered in light of adjustments and connections with the future street system of the larger area. The preliminary plat shall show all property owned or optioned by the Subdivider pertaining to the proposed subdivision at hand. This information may be required as a separate drawing.
3. Sufficient information to locate accurately the property shown on the plat, including a clearly defined basis of bearing for the survey as well as the date of the survey. The nearest section corner tie must be shown.
4. The names and addresses of the Subdivider, the engineer or surveyor of the subdivision, and the names of the owners of the land immediately adjoining the land to be subdivided shall be shown on the preliminary plat.
5. Contours at two-foot intervals to show the topography of the land shall be shown.
6. The boundary lines of the tract to be subdivided, including total acreage proposed for subdivision.
7. The locations, horizontal alignments, vertical alignments, widths, and other dimensions of all existing or platted streets and other important features such as easements, railroad lines, water courses (including irrigation canals and ditches), exceptional topography, bridges and buildings within and in the vicinity of the tract to be subdivided.
8. Existing power lines, sanitary sewer, storm drains, water supply mains, and culverts within the tract and immediately adjacent thereto.

9. The flood hazard boundaries. if applicable.
10. The locations, widths, and other dimensions of proposed public streets, private streets, utility easements, parks, other open spaces and lots, with proper labeling of spaces dedicated to the public, or designated as private streets.
11. Buffer zones where non-compatible uses adjoin a proposed subdivision.
12. North point, scale, and date.
13. The proposed layout. dimension, and number of each lot.
14. Proposed construction and permanent fencing along appropriate subdivision boundaries as determined by the Planning Commission, The fencing shall be as indicated in the Subdivision Standards.
15. A review copy of proposed protective covenants, if applicable.
- ~~16. A statement of the existing zoning and conformance with the General Plan.~~
- ~~17.16. A preliminary storm drainage study, with schematic solutions and the associated calculations.~~
- ~~18.17. Storm water quality infrastructure and facilities, including LID facilities and/or storm water treatment facilities as described in the City's LID manual with associated calculations. Calculations shall include a Water Quality Report (WQR), as described in the City's LID Manual.~~
- 19.18. Depending on site conditions or complicating factors, the City may require a written geotechnical report for the proposed development site that includes (but is not limited to) general soils classifications, assessment of the capability of the existing soils to allow infiltration and potential for geological hazards if water is infiltrated at the site.
- ~~20.19. A storm water maintenance agreement for all conveyance/retention/treatment/detention facilities owned and maintained privately (outside of City right of way or City owned property) between the City and the facility owner(s). Said agreement shall be recorded with the plat and transfer to subsequent owners of said property and/or facilities.~~
- 21.20. Preliminary Plans or written statements regarding the proposed storm water drainage facilities and other proposed special improvements such as sidewalks, planting and parks, and any grading of individual lots.
- 22.21. Preliminary Plans and written statements regarding the proposed groundwater drainage facilities. The [City's LID Manual](#) will guide and/or dictate the approach if infiltration cannot be.

#### **19-3-4 Preliminary Plat - Staff Review**

Before submittal to the Planning Commission, plats shall have review and endorsement by the City staff. Without this endorsement, the plat shall not be reviewed by the Planning Commission.

#### **19-3-5 Preliminary Plat Approvals**

- ~~1. The preliminary plat shall be reviewed by the Planning Commission. The Commission shall either approve or reject the subdivision preliminary plat design and forward its recommendation to the City Council. If approved, the Commission shall express its approval with whatever conditions are attached. If disapproved, the Commission shall indicate the reasons therefor.~~
- ~~2.1. The preliminary plat shall be reviewed by the City Council Planning Commission. The Council Commission shall either approve or reject the subdivision preliminary plat design. If approved, the City Council Planning Commission shall express its approval with whatever conditions are attached. If the preliminary plat is disapproved, the City Council Planning Commission shall indicate its disapproval and reasons therefor. Upon the City Council's Planning Commission's approval, the Subdivider is authorized to proceed with the preparation of the final plat and detailed construction drawings and specifications for the improvements required in this Title.~~
- 3.2. Approval of the preliminary plat by the City Council Planning Commission shall be effective for a maximum period of one (1) year after approval unless, upon application of the Subdivider, the City



Council grants an extension. If the final plat has not been submitted within one (1) year, or the approved extension period, the preliminary plat must again be submitted to the Planning Commission ~~and City Council~~ for consideration. However, preliminary approval of a large tract shall not be voided, provided that the final plat of the first phase is submitted for final approval within a one (1) year period.

- 4.3. All approvals shall be in writing and oral statements or approvals by City staff are not authorized and shall not be binding on the City.

### **19-3-6 Grading Limitation**

No excavation, grading, or regrading shall take place on any land for which a preliminary subdivision plat has been submitted until the final plat has been given final approval.

### **19-4-1 Tentative Final Plat Required**

1. Prior to the submission of the final plat, the Subdivider shall submit a digital ~~and hard~~ copy of the tentative final plat to the City ~~Engineer~~ who shall check the tentative final plat against the requirements and conditions of approval of the preliminary plat.
2. The City ~~Engineer~~ shall return one (1) copy of the checked tentative final plat to the Subdivider indicating thereon any changes required.

### **19-4-2 Final Plat Required**

After compliance with the provisions of this Title, the Subdivider shall submit a final plat ~~with two copies~~ thereof to the City ~~Engineer~~. Such plat shall include a certificate by the Subdivider's engineer indicating that all lots meet the requirements of the Zoning Ordinance. ~~The final plat and accompanying information shall be submitted to the City Engineer at least fifteen (15) working days prior to a regularly scheduled Planning Commission meeting in order to be considered at such meeting.~~

### **19-4-3 Final Plat Requirements**

The final plat shall comply with the requirements of the Davis County Recorder. The plat shall be signed by all parties (mentioned in Subsection (7) of this section) duly authorized and required to sign. The final plat and attached documentation shall show; ~~and shall contain the following information:~~

1. A subdivision name approved by the County Recorder and the general location of the subdivision in bold letters at the top of the sheet.
2. Where a subdivision complies with the Planned Residential Unit Development (PRUD) provisions of the Zoning Ordinance and of the regulations, the final plat shall indicate underneath the subdivision name the words Planned Residential Unit Development. In addition, when a subdivision complies with the Condominium Project provisions of this Title, the Record of Survey Map shall indicate underneath the condominium name the words Condominium Project.
3. A north point, scale of the drawing, and the date.
4. Accurately drawn boundaries showing the proper bearings and dimensions of all boundary lines of the subdivision. These lines should be slightly heavier than street and lot lines.
5. The widths, lengths, bearings, and curve data on centerlines of proposed streets, and easements; the boundaries, bearing the dimensions of all portions within the subdivision as intended to be dedicated to the use of the public; the lines, dimensions, bearings, minimum floor and crawl space elevations, and numbers of all lots, blocks, and parts reserved for any reason within the subdivision.

All lots are to be numbered consecutively by numbering approved by the City Engineer. The City shall provide an address number to each residential or business structure.

6. Parcels of land to be dedicated as public parks or to be permanently reserved for private common open space shall also be titled Public Park or Private Common Open Space, whichever is applicable.
7. The standard forms approved by the Planning Commission for all subdivision plats lettered for the following:
  1. Description of land to be included in the subdivision.
  2. Registered professional engineer and/or land surveyors Certificate of Survey.
  3. Owners Dedication Certificate.
  4. Notary Publics acknowledgment.
  5. City Planning Commission approval.
  6. Utility approval as required.
  7. City Attorney approval.
  8. City Engineer approval.
  9. ~~City Council approval~~ Mayor (as a non-discretionary and ministerial act for the acceptance of land and public improvements that may be proposed for dedication to the City) attested by the City Recorder.
  10. A three inch (3") by three inch (3") signature block in the lower right hand corner of the drawing for County recording information.
8. Copy of the Protective Covenants for approval by the City Council and recording if applicable.
- ~~8.9. Storm water quality infrastructure and facilities, including LID facilities and/or storm water treatment facilities as described in the City's LID manual with associated calculations. Calculations shall include a Water Quality Report (WQR), as described in the City's LID Manual.~~
- ~~9.10. A storm water maintenance agreement for all conveyance/retention/treatment/detention facilities owned and maintained privately (outside of City right of way or City owned property) between the City and the facility owner(s). Said agreement shall be recorded with the plat and transfer to subsequent owners of said property and/or facilities.~~
- ~~10.11. Final construction drawings regarding the proposed storm water drainage facilities and other proposed special improvements such as sidewalks, planting and parks, utilities, any grading of individual lots and all required improvements as required by section KCC 19-6-3.~~

#### **19-4-4 Amended Plats**

When changes are made in a plat of a subdivision, approval of said subdivision shall be voided and an amended plat thereof shall be processed in accordance with this Title.

#### **19-4-5 Final Plat Approvals**

1. The final plat and associated documents shall be reviewed by the staff. The City Engineer shall check the engineering requirements of the drawing, check the construction drawings, and determine the amount of the improvement assurance to assure construction of the improvements where necessary. After approval and signature by the City Engineer, the plat and improvement assurance shall be submitted to the City Attorney for approval.
- ~~2. The final plat shall be reviewed by the Planning Commission. The Commission shall either approve or reject the subdivision final plat. If approved, the Commission shall express its approval with whatever conditions are attached. If disapproved, the Commission shall indicate the reasons therefor.~~
- ~~3.2.~~ If approved, the final plat shall be held by the City Recorder until the Subdivider pays the required fees, provides proof of compliance with all the requirements of the pressure irrigation provider, and provides the improvement assurance. Upon compliance with these requirements, the Mayor shall sign and the Recorder attest the plat. The final plat shall then be submitted to the office of the County Recorder by the City Engineer.



~~4.3.~~ No final plats shall be recorded in the office of the County Recorder, and no lots included in such final plat shall be sold or exchanged, unless and until the plat is so approved, signed, and accepted.

~~5.4.~~ Approval of the final plat shall be effective until the later of:

~~1.~~ One (1) year after the date of approval ~~by the Planning Commission; or~~

~~2.1.~~ Thirty (30) days after the last date on which construction of improvements was done; or

~~3.2.~~ The last day of the extension period approved by ~~the Planning Commission; the City~~

If the final plat has not been offered for recording, with all approval steps completed, within the applicable period, the plat shall not be recorded or received for recording and shall have no validity whatsoever.

~~6.5.~~ It shall be unlawful for any person to change the lines, drawings, lot sizes or shapes, or any other provision of a plat after it has received approval by any person whose approval is required. Any plat that is changed in violation of this paragraph is void. The City may compel the person recording the plat to withdraw the plat from the County Recorder's office or to file a notice, or the City may itself file a notice that the recordation of the plat is void. The City ~~Engineer~~ is responsible for recording all subdivision plats. The Subdivider shall be responsible for all recording and associated fees.

### **19-5-1 Arrangement Of Streets**

The arrangement of streets shall provide for access to and circulation within the vicinity of the subdivision and the continuation of streets in lands adjoining the subdivision, as determined by the City Engineer. The street arrangement shall not cause unnecessary hardship for maintenance crews or owners of adjoining property when they plat their own land and seek to provide for convenient access to it. Half streets along the boundary of land proposed for subdivision or within any part of a subdivision will not be permitted.

### **19-5-2 Streets**

1. **Major Streets.** Arterial, collector, and significant local streets shall conform to the width designated on the Major Street Plan wherever a subdivision falls in an area for which a Major Street Plan has been adopted. For areas where the street plan has not been completed at the time the preliminary plat is submitted to the Planning Commission, arterial, collector, or significant local streets shall be provided as required by the Planning Commission.
2. **Local Streets.** Local streets shall have a minimum width of fifty-five feet (55') with sixty-six feet (66') required for streets that will have greater use as determined by the City Engineer.
3. **Cul-de-sac Streets.** Cul-de-sacs shall not be longer than six hundred feet (600') from the centerline of the adjoining street to the center of the cul-de-sac. Each cul-de-sac must be terminated by a turnaround of not less than 100 feet in diameter. If surface water drains into the turnaround due to the grade of the street, necessary catch basins and drainage systems and easements shall be provided.
4. **Temporary dead-ends and turning Area.** Where a street longer than one lot is designed to remain only temporarily as a dead-end street, the following shall apply:
  - ~~1.~~ ~~The continuation of that street to another public street connection shall be started within one year of the City accepting the improvements of the temporary dead-end.~~
  - ~~2.1.~~ Where the street dead-ends into a subsequent phase of the same subdivision, a temporary, graveled 80-foot diameter turnaround and a permanent easement of right-of-way on the subsequent phase property shall be provided. However, if the subsequent subdivision phase is not recorded at the time of roadway paving in the preceding phase, an 80-foot diameter asphalt-surfaced turnaround shall be placed on the subsequent phase property.
  - ~~2.~~ Where the street dead-ends against property which is not part of a subsequent subdivision phase, either a bubble inside the subdivision as shown in the Standard Drawings, or an

asphalted 80-foot diameter turnaroud, along with a permanent easement of right-of-way from the adjacent property owner, shall be placed. If a bubble inside the subdivision is provided, the Subdivider shall pay to the City an amount equal to 115% of the cost of removing the bubble and installing standard street improvements and landscaping.

5. **Intersections.** The intersection of more than two streets at one point shall not be allowed. Streets shall intersect at a ninety degree (90°) angle. Street intersections shall be rounded with a minimum radius of twenty-five feet (25') measured at the back of curbs.
6. **Standard Street Sections.** All streets, whether existing or proposed, shall be made to conform to the City Street Cross Section Standards as adopted by the City. Existing streets shall be profiled and redesigned to full street width far enough beyond the subdivision boundaries to drain and function properly.
7. **Street Grades.** Street grades shall not exceed the following percentages: on arterial streets eight percent (8%); on local and collector streets ten percent (10%). Street grades near intersections shall be designed for adequate stopping and starting by adjusting grades on both sides of the intersection. Grades on all cul-de-sac streets shall be a minimum of 1.0% and on all other streets shall be a minimum of 0.5% unless specifically authorized by the City Engineer. The cross slope of the street cross section is defined on the standard drawings. The maximum difference in curb elevations shall not exceed one foot (1'), and then only with the approval of the City Engineer.
8. **Alleys.** Alleys shall have a minimum width of twenty-six feet (26'). Alleys may be required in the rear of business lots, but will not be accepted in residential blocks except under unusual conditions where such alleys are considered necessary by the Planning Commission.
9. **Bridges.** Design and construction of new bridges, whether essential for the overall circulation plan of the City or required only to serve a subdivision, shall be approved in advance by the City.
- ~~10. **Protection Strips.** Where subdivision streets parallel contiguous property of other owners, the Subdivider may retain a protection strip of not less than one foot (1') in width between the street and adjacent property. Protection strips will be allowed only at the discretion of the City Council, after recommendation of the Planning Commission, and in accordance with all City ordinances. An agreement with the City, approved by the City Attorney, shall be made by the Subdivider, contracting to dedicate the one foot or larger protection strip free of charge to the City for street purposes upon payment by the present owners of the contiguous property to the Subdivider of a consideration named in the agreement. Such consideration is to be equal to the cost, at the time of the agreement, of the street improvements properly chargeable to the contiguous property, plus the value of the land from the right-of-way line to the centerline of the street at the time of the agreement, together with interest at a fair rate from the time of agreement until the time of subdivision of such contiguous property. All charges to be associated with the protection strip, as well as the interest rate, shall be recorded as part of the aforementioned agreement. All property owned by the Subdivider shall be included on both the preliminary and final plat.~~
- ~~11.~~10. **Excavations and Fills.** Subdivision development adjacent to the Great Salt Lake or its natural drainage channels, or within any marsh or wetlands which will result in any discharge of excavated or fill materials, may require obtaining a permit from the U.S. Army Corps of Engineers prior to the issuance of local permits for the deposition of fill material into any wetland or stream channel. This determination shall be made a part of the preliminary plat staff review.
- ~~12.~~11. **Names and Numbers.** Names of new streets shall not duplicate existing or planned street names unless a new street is a continuation of, or in the alignment with, the existing or platted street. House numbers shall be assigned in accordance with the House Numbering System in effect in the City. All new streets shall be numbered if they are in alignment with the grid. They shall be named if not in alignment with the grid.

### **19-5-3 Blocks**



1. The maximum length of blocks shall be 1300 feet and the minimum length of blocks shall be 300 feet.
2. The width of blocks shall be sufficient to allow at least two tiers of lots, or as otherwise approved by the Planning Commission because of design, terrain, or other unusual conditions.
3. Blocks intended for business or industrial use shall be designed specifically for such purposes, with adequate space set aside for off-street parking and delivery facilities.

#### **19-5-4 Lots**

1. The lot arrangement and design shall be such that lots will provide satisfactory and desirable sites for buildings, and be property related to topography and to existing and probable future utilities, rights-of-way, and other requirements.
2. All lots shown on the subdivision plat must conform to the minimum area and width requirements of the Zoning Ordinance for the zone in which the subdivision is located, unless:
  1. A variance is granted; or
  2. It conforms to the Planned Residential Unit Development (PRUD) or Condominium Project provisions.
3. Each [residential](#) lot shall abut a paved street or common area of a Condominium Project that abuts a paved street. Interior lots having frontage on two streets shall be prohibited, except where unusual conditions make any other design undesirable.
4. Buildings constructed on corner lots shall comply with the minimum setback for both streets, or the setbacks of a Planned Residential Unit Development (PRUD), as provided in the Zoning Ordinance.
5. Side lines of lots shall be at approximately right angles to the street line, or radial to the street line unless in a Condominium Project.
6. Remnants of lots less than the minimum size required by the zoning after the subdividing of a larger tract shall be added to adjacent lots rather than allowed to remain as unusable parcels. In no event shall the subdivision of land create a lot which does not conform to the Zoning Ordinance requirements.
7. Where the land included in a subdivision includes two or more parcels in separate ownership and the lot arrangement is such that a property ownership line divides one or more lots, the land in each lot so divided shall be transferred by deed to either single or joint ownership before approval of the final plat, and such transfer certified to the Planning Commission by the County Recorder.
8. Lots deemed by the Commission to be uninhabitable shall not be platted for residential occupancy, nor for such other uses as may increase danger to health, life or property, but such land within the plat shall be set aside for such uses as shall not produce unsatisfactory living conditions.

#### **19-5-5 Easements**

Easements for culinary water, sewer, power, irrigation water, drainage, telecommunications, cable television and other utilities shall be provided by the Subdivider and designated on the plat as required to accommodate the utility systems in the subdivision. Where natural drainage channels, interceptor systems, or flood hazard zones cross the subdivision, the Subdivider must obtain the necessary permits to modify such drainage facilities, and designate the channels, systems, or flood hazard zones, and any associated restrictions, on the plat.

#### **19-5-6 Parks And Other Public Places**

In subdividing property, the Planning Commission shall give consideration to suitable sites for parks, playgrounds, and other areas for similar public use.

#### **19-5-7 Technical Specifications And Drawings**

Click to view the published version of the [Technical Specifications and Drawings Standards](#).

#### **19-6-1 Application Of Improvements Required**

This Title applies to all property owners located in any subdivision and owners of property serviced by easements or rights-of-way or improvements set forth in [KCC 19-6-3](#), which have been acquired or installed by a pioneer developer or the City. Its provisions shall apply to all transferees, assignees, or purchasers.

### **19-6-2 Improvements Made Prior To Recording Final Plat**

The improvements required by the City, including the improvements in each and every open space in the subdivision, shall be constructed and installed by the Subdivider and thereafter maintained by the Subdivider until after the warranty period and acceptance by the City. Improvements shall not be installed or constructed until their location and specifications have been approved by the City Engineer. In cases where a pioneer developer or the City has already acquired easements or rights-of-way or installed improvements subject to the Fee for Project Improvements provisions of [KCC 19-6-4](#), no recording of the final plat or issuance of building permits shall be permitted or allowed until the Fee for Project Improvements provisions of said Section have been satisfied.

#### **HISTORY**

*Amended by Ord. [21-10-07](#) on 10/21/2021*

### **19-6-3 Improvements Required**

The improvements shall include all street improvements in front of all lots and along all dedicated streets to a connection with existing improvements of the same kind or to the boundary of the development nearest existing improvements. Layout must provide for further extension to adjacent development and to be compatible with the contour of the ground for proper drainage. All water lines, sewer lines, and any other buried conduit shall be installed to the boundary lines of the development. The owner of any land located in or platted as a subdivision shall install the following improvements in compliance with the specifications contained in the Specifications and Standard Drawings:

#### **1. Sewage Collection**

1. ~~Unless the applicable sewer district deems it to be unfeasible, the~~ Subdivider shall connect to the sanitary sewer and provide adequate lateral lines to the property line of each lot. Such sewer connections and subdivision sewer systems shall comply with the regulations and specifications of, and shall be approved by, the applicable Sewer District and Kaysville City. All sewer lines must be extended across the entire frontage of all existing streets and to the boundary of the subdivision on all existing or proposed City streets.

~~Individual waste water systems may be allowed in the area of Kaysville City which is five hundred feet (500') or more west of, and at an elevation that cannot flow to, the western most sewer main of the Central Davis Sewer District if:~~

~~A review of all alternatives (including new mains and lift stations) has first taken place and the City Engineer, working with the Central Davis Sewer District, finds that a subdivision making a connection to the Sewer District is not feasible; and The use of individual wastewater disposal systems in the proposed area does not pose a public health risk or environmental health risk. Such subdivisions shall then comply with the following:~~

~~The Utah Department of Health Regulations for Individual wastewater Disposal Systems including a feasibility review and certification by the Davis County Health Department.~~

~~All lots shall be a minimum of two hundred ten thousand (210,000) square feet, be in the A-5 Heavy Agricultural District and comply with the provisions of that zone district.~~

~~All systems shall be installed to accommodate and facilitate connection to public sanitary sewer facilities when they become available (i.e.,~~



~~structure plumbing oriented to connect to sewer mains, street oriented to facilitate sewage flow).~~

~~Execution and recording of an agreement and lien upon the property, in form and substance satisfactory to the City, that the owners will pay their pro rata share of the costs of public sewer facilities to serve the property, when installed at the discretion of the City, including development fees and street repairs.~~

- ~~2. Subdivisions using individual wastewater disposal systems are allowed in the area of Kaysville City which is three hundred feet (300') or more west of and at an elevation that cannot flow to the western most sewer main of the Central Davis Sewer District, if after review of all alternatives, the City Engineer determines that other alternatives are not reasonably available. Such subdivisions shall comply with the following:~~
  - ~~1. The Utah Department of Health Regulations for Individual wastewater Disposal Systems including a feasibility review and certification by the Davis County Health Department.~~
  - ~~2. All lots shall be a minimum of two hundred ten thousand (210,000) square feet, be in the A-5 Heavy Agricultural District and comply with the provisions of that zone district.~~
  - ~~3. All systems shall be installed to accommodate and facilitate connection to public sanitary sewer facilities when they become available (i.e., structure plumbing oriented to connect to sewer mains, street oriented to facilitate sewage flow).~~
  - ~~4. Execution and recording of an agreement and lien upon the property, in form and substance satisfactory to the City, that the owners will pay their pro rata share of the costs of public sewer facilities to serve the property, when installed at the discretion of the City, including development fees and street repairs.~~
2. **Groundwater.** The Subdivider shall protect the structures from groundwater by:
  1. Digging at least one test hole per acre or part thereof, at locations approved by the City Engineer, and determining the depth of the groundwater table and the permeability and percolation rate of the soils. These tests shall be performed by a qualified soils engineer at the Subdivider's expense. If a groundwater drainage system is installed to City standards, with a lateral provided to each lot for a footing drain, this testing is not required.
  2. Preparing a detailed groundwater plan for the subdivision, showing the minimum level of all floors and crawl spaces. If any floor or crawl space is to be installed within one foot or below the groundwater table or where the permeability and percolation rate of the soil is not adequate, the Subdivider shall install a groundwater drainage system to City standards, with a lateral provided to each lot for a footing drain.
  3. Making improvements to adequately remove groundwater and prevent groundwater entry into buildings, including crawl spaces.
  4. Preventing the discharge of surface water drainage into the groundwater drainage system.
3. **Storm Water.** A storm drainage plan has been prepared and is maintained by Kaysville City and Davis County. The Subdivider shall implement the portion of that plan applicable to the subdivision by:
  1. Preparing a detailed drainage plan for the subdivision which is acceptable to the City.
  2. Making sufficient improvements, such as storm drains, cross gutters, catch basins, inlets, detention basins, LID facilities and other appurtenant structures, to adequately address the WQV and dispose of 100-year frequency storm runoff within the subdivision and from adjacent properties. Said disposal system shall include the retention or treatment of the WQV, as detailed in the [City's LID Manual](#). Storm drains shall be not less than fifteen inches (15") in diameter and meet City standards and specifications.

3. Providing for restriction of the runoff from the subdivision to 0.20 cubic feet per second per acre per 100-year frequency rainfall event through one or more of the following, at the direction of the City:
  1. Conveyance (including easements) of the runoff to a regional detention/retentions/treatment site and paying the subdivisions proportional share of the cost of the regional detention facility and conveyance to the main channel; or
  2. Dedicating land and constructing regional detention/retention/treatment within the subdivision and conveyance to the main channel if said subdivision contains a proposed detention site. The Subdivider may be compensated for a portion of the cost of the regional detention and conveyance to the main channel for that which is not the proportional share for the subdivision.; or
  3. Conveyance of the ~~funoff~~ runoff to a site within the subdivision dedicated and constructed for detention and/or retention.
4. If the subdivision is within one hundred feet (100') of a natural drainage main channel, complying with all Davis County Flood Control ~~standards~~requirements and ~~shall be being~~ approved by Davis County if the drainage is a recognized Davis County Flood Control channel.
5. The storm drainage plan is not intended to and may not eliminate periodic accumulation of standing water on various lots in the subdivision during periods of heavy rainfall or runoff.
6. Unless otherwise directed or agreed to by the City Engineer, and infrastructure not located in a City right of way that is installed or used for the conveyance/treatment/detention of storm water shall require a Storm Water Maintenance Agreement to be approved by the Storm Water Official and shall be recorded with the Davis County Recorder's Office, as per KCC 9-3d-8.
4. **Culinary Water.** The Subdivider shall install water lines to make the water supply available to each lot within the subdivision, including laterals to the property line of each lot. The location and size of water mains shall be approved by the City Engineer. Unless otherwise directed by the City Engineer, subdivision water lines shall be a minimum of eight inches (8") in diameter and service laterals shall be a minimum of 3/4-inch in diameter. All water lines must be extended across the entire frontage of all existing streets and to the boundary of the subdivision on all existing or proposed City streets.
5. **Fire Hydrants.** Fire hydrants shall be installed as required. Such fire hydrants shall be of the type, size, and number as directed by the City Engineer , and installed in such locations as approved by the City. A fire hydrant shall also be placed at the end of every dead-end water line, including the end of cul-sacsde-ends.
6. **Irrigation Water.** ~~In accordance with KCC 18-3-7Unless located east of U.S. 89~~, pressure irrigation shall be provided to each lot in residential subdivisions.
  1. All gravity flow ditches through which water will continue to flow within a subdivision after its completion, whether to serve as irrigation water and/or waste flow to go from any adjacent property, shall remain in use and be piped with a minimum pipe size of at least 15 inches and shall be approved by the City Engineer and irrigation provider. Irrigation ditches which will not carry irrigation water and/or waste flow shall be removed.
  2. The Subdivider shall install pressure irrigation lines to make pressure irrigation available to each lot within the subdivision including laterals to the property line of each lot. All plans and specifications for pressure irrigation systems shall be submitted to the City Engineer and irrigation provider. Such system must be approved by the City and irrigation provider. In accordance with KCC 9-4-15 KCC 18-3-7, ~~It~~ it shall be illegal for any person to connect together a culinary water system and a non-potable water system by any method.
  3. The Subdivider shall comply with all the requirements of the provider and furnish proof thereof to the City.



4. Unless otherwise directed by the City, irrigation water and infrastructure shall remain isolated from and independent of storm water and infrastructure.
7. **Street Grading and Surfacing.** All streets whether existing or proposed, shall be graded and surfaced, including a Slurry Seal Type III preventative maintenance surface treatment applied on all new asphalt pavement in streets, in accordance with the standards and specifications of Kaysville City and the design for each street. Existing streets shall be modified to drain and function properly.
8. **Curbs and Gutters.** Curbs and gutters shall be installed by the Subdivider on existing and proposed streets in accordance with all the appropriate specifications of Kaysville City. Curb and gutter shall be thirty inches (30") wide standard high back style, and shall be placed in six inches (6") of compacted untreated base course as foundation materials.
9. **Street Drainage.** Street drainage and drainage structures shall be required where deemed necessary by the City Engineer. Drainage facilities and structures shall address storm water quality to comply with State and EPA regulations and requirements, as outlined in the City's LID Manual.
10. **Sidewalks.** Sidewalks shall be installed according to the specifications of Kaysville City. Sidewalks shall be at least four feet (4') wide with four inches (4") of compacted untreated base course material as foundation materials. Depth of sidewalks shall be four inches (4"). except at driveways, which shall be six inches (6"). Sidewalks located less than five feet (5') from the top back of curb shall be six feet (6') wide.
11. **Active Transportation Improvements.** Subdivisions which include or are adjacent to an element of the Kaysville City Active Transportation Plan shall account for and install the applicable improvements including off street shared use paths and street improvements such as striping.
12. ~~**Telecommunications Conduit.** Unless otherwise directed by the City Engineer, conduit for the purpose of housing telecommunications and internet infrastructure shall be installed in accordance with the Kaysville City Standard Drawings.~~

13. **Driveway Approaches.** All driveway approaches shall meet the following specifications:

| Specification                                                                                  | Residential | Type Commercial, Industrial, and Institutional |
|------------------------------------------------------------------------------------------------|-------------|------------------------------------------------|
| Minimum width                                                                                  | 10 feet     | 10 feet                                        |
| Maximum width                                                                                  | 40 feet     | 40 feet                                        |
| Minimum concrete thickness                                                                     | 6 inches    | 8 inches                                       |
| Minimum base course thickness                                                                  | 6 inches    | 6 inches                                       |
| Minimum distance between driveways                                                             | 12feet      | 12 feet                                        |
| Minimum distance to the point of intersection of two property lines at any street intersection | 20 feet     | 40 feet                                        |

14. **Monuments.** Permanent survey monuments shall be accurately set and established at the intersections of centerlines of streets within the subdivision and intersections with centerlines of

existing streets and the beginning and ends of curves on centerlines or points of intersections or tangents. All permanent survey monuments shall remain in place, or be reset at the Subdivider's expense, after curbs, gutter, and sidewalks are installed. Monuments shall be of a type specified in City standards, and all subdivision plats shall be tied to a section corner or monument of record, as established by the Davis County Surveyor.

**15. Electric Power System**

1. The Subdivider shall pay the cost of electric ~~syS~~stem extensions and street lights, installed by the City, to service the subdivision.
  2. The Subdivider shall be responsible to facilitate the extension of electrical distribution lines by:
    1. Planning the installation of utilities to each lot or site to be served to preclude conflict between other utilities and the electrical distribution lines.
    2. Scheduling and coordinating the actual installation of improvements to allow adequate time for construction of electrical distribution lines.
    3. Notifying the Kaysville City Power Superintendent upon completion of adequate site preparation to allow installation of electrical distribution lines.
  3. The Subdivider shall prepare the site for electrical distribution line installation before notifying Kaysville City to install said lines. Site preparation shall include but not be limited to:
    1. Installation of curb and gutter indicating permanent grade.
    2. Markers installed on curb indicating property lines.
    3. The area extending from property side of sidewalk away from the street for ten (10) feet leveled to final grade.
    4. Utilities installed less than four feet (4') below final grade not extending beyond the property line more than twelve inches (12").
  4. The Subdivider shall provide the trenching and excavations for installation of underground facilities unless waived by the City.
  5. The Subdivider shall back fill, compact, test, and guarantee the back fill of excavations for underground facilities installed.
- 16. Street Signs.** The Subdivider shall pay the cost of traffic control, street identification, and other street signs, installed by the City, in accordance with City standards. The cost will be charged to the Subdivider and shall be paid before the plat is recorded. The improvement assurance in the subdivision will not be released until after payment of the costs incurred to install the necessary street signs has been made.
- 17. Fencing of Subdivision.** A permanent solid board, metal chain link (with opaque slats if required), masonry, or other similar fence not less than six feet (6') in height shall be installed prior to the start of building construction along all boundaries with properties adjacent to the subdivision where adjacent uses are found to be non-compatible by the Planning Commission. In addition, temporary construction fencing shall be installed along appropriate boundaries or where required to contain blowing refuse prior to the start of building construction, as recommended by the City ~~Engineer~~. The construction fence shall remain in place until 90% of the lots are built on. The construction fence shall be type "D" field fence as given in the specifications. Upon installation of the permanent fence by the Subdivider, and approval by Kaysville City, individual property owners shall assume full responsibility for maintenance of fences or portions of fences constructed upon their property and shall not hold Kaysville City responsible for any and all defects of workmanship, maintenance, repair, and liabilities of any nature arising from the construction or intended use of said fences. In situations where a temporary construction fence and a non-climbable permanent fence coincide, the non-climbable permanent fence shall take the place of the temporary construction fence and shall be constructed prior to the beginning of construction within the subdivision.
- 18. Marking of Lots.** Survey markers shall be placed at all lot corners and at lot boundary locations to completely identify the lot boundaries on the ground. Lot corners shall be identified with permanent



plugs in the sidewalk or back of the curb or with a metal pipe or rod driven into the ground if sidewalks or curbs are not next to the lot boundary. All lot corners and lot boundaries shall be marked prior to the issuance of building permits, after the completion of all subdivision improvements and during building construction and inspections. It shall be the responsibility of the lot owner to insure that all lot corner and boundary markers are in place. The City is not responsible to replace survey stakes or markers.

19. **Highway Noise Abatement.** Highway noise abatement, as determined through environmental studies and engineering analysis and approved by the Planning Commission. shall be provided in all residential subdivisions within three hundred feet (300') of a freeway or principal arterial. Noise abatement may include distance of noise sensitive uses from noise sources, landscaping, earth berms, and other mitigation. The Subdivider shall pay the entire cost of any noise abatement studies and noise abatement facilities.

#### **19-6-4 Fee For Project Improvements**

1. A pioneer developer, at its own expense, with the approval of the City, or the City, at its own expense, may acquire easements or rights-of-way or install any improvements referred to in [KCC 19-6-3](#).
2. In all instances where any such easements or rights-of-way have been acquired or improvements have been installed which are planned and designed to provide service for development of a site and are necessary for the use and convenience of the occupants or users of development of a site, the City may determine the portion of such easements, rights-of-way or improvements that are site improvements and allocate to the site a pro rata cost of such easements or rights-of-way acquisition or improvements. Such pro rata cost shall be referred to as the "Fee for Project Improvements."
3. Notice of the Fee for Project Improvements shall be given to the affected property owners by certified mail, within ten (10) calendar days after receipt of such Notice, the affected property owners may file a written Notice of Appeal with the City Recorder. The City Council shall consider the appeal within thirty (30) calendar days thereafter.
4. Whenever development activity occurs on any such site, the owners thereof shall pay to the City the Fee for Project Improvements as a condition of development approval. The Fee for Project Improvements paid shall reimburse a portion of the cost incurred by the pioneer developer or City as applicable.

#### **19-7-1 Preliminary Plat Application Fee**

At the time of filing the preliminary plat, the Subdivider shall deposit with the City a non-refundable fee made payable to Kaysville City. The City Council shall by resolution from time to time prescribe the amount of such fee, which shall be for the purpose of reimbursing the City for the expense of checking and reviewing such preliminary subdivision plats.

#### **19-7-2 Final Plat Application Fee**

At the time of filing the final plat, the Subdivider shall deposit with the City a non-refundable fee made payable to Kaysville City. The City Council shall by resolution from time to time prescribe the amount of such fee, which shall be for the purpose of reimbursing the City for the expense of checking and reviewing such final subdivision plats.

#### **19-7-3 Recording Fee**

At the time of recording the final plat, the Subdivider shall be responsible for the recording fee.

#### **19-7-4 Inspection Fee**

Prior to recording the final plat, the Subdivider shall deposit with the City a construction inspection fee. The City Council shall by resolution from time to time prescribe the amount of such fee, which shall be for

the purpose of reimbursing the City for the expense of review and inspection of the subdivision improvements.



## **Part 6 Subdivisions**

### **10-9a-601 Enactment of subdivision ordinance.**

- (1) The legislative body of a municipality may enact ordinances requiring that a subdivision plat comply with the provisions of the municipality's ordinances and this part before:
  - (a) the subdivision plat may be filed and recorded in the county recorder's office; and
  - (b) lots may be sold.
- (2) If the legislative body fails to enact a subdivision ordinance, the municipality may regulate subdivisions only to the extent provided in this part.
- (3) The joining of a lot or lots to a parcel does not constitute a subdivision as to the parcel or subject the parcel to the municipality's subdivision ordinance.
- (4) A legislative body may adopt a land use regulation that specifies that combining lots does not require a subdivision plat amendment.

Amended by Chapter 355, 2022 General Session

### **10-9a-602 Planning commission preparation and recommendation of subdivision ordinance -- Adoption or rejection by legislative body.**

- (1) A planning commission shall:
  - (a) review and provide a recommendation to the legislative body on any proposed ordinance that regulates the subdivision of land in the municipality;
  - (b) review and make a recommendation to the legislative body on any proposed ordinance that amends the regulation of the subdivision of the land in the municipality;
  - (c) provide notice consistent with Section 10-9a-205; and
  - (d) hold a public hearing on the proposed ordinance before making the planning commission's final recommendation to the legislative body.
- (2)
  - (a) A legislative body may adopt, modify, revise, or reject an ordinance described in Subsection (1) that the planning commission recommends.
  - (b) A legislative body may consider a planning commission's failure to make a timely recommendation as a negative recommendation if the legislative body has provided for that consideration by ordinance.

Amended by Chapter 384, 2019 General Session

### **10-9a-603 Plat required when land is subdivided -- Approval of plat -- Owner acknowledgment, surveyor certification, and underground utility facility owner verification of plat -- Recording plat.**

- (1) As used in this section:
  - (a)
    - (i) "Facility owner" means the same as that term is defined in Section 73-1-15.5.
    - (ii) "Facility owner" includes a canal owner or associated canal operator contact described in:
      - (A) Section 10-9a-211;
      - (B) Subsection 73-5-7(3); or
      - (C) Subsection (6)(c).
  - (b) "Local health department" means the same as that term is defined in Section 26A-1-102.

- (c) "State engineer's inventory of canals" means the state engineer's inventory of water conveyance systems established in Section 73-5-7.
- (d) "Underground facility" means the same as that term is defined in Section 54-8a-2.
- (e) "Water conveyance facility" means the same as that term is defined in Section 73-1-15.5.
- (2) Unless exempt under Section 10-9a-605 or excluded from the definition of subdivision under Section 10-9a-103, whenever any land is laid out and platted, the owner of the land shall provide to the municipality in which the land is located an accurate plat that describes or specifies:
  - (a) a subdivision name that is distinct from any subdivision name on a plat recorded in the county recorder's office;
  - (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 any other 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 for all parcels, units, or lots, and length and width of the blocks and lots intended for sale;
  - (d) every existing right-of-way and recorded easement located within the plat for:
    - (i) an underground facility;
    - (ii) a water conveyance facility; or
    - (iii) any other utility facility; and
  - (e) any water conveyance facility located, entirely or partially, within the plat that:
    - (i) is not recorded; and
    - (ii) of which the owner of the land has actual or constructive knowledge, including from information made available to the owner of the land:
      - (A) in the state engineer's inventory of canals; or
      - (B) from a surveyor under Subsection (6)(c).
- (3)
  - (a) Subject to Subsections (4), (6), and (7), if the plat conforms to the municipality's ordinances and this part and has been approved by the culinary water authority, the sanitary sewer authority, and the local health department, if the local health department and the municipality consider the local health department's approval necessary, the municipality shall approve the plat.
  - (b) Municipalities are encouraged to receive a recommendation from the fire authority and the public safety answering point before approving a plat.
  - (c) A municipality may not require that a plat be approved or signed by a person or entity who:
    - (i) is not an employee or agent of the municipality; or
    - (ii) does not:
      - (A) have a legal or equitable interest in the property within the proposed subdivision;
      - (B) provide a utility or other service directly to a lot within the subdivision;
      - (C) own an easement or right-of-way adjacent to the proposed subdivision who signs for the purpose of confirming the accuracy of the location of the easement or right-of-way in relation to the plat; or
      - (D) provide culinary public water service whose source protection zone designated as provided in Section 19-4-113 is included, in whole or in part, within the proposed subdivision.
  - (d) A municipality shall:



- (i) within 20 days after the day on which an owner of land submits to the municipality a complete subdivision plat land use application, mail written notice of the proposed subdivision to the facility owner of any water conveyance facility located, entirely or partially, within 100 feet of the subdivision plat, as determined using information made available to the municipality:
  - (A) from the facility owner under Section 10-9a-211, using mapping-grade global positioning satellite units or digitized data from the most recent aerial photo available to the facility owner;
  - (B) in the state engineer's inventory of canals; or
  - (C) from a surveyor under Subsection (6)(c); and
- (ii) not approve the subdivision plat for at least 20 days after the day on which the municipality mails to each facility owner the notice described in Subsection (3)(d)(i), in order to receive any comments from each facility owner regarding:
  - (A) access to the water conveyance facility;
  - (B) maintenance of the water conveyance facility;
  - (C) protection of the water conveyance facility;
  - (D) safety of the water conveyance facility; or
  - (E) any other issue related to water conveyance facility operations.
- (e) When applicable, the owner of the land seeking subdivision plat approval shall comply with Section 73-1-15.5.
- (f) A facility owner's failure to provide comments to a municipality in accordance with Subsection (3)(d)(ii) does not affect or impair the municipality's authority to approve the subdivision plat.
- (4) The municipality may withhold an otherwise valid plat approval until the owner of the land provides the legislative body with a tax clearance indicating that all taxes, interest, and penalties owing on the land have been paid.
- (5)
  - (a) Within 30 days after approving a final plat under this section, a municipality shall submit to the Utah Geospatial Resource Center, created in Section 63A-16-505, for inclusion in the unified statewide 911 emergency service database described in Subsection 63H-7a-304(4)(b):
    - (i) an electronic copy of the approved final plat; or
    - (ii) preliminary geospatial data that depict any new streets and situs addresses proposed for construction within the bounds of the approved plat.
  - (b) If requested by the Utah Geospatial Resource Center, a municipality that approves a final plat under this section shall:
    - (i) coordinate with the Utah Geospatial Resource Center to validate the information described in Subsection (5)(a); and
    - (ii) assist the Utah Geospatial Resource Center in creating electronic files that contain the information described in Subsection (5)(a) for inclusion in the unified statewide 911 emergency service database.
- (6)
  - (a) A county recorder may not record a plat unless:
    - (i) prior to recordation, the municipality has approved and signed the plat;
    - (ii) each owner of record of land described on the plat has signed the owner's dedication as shown on the plat; and
    - (iii) the signature of each owner described in Subsection (6)(a)(ii) is acknowledged as provided by law.
  - (b) A surveyor who prepares the plat shall certify that the surveyor:

- (i) holds a license in accordance with Title 58, Chapter 22, Professional Engineers and Professional Land Surveyors Licensing Act;
  - (ii)
    - (A) has completed a survey of the property described on the plat in accordance with Section 17-23-17 and has verified all measurements; or
    - (B) has referenced a record of survey map of the existing property boundaries shown on the plat and verified the locations of the boundaries; and
  - (iii) has placed monuments as represented on the plat.
- (c)
- (i) To the extent possible, the surveyor shall consult with the owner or operator, or a representative designated by the owner or operator, of an existing water conveyance facility located within the proposed subdivision, or an existing or proposed underground facility or utility facility located within the proposed subdivision, to verify the accuracy of the surveyor's depiction of the:
    - (A) boundary, course, dimensions, and intended use of the public rights-of-way, a public or private easement, or grants of record;
    - (B) location of the existing water conveyance facility, or the existing or proposed underground facility or utility facility; and
    - (C) physical restrictions governing the location of the existing or proposed underground facility or utility facility.
  - (ii) The cooperation of an owner or operator of a water conveyance facility, underground facility, or utility facility under Subsection (6)(c)(i):
    - (A) indicates only that the plat approximates the location of the existing facilities but does not warrant or verify their precise location; and
    - (B) does not affect a right that the owner or operator has under Title 54, Chapter 8a, Damage to Underground Utility Facilities, a recorded easement or right-of-way, the law applicable to prescriptive rights, or any other provision of law.
- (7)
- (a) Except as provided in Subsection (6)(c), after the plat has been acknowledged, certified, and approved, the owner of the land seeking to record the plat shall, within the time period and manner designated by ordinance, record the plat in the county recorder's office in the county in which the lands platted and laid out are situated.
  - (b) A failure to record a plat within the time period designated by ordinance renders the plat voidable by the municipality.
- (8) A municipality acting as a land use authority shall approve a condominium plat that complies with the requirements of Section 57-8-13 unless the condominium plat violates a land use regulation of the municipality.

Amended by Chapter 355, 2022 General Session

**10-9a-604 Subdivision plat approval procedure -- Effect of not complying.**

- (1) A person may not submit a subdivision plat to the county recorder's office for recording unless:
  - (a) the person has complied with the requirements of Subsection 10-9a-603(6)(a);
  - (b) the plat has been approved by:
    - (i) the land use authority of the municipality in which the land described in the plat is located; and
    - (ii) other officers that the municipality designates in its ordinance;



- (c) all approvals described in Subsection (1)(b) are entered in writing on the plat by the designated officers; and
  - (d) if the person submitting the plat intends the plat to be or if the plat is part of a community association subject to Title 57, Chapter 8a, Community Association Act, the plat includes language conveying to the association, as that term is defined in Section 57-8a-102, all common areas, as that term is defined in Section 57-8a-102.
- (2) A subdivision plat recorded without the signatures required under this section is void.
- (3) A transfer of land pursuant to a void plat is voidable by the land use authority.

Amended by Chapter 47, 2021 General Session

**10-9a-604.1 Process for subdivision review and approval.**

- (1)
- (a) As used in this section, an "administrative land use authority" means an individual, board, or commission, appointed or employed by a municipality, including municipal staff or a municipal planning commission.
  - (b) "Administrative land use authority" does not include a municipal legislative body or a member of a municipal legislative body.
- (2)
- (a) This section applies to land use decisions arising from subdivision applications for single-family dwellings, two-family dwellings, or townhomes.
  - (b) This section does not apply to land use regulations adopted, approved, or agreed upon by a legislative body exercising land use authority in the review of land use applications for zoning or other land use regulation approvals.
- (3) A municipal ordinance governing the subdivision of land shall:
- (a) comply with this section, and establish a standard method and form of application for preliminary subdivision applications and final subdivision applications; and
  - (b)
    - (i) designate a single administrative land use authority for the review of preliminary applications to subdivide land; or
    - (ii) if the municipality has adopted an ordinance that establishes a separate procedure for the review and approval of subdivisions under Section 10-9a-605, the municipality may designate a different and separate administrative land use authority for the approval of subdivisions under Section 10-9a-605.
- (4)
- (a) If an applicant requests a pre-application meeting, the municipality shall, within 15 business days after the request, schedule the meeting to review the concept plan and give initial feedback.
  - (b) At the pre-application meeting, the municipal staff shall provide or have available on the municipal website the following:
    - (i) copies of applicable land use regulations;
    - (ii) a complete list of standards required for the project;
    - (iii) preliminary and final application checklists; and
    - (iv) feedback on the concept plan.
- (5) A preliminary subdivision application shall comply with all applicable municipal ordinances and requirements of this section.
- (6) An administrative land use authority may complete a preliminary subdivision application review in a public meeting or at a municipal staff level.

- (7) With respect to a preliminary application to subdivide land, an administrative land use authority may:
  - (a) receive public comment; and
  - (b) hold no more than one public hearing.
- (8) If a preliminary subdivision application complies with the applicable municipal ordinances and the requirements of this section, the administrative land use authority shall approve the preliminary subdivision application.
- (9) A municipality shall review and approve or deny a final subdivision plat application in accordance with the provisions of this section and municipal ordinances, which:
  - (a) may permit concurrent processing of the final subdivision plat application with the preliminary subdivision plat application; and
  - (b) may not require planning commission or city council approval.
- (10) If a final subdivision application complies with the requirements of this section, the applicable municipal ordinances, and the preliminary subdivision approval granted under Subsection (9)
  - (a), a municipality shall approve the final subdivision application.

Enacted by Chapter 501, 2023 General Session

**10-9a-604.2 Review of subdivision land use applications and subdivision improvement plans.**

- (1) As used in this section:
  - (a) "Review cycle" means the occurrence of:
    - (i) the applicant's submittal of a complete subdivision land use application;
    - (ii) the municipality's review of that subdivision land use application;
    - (iii) the municipality's response to that subdivision land use application, in accordance with this section; and
    - (iv) the applicant's reply to the municipality's response that addresses each of the municipality's required modifications or requests for additional information.
  - (b) "Subdivision improvement plans" means the civil engineering plans associated with required infrastructure and municipally controlled utilities required for a subdivision.
  - (c) "Subdivision ordinance review" means review by a municipality to verify that a subdivision land use application meets the criteria of the municipality's subdivision ordinances.
  - (d) "Subdivision plan review" means a review of the applicant's subdivision improvement plans and other aspects of the subdivision land use application to verify that the application complies with municipal ordinances and applicable standards and specifications.
- (2) The review cycle restrictions and requirements of this section do not apply to the review of subdivision applications affecting property within identified geological hazard areas.
- (3)
  - (a) No later than 15 business days after the day on which an applicant submits a complete preliminary subdivision land use application for a residential subdivision for single-family dwellings, two-family dwellings, or townhomes, the municipality shall complete the initial review of the application, including subdivision improvement plans.
  - (b) A municipality shall maintain and publish a list of the items comprising the complete preliminary subdivision land use application, including:
    - (i) the application;
    - (ii) the owner's affidavit;
    - (iii) an electronic copy of all plans in PDF format;
    - (iv) the preliminary subdivision plat drawings; and



- (v) a breakdown of fees due upon approval of the application.
- (4)
  - (a) A municipality shall publish a list of the items that comprise a complete final subdivision land use application.
  - (b) No later than 20 business days after the day on which an applicant submits a plat, the municipality shall complete a review of the applicant's final subdivision land use application for a residential subdivision for single-family dwellings, two-family dwellings, or townhomes, including all subdivision plan reviews.
- (5)
  - (a) In reviewing a subdivision land use application, a municipality may require:
    - (i) additional information relating to an applicant's plans to ensure compliance with municipal ordinances and approved standards and specifications for construction of public improvements; and
    - (ii) modifications to plans that do not meet current ordinances, applicable standards or specifications, or do not contain complete information.
  - (b) A municipality's request for additional information or modifications to plans under Subsection (5)(a)(i) or (ii) shall be specific and include citations to ordinances, standards, or specifications that require the modifications to plans, and shall be logged in an index of requested modifications or additions.
  - (c) A municipality may not require more than four review cycles.
  - (d)
    - (i) Subject to Subsection (5)(d)(ii), unless the change or correction is necessitated by the applicant's adjustment to a plan set or an update to a phasing plan that adjusts the infrastructure needed for the specific development, a change or correction not addressed or referenced in a municipality's plan review is waived.
    - (ii) A modification or correction necessary to protect public health and safety or to enforce state or federal law may not be waived.
    - (iii) If an applicant makes a material change to a plan set, the municipality has the discretion to restart the review process at the first review of the final application, but only with respect to the portion of the plan set that the material change substantively effects.
  - (e) If an applicant does not submit a revised plan within 20 business days after the municipality requires a modification or correction, the municipality shall have an additional 20 business days to respond to the plans.
- (6) After the applicant has responded to the final review cycle, and the applicant has complied with each modification requested in the municipality's previous review cycle, the municipality may not require additional revisions if the applicant has not materially changed the plan, other than changes that were in response to requested modifications or corrections.
- (7)
  - (a) In addition to revised plans, an applicant shall provide a written explanation in response to the municipality's review comments, identifying and explaining the applicant's revisions and reasons for declining to make revisions, if any.
  - (b) The applicant's written explanation shall be comprehensive and specific, including citations to applicable standards and ordinances for the design and an index of requested revisions or additions for each required correction.
  - (c) If an applicant fails to address a review comment in the response, the review cycle is not complete and the subsequent review cycle may not begin until all comments are addressed.
- (8)

- (a) If, on the fourth or final review, a municipality fails to respond within 20 business days, the municipality shall, upon request of the property owner, and within 10 business days after the day on which the request is received:
  - (i) for a dispute arising from the subdivision improvement plans, assemble an appeal panel in accordance with Subsection 10-9a-508(5)(d) to review and approve or deny the final revised set of plans; or
  - (ii) for a dispute arising from the subdivision ordinance review, advise the applicant, in writing, of the deficiency in the application and of the right to appeal the determination to a designated appeal authority.

Enacted by Chapter 501, 2023 General Session

**10-9a-604.5 Subdivision plat recording or development activity before required landscaping or infrastructure is completed -- Improvement completion assurance -- Improvement warranty.**

- (1) As used in this section, "public landscaping improvement" means landscaping that an applicant is required to install to comply with published installation and inspection specifications for public improvements that:
  - (a) will be dedicated to and maintained by the municipality; or
  - (b) are associated with and proximate to trail improvements that connect to planned or existing public infrastructure.
- (2) A land use authority shall establish objective inspection standards for acceptance of a public landscaping improvement or infrastructure improvement that the land use authority requires.
- (3)
  - (a) Before an applicant conducts any development activity or records a plat, the applicant shall:
    - (i) complete any required public landscaping improvements or infrastructure improvements; or
    - (ii) post an improvement completion assurance for any required public landscaping improvements or infrastructure improvements.
  - (b) If an applicant elects to post an improvement completion assurance, the applicant shall provide completion assurance for:
    - (i) completion of 100% of the required public landscaping improvements or infrastructure improvements; or
    - (ii) if the municipality has inspected and accepted a portion of the public landscaping improvements or infrastructure improvements, 100% of the incomplete or unaccepted public landscaping improvements or infrastructure improvements.
  - (c) A municipality shall:
    - (i) establish a minimum of two acceptable forms of completion assurance;
    - (ii) if an applicant elects to post an improvement completion assurance, allow the applicant to post an assurance that meets the conditions of this title, and any local ordinances;
    - (iii) establish a system for the partial release of an improvement completion assurance as portions of required public landscaping improvements or infrastructure improvements are completed and accepted in accordance with local ordinance; and
    - (iv) issue or deny a building permit in accordance with Section 10-9a-802 based on the installation of public landscaping improvements or infrastructure improvements.
  - (d) A municipality may not require an applicant to post an improvement completion assurance for:
    - (i) public landscaping improvements or an infrastructure improvement that the municipality has previously inspected and accepted;



- (ii) infrastructure improvements that are private and not essential or required to meet the building code, fire code, flood or storm water management provisions, street and access requirements, or other essential necessary public safety improvements adopted in a land use regulation;
  - (iii) in a municipality where ordinances require all infrastructure improvements within the area to be private, infrastructure improvements within a development that the municipality requires to be private; or
  - (iv) landscaping improvements that are not public landscaping improvements, as defined in Section 10-9a-103, unless the landscaping improvements and completion assurance are required under the terms of a development agreement.
- (4)
- (a) Except as provided in Subsection (4)(c), as a condition for increased density or other entitlement benefit not currently available under the existing zone, a municipality may require a completion assurance bond for landscaped amenities and common area that are dedicated to and maintained by a homeowners association.
  - (b) Any agreement regarding a completion assurance bond under Subsection (4)(a) between the applicant and the municipality shall be memorialized in a development agreement.
  - (c) A municipality may not require a completion assurance bond for the landscaping of residential lots or the equivalent open space surrounding single-family attached homes, whether platted as lots or common area.
- (5) The sum of the improvement completion assurance required under Subsections (3) and (4) may not exceed the sum of:
- (a) 100% of the estimated cost of the public landscaping improvements or infrastructure improvements, as evidenced by an engineer's estimate or licensed contractor's bid; and
  - (b) 10% of the amount of the bond to cover administrative costs incurred by the municipality to complete the improvements, if necessary.
- (6) At any time before a municipality accepts a public landscaping improvement or infrastructure improvement, and for the duration of each improvement warranty period, the municipality may require the applicant to:
- (a) execute an improvement warranty for the improvement warranty period; and
  - (b) post a cash deposit, surety bond, letter of credit, or other similar security, as required by the municipality, in the amount of up to 10% of the lesser of the:
    - (i) municipal engineer's original estimated cost of completion; or
    - (ii) applicant's reasonable proven cost of completion.
- (7) When a municipality accepts an improvement completion assurance for public landscaping improvements or infrastructure improvements for a development in accordance with Subsection (3)(c)(ii), the municipality may not deny an applicant a building permit if the development meets the requirements for the issuance of a building permit under the building code and fire code.
- (8) The provisions of this section do not supersede the terms of a valid development agreement, an adopted phasing plan, or the state construction code.

Amended by Chapter 478, 2023 General Session

**10-9a-604.9 Effective dates of Sections 10-9a-604.1 and 10-9a-604.2.**

- (1) Except as provided in Subsection (2), Sections 10-9a-604.1 and 10-9a-604.2 do not apply until December 31, 2024.
- (2) For a specified municipality, as defined in Section 10-9a-408, Sections 10-9a-604.1 and 10-9a-604.2 do not apply until February 1, 2024.

Enacted by Chapter 501, 2023 General Session

**10-9a-605 Exemptions from plat requirement.**

- (1) Notwithstanding any other provision of law, a plat is not required if:
  - (a) a municipality establishes a process to approve an administrative land use decision for a subdivision of 10 or fewer lots without a plat; and
  - (b) the municipality provides in writing that:
    - (i) the municipality has provided notice as required by ordinance; and
    - (ii) the proposed subdivision:
      - (A) is not traversed by the mapped lines of a proposed street as shown in the general plan unless the municipality has approved the location and dedication of any public street, municipal utility easement, any other easement, or any other land for public purposes as the municipality's ordinance requires;
      - (B) has been approved by the culinary water authority and the sanitary sewer authority;
      - (C) is located in a zoned area; and
      - (D) conforms to all applicable land use ordinances or has properly received a variance from the requirements of an otherwise conflicting and applicable land use ordinance.
- (2)
  - (a) Subject to Subsection (1), a lot or parcel resulting from a division of agricultural land is exempt from the plat requirements of Section 10-9a-603 if the lot or parcel:
    - (i) qualifies as land in agricultural use under Section 59-2-502;
    - (ii) meets the minimum size requirement of applicable land use ordinances; and
    - (iii) is not used and will not be used for any nonagricultural purpose.
  - (b) The boundaries of each lot or parcel exempted under Subsection (2)(a) shall be graphically illustrated on a record of survey map that, after receiving the same approvals as are required for a plat under Section 10-9a-604, shall be recorded with the county recorder.
  - (c) If a lot or parcel exempted under Subsection (2)(a) is used for a nonagricultural purpose, the municipality may require the lot or parcel to comply with the requirements of Section 10-9a-603.
- (3)
  - (a) Documents recorded in the county recorder's office that divide property by a metes and bounds description do not create an approved subdivision allowed by this part unless the land use authority's certificate of written approval required by Subsection (1) is attached to the document.
  - (b) The absence of the certificate or written approval required by Subsection (1) does not:
    - (i) prohibit the county recorder from recording a document; or
    - (ii) affect the validity of a recorded document.
  - (c) A document which does not meet the requirements of Subsection (1) may be corrected by the recording of an affidavit to which the required certificate or written approval is attached and that complies with Section 57-3-106.

Amended by Chapter 434, 2020 General Session

**10-9a-606 Common area parcels on a plat -- No separate ownership -- Ownership interest equally divided among other parcels on plat and included in description of other parcels.**

- (1) As used in this section:
  - (a) "Association" means the same as that term is defined in:



- (i) regarding a common area, Section 57-8a-102; and
  - (ii) regarding a common area and facility, Section 57-8-3.
- (b) "Common area" means the same as that term is defined in Section 57-8a-102.
- (c) "Common area and facility" means the same as that term is defined in Section 57-8-3.
- (d) "Declarant" means the same as that term is defined in:
  - (i) regarding a common area, Section 57-8a-102; and
  - (ii) regarding a common area and facility, Section 57-8-3.
- (e) "Declaration," regarding a common area and facility, means the same as that term is defined in Section 57-8-3.
- (f) "Period of administrative control" means the same as that term is defined in:
  - (i) regarding a common area, Section 57-8a-102; and
  - (ii) regarding a common area and facility, Section 57-8-3.
- (2) A person may not separately own, convey, or modify a parcel designated as a common area or common area and facility, on a plat recorded in compliance with this part, independent of the other lots, units, or parcels created by the plat unless:
  - (a) an association holds in trust the parcel designated as a common area for the owners of the other lots, units, or parcels created by the plat; or
  - (b) the conveyance or modification is approved under Subsection (5).
- (3) If a conveyance or modification of a common area or common area and facility is approved in accordance with Subsection (5), the person who presents the instrument of conveyance to a county recorder shall:
  - (a) attach a notice of the approval described in Subsection (5) as an exhibit to the document of conveyance; or
  - (b) record a notice of the approval described in Subsection (5) concurrently with the conveyance as a separate document.
- (4) When a plat contains a common area or common area and facility:
  - (a) for purposes of assessment, each parcel that the plat creates has an equal ownership interest in the common area or common area and facility within the plat, unless the plat or an accompanying recorded document indicates a different division of interest for assessment purposes; and
  - (b) each instrument describing a parcel on the plat by the parcel's identifying plat number implicitly includes the ownership interest in the common area or common area and facility, even if that ownership interest is not explicitly stated in the instrument.
- (5) Notwithstanding Subsection (2), a person may modify the size or location of or separately convey a common area or common area and facility if the following approve the conveyance or modification:
  - (a) the local government;
  - (b)
    - (i) for a common area that an association owns, 67% of the voting interests in the association; or
    - (ii) for a common area that an association does not own, or for a common area and facility, 67% of the owners of lots, units, and parcels designated on a plat that is subject to a declaration and on which the common area or common area and facility is included; and
  - (c) during the period of administrative control, the declarant.

Amended by Chapter 405, 2017 General Session

## **10-9a-607 Dedication by plat of public streets and other public places.**

- (1) A plat that is signed, dedicated, and acknowledged by each owner of record, and approved according to the procedures specified in this part, operates, when recorded, as a dedication of all public streets and other public places, and vests the fee of those parcels of land in the municipality for the public for the uses named or intended in the plat.
- (2) The dedication established by this section does not impose liability upon the municipality for public streets and other public places that are dedicated in this manner but are unimproved unless:
  - (a) adequate financial assurance has been provided in accordance with this chapter; and
  - (b) the municipality has accepted the dedication.

Amended by Chapter 384, 2019 General Session

**10-9a-608 Subdivision amendments.**

- (1)
  - (a) A fee owner of land, as shown on the last county assessment roll, in a subdivision that has been laid out and platted as provided in this part may file a written petition with the land use authority to request a subdivision amendment.
  - (b) Upon filing a written petition to request a subdivision amendment under Subsection (1)(a), the owner shall prepare and, if approved by the land use authority, record a plat in accordance with Section 10-9a-603 that:
    - (i) depicts only the portion of the subdivision that is proposed to be amended;
    - (ii) includes a plat name distinguishing the amended plat from the original plat;
    - (iii) describes the differences between the amended plat and the original plat; and
    - (iv) includes references to the original plat.
  - (c) If a petition is filed under Subsection (1)(a), the land use authority shall provide notice of the petition by mail, email, or other effective means to each affected entity that provides a service to an owner of record of the portion of the plat that is being vacated or amended at least 10 calendar days before the land use authority may approve the petition for a subdivision amendment.
  - (d) If a petition is filed under Subsection (1)(a), the land use authority shall hold a public hearing within 45 days after the day on which the petition is filed if:
    - (i) any owner within the plat notifies the municipality of the owner's objection in writing within 10 days of mailed notification; or
    - (ii) a public hearing is required because all of the owners in the subdivision have not signed the revised plat.
  - (e) A land use authority may not approve a petition for a subdivision amendment under this section unless the amendment identifies and preserves any easements owned by a culinary water authority and sanitary sewer authority for existing facilities located within the subdivision.
- (2) The public hearing requirement of Subsection (1)(d) does not apply and a land use authority may consider at a public meeting an owner's petition for a subdivision amendment if:
  - (a) the petition seeks to:
    - (i) join two or more of the petitioner fee owner's contiguous lots;
    - (ii) subdivide one or more of the petitioning fee owner's lots, if the subdivision will not result in a violation of a land use ordinance or a development condition;
    - (iii) adjust the lot lines of adjoining lots or between a lot and an adjoining parcel if the fee owners of each of the adjoining properties join in the petition, regardless of whether the properties are located in the same subdivision;



- (iv) on a lot owned by the petitioning fee owner, adjust an internal lot restriction imposed by the local political subdivision; or
  - (v) alter the plat in a manner that does not change existing boundaries or other attributes of lots within the subdivision that are not:
    - (A) owned by the petitioner; or
    - (B) designated as a common area; and
  - (b) notice has been given to adjoining property owners in accordance with any applicable local ordinance.
- (3) A petition under Subsection (1)(a) that contains a request to amend a public street or municipal utility easement is also subject to Section 10-9a-609.5.
- (4) A petition under Subsection (1)(a) that contains a request to amend an entire plat or a portion of a plat shall include:
  - (a) the name and address of each owner of record of the land contained in the entire plat or on that portion of the plat described in the petition; and
  - (b) the signature of each owner described in Subsection (4)(a) who consents to the petition.
- (5)
  - (a) The owners of record of adjoining properties where one or more of the properties is a lot may exchange title to portions of those properties if the exchange of title is approved by the land use authority as a lot line adjustment in accordance with Subsection (5)(b).
  - (b) The land use authority shall approve a lot line adjustment under Subsection (5)(a) if the exchange of title will not result in a violation of any land use ordinance.
  - (c) If a lot line adjustment is approved under Subsection (5)(b):
    - (i) a notice of lot line adjustment approval shall be recorded in the office of the county recorder which:
      - (A) is approved by the land use authority; and
      - (B) recites the legal descriptions of both the original properties and the properties resulting from the exchange of title; and
    - (ii) a document of conveyance shall be recorded in the office of the county recorder.
  - (d) A notice of approval recorded under this Subsection (5) does not act as a conveyance of title to real property and is not required in order to record a document conveying title to real property.
- (6)
  - (a) The name of a recorded subdivision may be changed by recording an amended plat making that change, as provided in this section and subject to Subsection (6)(c).
  - (b) The surveyor preparing the amended plat shall certify that the surveyor:
    - (i) holds a license in accordance with Title 58, Chapter 22, Professional Engineers and Professional Land Surveyors Licensing Act;
    - (ii)
      - (A) has completed a survey of the property described on the plat in accordance with Section 17-23-17 and has verified all measurements; or
      - (B) has referenced a record of survey map of the existing property boundaries shown on the plat and verified the locations of the boundaries; and
    - (iii) has placed monuments as represented on the plat.
  - (c) An owner of land may not submit for recording an amended plat that gives the subdivision described in the amended plat the same name as a subdivision in a plat already recorded in the county recorder's office.
  - (d) Except as provided in Subsection (6)(a), the recording of a declaration or other document that purports to change the name of a recorded plat is void.

Amended by Chapter 501, 2023 General Session

**10-9a-609 Land use authority approval of vacation or amendment of plat -- Recording the amended plat.**

- (1) The land use authority may approve the vacation or amendment of a plat by signing an amended plat showing the vacation or amendment if the land use authority finds that:
  - (a) there is good cause for the vacation or amendment; and
  - (b) no public street or municipal utility easement has been vacated or amended.
- (2)
  - (a) The land use authority shall ensure that the amended plat showing the vacation or amendment is recorded in the office of the county recorder in which the land is located.
  - (b) If the amended plat is approved and recorded in accordance with this section, the recorded plat shall vacate, supersede, and replace any contrary provision in a previously recorded plat of the same land.
- (3)
  - (a) A legislative body may vacate a subdivision or a portion of a subdivision by recording in the county recorder's office an ordinance describing the subdivision or the portion being vacated.
  - (b) The recorded vacating ordinance shall replace a previously recorded plat described in the vacating ordinance.
- (4) An amended plat may not be submitted to the county recorder for recording unless it is:
  - (a) signed by the land use authority; and
  - (b) signed, acknowledged, and dedicated by each owner of record of the portion of the plat that is amended.
- (5) A management committee may sign and dedicate an amended plat as provided in Title 57, Chapter 8, Condominium Ownership Act.
- (6) A plat may be corrected as provided in Section 57-3-106.

Amended by Chapter 384, 2019 General Session

**10-9a-609.5 Petition to vacate a public street.**

- (1) In lieu of vacating some or all of a public street through a plat or amended plat in accordance with Sections 10-9a-603 through 10-9a-609, a legislative body may approve a petition to vacate a public street in accordance with this section.
- (2) A petition to vacate some or all of a public street or municipal utility easement shall include:
  - (a) the name and address of each owner of record of land that is:
    - (i) adjacent to the public street or municipal utility easement between the two nearest public street intersections; or
    - (ii) accessed exclusively by or within 300 feet of the public street or municipal utility easement;
  - (b) proof of written notice to operators of utilities and culinary water or sanitary sewer facilities located within the bounds of the public street or municipal utility easement sought to be vacated; and
  - (c) the signature of each owner under Subsection (2)(a) who consents to the vacation.
- (3) If a petition is submitted containing a request to vacate some or all of a public street or municipal utility easement, the legislative body shall hold a public hearing in accordance with Section 10-9a-208 and determine whether:
  - (a) good cause exists for the vacation; and
  - (b) the public interest or any person will be materially injured by the proposed vacation.



- (4) The legislative body may adopt an ordinance granting a petition to vacate some or all of a public street or municipal utility easement if the legislative body finds that:
  - (a) good cause exists for the vacation; and
  - (b) neither the public interest nor any person will be materially injured by the vacation.
- (5) If the legislative body adopts an ordinance vacating some or all of a public street or municipal utility easement, the legislative body shall ensure that one or both of the following is recorded in the office of the recorder of the county in which the land is located:
  - (a) a plat reflecting the vacation; or
  - (b)
    - (i) an ordinance described in Subsection (4); and
    - (ii) a legal description of the public street to be vacated.
- (6) The action of the legislative body vacating some or all of a public street or municipal utility easement that has been dedicated to public use:
  - (a) operates to the extent to which it is vacated, upon the effective date of the recorded plat or ordinance, as a revocation of the acceptance of and the relinquishment of the municipality's fee in the vacated public street or municipal utility easement; and
  - (b) may not be construed to impair:
    - (i) any right-of-way or easement of any parcel or lot owner;
    - (ii) the rights of any public utility; or
    - (iii) the rights of a culinary water authority or sanitary sewer authority.
- (7)
  - (a) A municipality may submit a petition, in accordance with Subsection (2), and initiate and complete a process to vacate some or all of a public street.
  - (b) If a municipality submits a petition and initiates a process under Subsection (7)(a):
    - (i) the legislative body shall hold a public hearing;
    - (ii) the petition and process may not apply to or affect a public utility easement, except to the extent:
      - (A) the easement is not a protected utility easement as defined in Section 54-3-27;
      - (B) the easement is included within the public street; and
      - (C) the notice to vacate the public street also contains a notice to vacate the easement; and
    - (iii) a recorded ordinance to vacate a public street has the same legal effect as vacating a public street through a recorded plat or amended plat.
- (8) A legislative body may not approve a petition to vacate a public street under this section unless the vacation identifies and preserves any easements owned by a culinary water authority and sanitary sewer authority for existing facilities located within the public street.

Amended by Chapter 385, 2021 General Session

#### **10-9a-610 Restrictions for solar and other energy devices.**

The land use authority may refuse to approve or renew any plat, subdivision plan, or dedication of any street or other ground, if deed restrictions, covenants, or similar binding agreements running with the land for the lots or parcels covered by the plat or subdivision prohibit or have the effect of prohibiting reasonably sited and designed solar collectors, clotheslines, or other energy devices based on renewable resources from being installed on buildings erected on lots or parcels covered by the plat or subdivision.

Renumbered and Amended by Chapter 254, 2005 General Session

**10-9a-611 Prohibited acts.**

- (1)
  - (a)
    - (i) If a subdivision requires a plat, an owner of any land located in a subdivision who transfers or sells any land in that subdivision before a plat of the subdivision has been approved and recorded violates this part for each lot or parcel transferred or sold.
    - (ii) A violation of Subsection (1)(a)(i) is an infraction.
  - (b) The description by metes and bounds in an instrument of transfer or other documents used in the process of selling or transferring does not exempt the transaction from being a violation of Subsection (1)(a) or from the penalties or remedies provided in this chapter.
  - (c) Notwithstanding any other provision of this Subsection (1), the recording of an instrument of transfer or other document used in the process of selling or transferring real property that violates this part:
    - (i) does not affect the validity of the instrument or other document; and
    - (ii) does not affect whether the property that is the subject of the instrument or other document complies with applicable municipal ordinances on land use and development.
- (2)
  - (a) A municipality may bring an action against an owner to require the property to conform to the provisions of this part or an ordinance enacted under the authority of this part.
  - (b) An action under this Subsection (2) may include an injunction or any other appropriate action or proceeding to prevent or enjoin the violation.
  - (c) A municipality need only establish the violation to obtain the injunction.

Amended by Chapter 434, 2020 General Session



**LOCAL LAND USE AND DEVELOPMENT REVISIONS**

2023 GENERAL SESSION

STATE OF UTAH

**Chief Sponsor: Lincoln Fillmore**

House Sponsor: Stephen L. Whyte

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**LONG TITLE**

**General Description:**

This bill amends provisions related to local land use and development.

**Highlighted Provisions:**

This bill:

- ▶ amends the penalties for noncompliance with the requirements applicable to a political subdivision's moderate income housing report;
- ▶ defines the circumstances under which a garage may be included in the definition of an internal accessory dwelling unit;
- ▶ amends a political subdivision's authority with respect to restrictions and requirements for internal accessory dwelling units;
- ▶ enacts a new process for subdivision review and approval; and
- ▶ makes technical changes.

**Money Appropriated in this Bill:**

None

**Other Special Clauses:**

None

**Utah Code Sections Affected:**

AMENDS:

**10-9a-408**, as last amended by Laws of Utah 2022, Chapter 406

**10-9a-530**, as enacted by Laws of Utah 2021, Chapter 102

**10-9a-608**, as last amended by Laws of Utah 2022, Chapter 355

**17-27a-408**, as last amended by Laws of Utah 2022, Chapter 406

17-27a-526, as enacted by Laws of Utah 2021, Chapter 102

17-27a-608, as last amended by Laws of Utah 2022, Chapter 355

63I-2-210, as last amended by Laws of Utah 2022, Chapter 274

63I-2-217, as last amended by Laws of Utah 2022, Chapter 123

ENACTS:

10-9a-604.1, Utah Code Annotated 1953

10-9a-604.2, Utah Code Annotated 1953

10-9a-604.9, Utah Code Annotated 1953

17-27a-604.1, Utah Code Annotated 1953

17-27a-604.2, Utah Code Annotated 1953

17-27a-604.9, Utah Code Annotated 1953

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*Be it enacted by the Legislature of the state of Utah:*

Section 1. Section 10-9a-408 is amended to read:

**10-9a-408. Moderate income housing report -- Contents -- Prioritization for funds or projects -- Ineligibility for funds after noncompliance -- Civil actions.**

(1) As used in this section:

(a) "Division" means the Housing and Community Development Division within the Department of Workforce Services.

(b) "Implementation plan" means the implementation plan adopted as part of the moderate income housing element of a specified municipality's general plan as provided in Subsection 10-9a-403(2)(c).

(c) "Moderate income housing report" or "report" means the report described in Subsection (2)(a).

(d) "Moderate income housing strategy" means a strategy described in Subsection 10-9a-403(2)(b)(iii).

(e) "Specified municipality" means:

(i) a city of the first, second, third, or fourth class;



(ii) a city of the fifth class with a population of 5,000 or more, if the city is located within a county of the first, second, or third class; or

(iii) a metro township with a population of 5,000 or more.

(2) (a) Beginning in 2022, on or before October 1 of each calendar year, the legislative body of a specified municipality shall annually submit a written moderate income housing report to the division.

(b) The moderate income housing report submitted in 2022 shall include:

(i) a description of each moderate income housing strategy selected by the specified municipality for implementation; and

(ii) an implementation plan.

(c) The moderate income housing report submitted in each calendar year after 2022 shall include:

(i) the information required under Subsection (2)(b);

(ii) a description of each action, whether one-time or ongoing, taken by the specified municipality during the previous fiscal year to implement the moderate income housing strategies selected by the specified municipality for implementation;

(iii) a description of each land use regulation or land use decision made by the specified municipality during the previous fiscal year to implement the moderate income housing strategies, including an explanation of how the land use regulation or land use decision supports the specified municipality's efforts to implement the moderate income housing strategies;

(iv) a description of any barriers encountered by the specified municipality in the previous fiscal year in implementing the moderate income housing strategies;

(v) information regarding the number of internal and external or detached accessory dwelling units located within the specified municipality for which the specified municipality:

(A) issued a building permit to construct; or

(B) issued a business license to rent;

(vi) a description of how the market has responded to the selected moderate income

housing strategies, including the number of entitled moderate income housing units or other relevant data; and

(vii) any recommendations on how the state can support the specified municipality in implementing the moderate income housing strategies.

(d) The moderate income housing report shall be in a form:

(i) approved by the division; and

(ii) made available by the division on or before July 1 of the year in which the report is required.

(3) Within 90 days after the day on which the division receives a specified municipality's moderate income housing report, the division shall:

(a) post the report on the division's website;

(b) send a copy of the report to the Department of Transportation, the Governor's Office of Planning and Budget, the association of governments in which the specified municipality is located, and, if the specified municipality is located within the boundaries of a metropolitan planning organization, the appropriate metropolitan planning organization; and

(c) subject to Subsection (4), review the report to determine compliance with Subsection (2).

(4) (a) The report described in Subsection (2)(b) complies with Subsection (2) if the report:

(i) includes the information required under Subsection (2)(b);

(ii) demonstrates to the division that the specified municipality made plans to implement:

(A) three or more moderate income housing strategies if the specified municipality does not have a fixed guideway public transit station; or

(B) subject to Subsection 10-9a-403(2)(b)(iv), five or more moderate income housing strategies if the specified municipality has a fixed guideway public transit station; and

(iii) is in a form approved by the division.

(b) The report described in Subsection (2)(c) complies with Subsection (2) if the

114 report:

115 (i) includes the information required under Subsection (2)(c);

116 (ii) demonstrates to the division that the specified municipality made plans to

117 implement:

118 (A) three or more moderate income housing strategies if the specified municipality

119 does not have a fixed guideway public transit station; or

120 (B) four or more moderate income housing strategies if the specified municipality has a

121 fixed guideway public transit station;

122 (iii) is in a form approved by the division; and

123 (iv) provides sufficient information for the division to:

124 (A) assess the specified municipality's progress in implementing the moderate income

125 housing strategies;

126 (B) monitor compliance with the specified municipality's implementation plan;

127 (C) identify a clear correlation between the specified municipality's land use

128 regulations and land use decisions and the specified municipality's efforts to implement the

129 moderate income housing strategies; and

130 (D) identify how the market has responded to the specified municipality's selected

131 moderate income housing strategies.

132 (5) (a) A specified municipality qualifies for priority consideration under this

133 Subsection (5) if the specified municipality's moderate income housing report:

134 (i) complies with Subsection (2); and

135 (ii) demonstrates to the division that the specified municipality made plans to

136 implement:

137 (A) five or more moderate income housing strategies if the specified municipality does

138 not have a fixed guideway public transit station; or

139 (B) six or more moderate income housing strategies if the specified municipality has a

140 fixed guideway public transit station.

141 ~~[(b) The following apply to a specified municipality described in Subsection (5)(a)~~



142 ~~during the fiscal year immediately following the fiscal year in which the report is required:]~~

143 ~~[(i) the Transportation Commission may give priority consideration to transportation~~  
144 ~~projects located within the boundaries of the specified municipality in accordance with~~  
145 ~~Subsection 72-1-304(3)(c); and]~~

146 ~~[(ii) the Governor's Office of Planning and Budget may give priority consideration for~~  
147 ~~awarding financial grants to the specified municipality under the COVID-19 Local Assistance~~  
148 ~~Matching Grant Program in accordance with Subsection 63J-4-802(6).]~~

149 (b) The Transportation Commission may give priority consideration to transportation  
150 projects located within the boundaries of a specified municipality described in Subsection  
151 (5)(a) during the fiscal year immediately following the fiscal year in which the report is  
152 required, in accordance with Subsection 72-1-304(3)(c).

153 (c) Upon determining that a specified municipality qualifies for priority consideration  
154 under this Subsection (5), the division shall send a notice of prioritization to the legislative  
155 body of the specified municipality[;] and the Department of Transportation[; ~~and the~~  
156 ~~Governor's Office of Planning and Budget].~~

157 (d) The notice described in Subsection (5)(c) shall:

158 (i) name the specified municipality that qualifies for priority consideration;

159 (ii) describe the funds or projects for which the specified municipality qualifies to  
160 receive priority consideration;

161 (iii) specify the fiscal year during which the specified municipality qualifies for priority  
162 consideration; and

163 (iv) state the basis for the division's determination that the specified municipality  
164 qualifies for priority consideration.

165 (6) (a) If the division, after reviewing a specified municipality's moderate income  
166 housing report, determines that the report does not comply with Subsection (2), the division  
167 shall send a notice of noncompliance to the legislative body of the specified municipality.

168 (b) The notice described in Subsection (6)(a) shall:

169 (i) describe each deficiency in the report and the actions needed to cure each

deficiency;

(ii) state that the specified municipality has an opportunity to cure the deficiencies within 90 days after the day on which the notice is sent; and

(iii) state that failure to cure the deficiencies within 90 days after the day on which the notice is sent will result in ineligibility for funds and fees owed under Subsection (7).

(7) (a) A specified municipality is ineligible for funds and owes a fee under this Subsection (7) if the specified municipality:

(i) fails to submit a moderate income housing report to the division; or

(ii) fails to cure the deficiencies in the specified municipality's moderate income housing report within 90 days after the day on which the division sent to the specified municipality a notice of noncompliance under Subsection (6).

(b) The following apply to a specified municipality described in Subsection (7)(a) during the fiscal year immediately following the fiscal year in which the report is required:

(i) the executive director of the Department of Transportation may not program funds from the Transportation Investment Fund of 2005, including the Transit Transportation Investment Fund, to projects located within the boundaries of the specified municipality in accordance with Subsection 72-2-124(5); ~~and~~

~~[(ii) the Governor's Office of Planning and Budget may not award financial grants to the specified municipality under the COVID-19 Local Assistance Matching Grant Program in accordance with Subsection 63J-4-802(7).]~~

(ii) beginning with a report submitted in 2024, the specified municipality shall pay a fee to the Olene Walker Housing Loan Fund in the amount of \$250 per day that the specified municipality:

(A) fails to submit the report to the division in accordance with this section, beginning the day after the day on which the report was due; or

(B) fails to cure the deficiencies in the report, beginning the day after the day by which the cure was required to occur as described in the notice of noncompliance under Subsection (6); and

(iii) beginning with the report submitted in 2025, the specified municipality shall pay a fee to the Olene Walker Housing Loan Fund in the amount of \$500 per day that the specified municipality, in a consecutive year:

(A) fails to submit the report to the division in accordance with this section, beginning the day after the day on which the report was due; or

(B) fails to cure the deficiencies in the report, beginning the day after the day by which the cure was required to occur as described in the notice of noncompliance under Subsection (6).

(c) Upon determining that a specified municipality is ineligible for funds under this Subsection (7), and is required to pay a fee under Subsection (7)(b), if applicable, the division shall send a notice of ineligibility to the legislative body of the specified municipality, the Department of Transportation, and the Governor's Office of Planning and Budget.

(d) The notice described in Subsection (7)(c) shall:

(i) name the specified municipality that is ineligible for funds;

(ii) describe the funds for which the specified municipality is ineligible to receive;

(iii) describe the fee the specified municipality is required to pay under Subsection (7)(b), if applicable;

~~[(iii)]~~ (iv) specify the fiscal year during which the specified municipality is ineligible for funds; and

~~[(iv)]~~ (v) state the basis for the division's determination that the specified municipality is ineligible for funds.

(e) The division may not determine that a specified municipality that is required to pay a fee under Subsection (7)(b) is in compliance with the reporting requirements of this section until the specified municipality pays all outstanding fees required under Subsection (7)(b) to the Olene Walker Housing Loan Fund, created under Title 35A, Chapter 8, Part 5, Olene Walker Housing Loan Fund.

(8) In a civil action seeking enforcement or claiming a violation of this section or of Subsection ~~10-9a-404~~(4)(c), a plaintiff may not recover damages but may be awarded only



injunctive or other equitable relief.

Section 2. Section **10-9a-530** is amended to read:

**10-9a-530. Internal accessory dwelling units.**

(1) As used in this section:

(a) "Internal accessory dwelling unit" means an accessory dwelling unit created:

(i) within a primary dwelling;

(ii) within the footprint of the primary dwelling described in Subsection (1)(a)(i) at the time the internal accessory dwelling unit is created; and

(iii) for the purpose of offering a long-term rental of 30 consecutive days or longer.

(b) (i) "Primary dwelling" means a single-family dwelling that:

~~[(i)]~~ (A) is detached; and

~~[(ii)]~~ (B) is occupied as the primary residence of the owner of record.

(ii) "Primary dwelling" includes a garage if the garage:

(A) is a habitable space; and

(B) is connected to the primary dwelling by a common wall.

(2) In any area zoned primarily for residential use:

(a) the use of an internal accessory dwelling unit is a permitted use; ~~[and]~~

(b) except as provided in Subsections (3) and (4), a municipality may not establish any restrictions or requirements for the construction or use of one internal accessory dwelling unit within a primary dwelling, including a restriction or requirement governing:

(i) the size of the internal accessory dwelling unit in relation to the primary dwelling;

(ii) total lot size; ~~[or]~~

(iii) street frontage~~[-];~~ or

(iv) internal connectivity; and

(c) a municipality's regulation of architectural elements for internal accessory dwelling units shall be consistent with the regulation of single-family units, including single-family units located in historic districts.

(3) An internal accessory dwelling unit shall comply with all applicable building,

health, and fire codes.

(4) A municipality may:

(a) prohibit the installation of a separate utility meter for an internal accessory dwelling unit;

(b) require that an internal accessory dwelling unit be designed in a manner that does not change the appearance of the primary dwelling as a single-family dwelling;

(c) require a primary dwelling:

(i) regardless of whether the primary dwelling is existing or new construction, to include one additional on-site parking space for an internal accessory dwelling unit, [~~regardless of whether the primary dwelling is existing or new construction~~] in addition to the parking spaces required under the municipality's land use regulation, except that if the municipality's land use ordinance requires four off-street parking spaces, the municipality may not require the additional space contemplated under this Subsection (4)(c)(i); and

(ii) to replace any parking spaces contained within a garage or carport if an internal accessory dwelling unit is created within the garage or carport and is a habitable space;

(d) prohibit the creation of an internal accessory dwelling unit within a mobile home as defined in Section [57-16-3](#);

(e) require the owner of a primary dwelling to obtain a permit or license for renting an internal accessory dwelling unit;

(f) prohibit the creation of an internal accessory dwelling unit within a zoning district covering an area that is equivalent to:

(i) 25% or less of the total area in the municipality that is zoned primarily for residential use, except that the municipality may not prohibit newly constructed internal accessory dwelling units that:

(A) have a final plat approval dated on or after October 1, 2021; and

(B) comply with applicable land use regulations; or

(ii) 67% or less of the total area in the municipality that is zoned primarily for residential use, if the main campus of a state or private university with a student population of

10,000 or more is located within the municipality;

(g) prohibit the creation of an internal accessory dwelling unit if the primary dwelling is served by a failing septic tank;

(h) prohibit the creation of an internal accessory dwelling unit if the lot containing the primary dwelling is 6,000 square feet or less in size;

(i) prohibit the rental or offering the rental of an internal accessory dwelling unit for a period of less than 30 consecutive days;

(j) prohibit the rental of an internal accessory dwelling unit if the internal accessory dwelling unit is located in a dwelling that is not occupied as the owner's primary residence;

(k) hold a lien against a property that contains an internal accessory dwelling unit in accordance with Subsection (5); and

(l) record a notice for an internal accessory dwelling unit in accordance with Subsection (6).

(5) (a) In addition to any other legal or equitable remedies available to a municipality, a municipality may hold a lien against a property that contains an internal accessory dwelling unit if:

(i) the owner of the property violates any of the provisions of this section or any ordinance adopted under Subsection (4);

(ii) the municipality provides a written notice of violation in accordance with Subsection (5)(b);

(iii) the municipality holds a hearing and determines that the violation has occurred in accordance with Subsection (5)(d), if the owner files a written objection in accordance with Subsection (5)(b)(iv);

(iv) the owner fails to cure the violation within the time period prescribed in the written notice of violation under Subsection (5)(b);

(v) the municipality provides a written notice of lien in accordance with Subsection (5)(c); and

(vi) the municipality records a copy of the written notice of lien described in



310 Subsection [~~(5)(a)(iv)~~] (5)(a)(v) with the county recorder of the county in which the property is  
311 located.

312 (b) The written notice of violation shall:

313 (i) describe the specific violation;

314 (ii) provide the owner of the internal accessory dwelling unit a reasonable opportunity  
315 to cure the violation that is:

316 (A) no less than 14 days after the day on which the municipality sends the written  
317 notice of violation, if the violation results from the owner renting or offering to rent the internal  
318 accessory dwelling unit for a period of less than 30 consecutive days; or

319 (B) no less than 30 days after the day on which the municipality sends the written  
320 notice of violation, for any other violation;

321 (iii) state that if the owner of the property fails to cure the violation within the time  
322 period described in Subsection (5)(b)(ii), the municipality may hold a lien against the property  
323 in an amount of up to \$100 for each day of violation after the day on which the opportunity to  
324 cure the violation expires;

325 (iv) notify the owner of the property:

326 (A) that the owner may file a written objection to the violation within 14 days after the  
327 day on which the written notice of violation is post-marked or posted on the property; and

328 (B) of the name and address of the municipal office where the owner may file the  
329 written objection;

330 (v) be mailed to:

331 (A) the property's owner of record; and

332 (B) any other individual designated to receive notice in the owner's license or permit  
333 records; and

334 (vi) be posted on the property.

335 (c) The written notice of lien shall:

336 (i) comply with the requirements of Section 38-12-102;

337 (ii) state that the property is subject to a lien;

(iii) specify the lien amount, in an amount of up to \$100 for each day of violation after the day on which the opportunity to cure the violation expires;

(iv) be mailed to:

(A) the property's owner of record; and

(B) any other individual designated to receive notice in the owner's license or permit records; and

(v) be posted on the property.

(d) (i) If an owner of property files a written objection in accordance with Subsection (5)(b)(iv), the municipality shall:

(A) hold a hearing in accordance with Title 52, Chapter 4, Open and Public Meetings Act, to conduct a review and determine whether the specific violation described in the written notice of violation under Subsection (5)(b) has occurred; and

(B) notify the owner in writing of the date, time, and location of the hearing described in Subsection (5)(d)(i)(A) no less than 14 days before the day on which the hearing is held.

(ii) If an owner of property files a written objection under Subsection (5)(b)(iv), a municipality may not record a lien under this Subsection (5) until the municipality holds a hearing and determines that the specific violation has occurred.

(iii) If the municipality determines at the hearing that the specific violation has occurred, the municipality may impose a lien in an amount of up to \$100 for each day of violation after the day on which the opportunity to cure the violation expires, regardless of whether the hearing is held after the day on which the opportunity to cure the violation has expired.

(e) If an owner cures a violation within the time period prescribed in the written notice of violation under Subsection (5)(b), the municipality may not hold a lien against the property, or impose any penalty or fee on the owner, in relation to the specific violation described in the written notice of violation under Subsection (5)(b).

(6) (a) A municipality that issues, on or after October 1, 2021, a permit or license to an owner of a primary dwelling to rent an internal accessory dwelling unit, or a building permit to

an owner of a primary dwelling to create an internal accessory dwelling unit, may record a notice in the office of the recorder of the county in which the primary dwelling is located.

(b) The notice described in Subsection (6)(a) shall include:

(i) a description of the primary dwelling;

(ii) a statement that the primary dwelling contains an internal accessory dwelling unit;

and

(iii) a statement that the internal accessory dwelling unit may only be used in accordance with the municipality's land use regulations.

(c) The municipality shall, upon recording the notice described in Subsection (6)(a), deliver a copy of the notice to the owner of the internal accessory dwelling unit.

Section 3. Section **10-9a-604.1** is enacted to read:

**10-9a-604.1. Process for subdivision review and approval.**

(1) (a) As used in this section, an "administrative land use authority" means an individual, board, or commission, appointed or employed by a municipality, including municipal staff or a municipal planning commission.

(b) "Administrative land use authority" does not include a municipal legislative body or a member of a municipal legislative body.

(2) (a) This section applies to land use decisions arising from subdivision applications for single-family dwellings, two-family dwellings, or townhomes.

(b) This section does not apply to land use regulations adopted, approved, or agreed upon by a legislative body exercising land use authority in the review of land use applications for zoning or other land use regulation approvals.

(3) A municipal ordinance governing the subdivision of land shall:

(a) comply with this section, and establish a standard method and form of application for preliminary subdivision applications and final subdivision applications; and

(b) (i) designate a single administrative land use authority for the review of preliminary applications to subdivide land; or

(ii) if the municipality has adopted an ordinance that establishes a separate procedure



for the review and approval of subdivisions under Section [10-9a-605](#), the municipality may designate a different and separate administrative land use authority for the approval of subdivisions under Section [10-9a-605](#).

(4) (a) If an applicant requests a pre-application meeting, the municipality shall, within 15 business days after the request, schedule the meeting to review the concept plan and give initial feedback.

(b) At the pre-application meeting, the municipal staff shall provide or have available on the municipal website the following:

(i) copies of applicable land use regulations;

(ii) a complete list of standards required for the project;

(iii) preliminary and final application checklists; and

(iv) feedback on the concept plan.

(5) A preliminary subdivision application shall comply with all applicable municipal ordinances and requirements of this section.

(6) An administrative land use authority may complete a preliminary subdivision application review in a public meeting or at a municipal staff level.

(7) With respect to a preliminary application to subdivide land, an administrative land use authority may:

(a) receive public comment; and

(b) hold no more than one public hearing.

(8) If a preliminary subdivision application complies with the applicable municipal ordinances and the requirements of this section, the administrative land use authority shall approve the preliminary subdivision application.

(9) A municipality shall review and approve or deny a final subdivision plat application in accordance with the provisions of this section and municipal ordinances, which:

(a) may permit concurrent processing of the final subdivision plat application with the preliminary subdivision plat application; and

(b) may not require planning commission or city council approval.

422 (10) If a final subdivision application complies with the requirements of this section,  
423 the applicable municipal ordinances, and the preliminary subdivision approval granted under  
424 Subsection (9)(a), a municipality shall approve the final subdivision application.

425 Section 4. Section **10-9a-604.2** is enacted to read:

426 **10-9a-604.2. Review of subdivision land use applications and subdivision**  
427 **improvement plans.**

428 (1) As used in this section:

429 (a) "Review cycle" means the occurrence of:

430 (i) the applicant's submittal of a complete subdivision land use application;

431 (ii) the municipality's review of that subdivision land use application;

432 (iii) the municipality's response to that subdivision land use application, in accordance  
433 with this section; and

434 (iv) the applicant's reply to the municipality's response that addresses each of the  
435 municipality's required modifications or requests for additional information.

436 (b) "Subdivision improvement plans" means the civil engineering plans associated with  
437 required infrastructure and municipally controlled utilities required for a subdivision.

438 (c) "Subdivision ordinance review" means review by a municipality to verify that a  
439 subdivision land use application meets the criteria of the municipality's subdivision ordinances.

440 (d) "Subdivision plan review" means a review of the applicant's subdivision  
441 improvement plans and other aspects of the subdivision land use application to verify that the  
442 application complies with municipal ordinances and applicable standards and specifications.

443 (2) The review cycle restrictions and requirements of this section do not apply to the  
444 review of subdivision applications affecting property within identified geological hazard areas.

445 (3) (a) No later than 15 business days after the day on which an applicant submits a  
446 complete preliminary subdivision land use application for a residential subdivision for  
447 single-family dwellings, two-family dwellings, or townhomes, the municipality shall complete  
448 the initial review of the application, including subdivision improvement plans.

449 (b) A municipality shall maintain and publish a list of the items comprising the

complete preliminary subdivision land use application, including:

(i) the application;

(ii) the owner's affidavit;

(iii) an electronic copy of all plans in PDF format;

(iv) the preliminary subdivision plat drawings; and

(v) a breakdown of fees due upon approval of the application.

(4) (a) A municipality shall publish a list of the items that comprise a complete final subdivision land use application.

(b) No later than 20 business days after the day on which an applicant submits a plat, the municipality shall complete a review of the applicant's final subdivision land use application for a residential subdivision for single-family dwellings, two-family dwellings, or townhomes, including all subdivision plan reviews.

(5) (a) In reviewing a subdivision land use application, a municipality may require:

(i) additional information relating to an applicant's plans to ensure compliance with municipal ordinances and approved standards and specifications for construction of public improvements; and

(ii) modifications to plans that do not meet current ordinances, applicable standards or specifications, or do not contain complete information.

(b) A municipality's request for additional information or modifications to plans under Subsection (5)(a)(i) or (ii) shall be specific and include citations to ordinances, standards, or specifications that require the modifications to plans, and shall be logged in an index of requested modifications or additions.

(c) A municipality may not require more than four review cycles.

(d) (i) Subject to Subsection (5)(d)(ii), unless the change or correction is necessitated by the applicant's adjustment to a plan set or an update to a phasing plan that adjusts the infrastructure needed for the specific development, a change or correction not addressed or referenced in a municipality's plan review is waived.

(ii) A modification or correction necessary to protect public health and safety or to



enforce state or federal law may not be waived.

(iii) If an applicant makes a material change to a plan set, the municipality has the discretion to restart the review process at the first review of the final application, but only with respect to the portion of the plan set that the material change substantively effects.

(e) If an applicant does not submit a revised plan within 20 business days after the municipality requires a modification or correction, the municipality shall have an additional 20 business days to respond to the plans.

(6) After the applicant has responded to the final review cycle, and the applicant has complied with each modification requested in the municipality's previous review cycle, the municipality may not require additional revisions if the applicant has not materially changed the plan, other than changes that were in response to requested modifications or corrections.

(7) (a) In addition to revised plans, an applicant shall provide a written explanation in response to the municipality's review comments, identifying and explaining the applicant's revisions and reasons for declining to make revisions, if any.

(b) The applicant's written explanation shall be comprehensive and specific, including citations to applicable standards and ordinances for the design and an index of requested revisions or additions for each required correction.

(c) If an applicant fails to address a review comment in the response, the review cycle is not complete and the subsequent review cycle may not begin until all comments are addressed.

(8) (a) If, on the fourth or final review, a municipality fails to respond within 20 business days, the municipality shall, upon request of the property owner, and within 10 business days after the day on which the request is received:

(i) for a dispute arising from the subdivision improvement plans, assemble an appeal panel in accordance with Subsection 10-9a-508(5)(d) to review and approve or deny the final revised set of plans; or

(ii) for a dispute arising from the subdivision ordinance review, advise the applicant, in writing, of the deficiency in the application and of the right to appeal the determination to a

designated appeal authority.

Section 5. Section **10-9a-604.9** is enacted to read:

**10-9a-604.9. Effective dates of Sections 10-9a-604.1 and 10-9a-604.2.**

(1) Except as provided in Subsection (2), Sections 10-9a-604.1 and 10-9a-604.2 do not apply until December 31, 2024.

(2) For a specified municipality, as defined in Section 10-9a-408, Sections 10-9a-604.1 and 10-9a-604.2 do not apply until February 1, 2024.

Section 6. Section **10-9a-608** is amended to read:

**10-9a-608. Subdivision amendments.**

(1) (a) A fee owner of land, as shown on the last county assessment roll, in a subdivision that has been laid out and platted as provided in this part may file a written petition with the land use authority to request a subdivision amendment.

(b) Upon filing a written petition to request a subdivision amendment under Subsection (1)(a), the owner shall prepare and, if approved by the land use authority, record a plat in accordance with Section 10-9a-603 that:

- (i) depicts only the portion of the subdivision that is proposed to be amended;
- (ii) includes a plat name distinguishing the amended plat from the original plat;
- (iii) describes the differences between the amended plat and the original plat; and
- (iv) includes references to the original plat.

(c) If a petition is filed under Subsection (1)(a), the land use authority shall provide notice of the petition by mail, email, or other effective means to each affected entity that provides a service to an owner of record of the portion of the plat that is being vacated or amended at least 10 calendar days before the land use authority may approve the petition for a subdivision amendment.

(d) If a petition is filed under Subsection (1)(a), the land use authority shall hold a public hearing within 45 days after the day on which the petition is filed if:

(i) any owner within the plat notifies the municipality of the owner's objection in writing within 10 days of mailed notification; or

(ii) a public hearing is required because all of the owners in the subdivision have not signed the revised plat.

(e) A land use authority may not approve a petition for a subdivision amendment under this section unless the amendment identifies and preserves any easements owned by a culinary water authority and sanitary sewer authority for existing facilities located within the subdivision.

(2) The public hearing requirement of Subsection (1)(d) does not apply and a land use authority may consider at a public meeting an owner's petition for a subdivision amendment if:

(a) the petition seeks to:

(i) join two or more of the petitioner fee owner's contiguous lots;

(ii) subdivide one or more of the petitioning fee owner's lots, if the subdivision will not result in a violation of a land use ordinance or a development condition;

(iii) adjust the lot lines of adjoining lots or between a lot and an adjoining parcel if the fee owners of each of the adjoining properties join in the petition, regardless of whether the properties are located in the same subdivision;

(iv) on a lot owned by the petitioning fee owner, adjust an internal lot restriction imposed by the local political subdivision; or

(v) alter the plat in a manner that does not change existing boundaries or other attributes of lots within the subdivision that are not:

(A) owned by the petitioner; or

(B) designated as a common area; and

(b) notice has been given to adjoining property owners in accordance with any applicable local ordinance.

(3) A petition under Subsection (1)(a) that contains a request to amend a public street or municipal utility easement is also subject to Section [10-9a-609.5](#).

(4) A petition under Subsection (1)(a) that contains a request to amend an entire plat or a portion of a plat shall include:

(a) the name and address of each owner of record of the land contained in the entire



562 plat or on that portion of the plat described in the petition; and

563 (b) the signature of each owner described in Subsection (4)(a) who consents to the  
564 petition.

565 (5) (a) The owners of record of adjoining properties where one or more of the  
566 properties is a lot may exchange title to portions of those ~~[parcels]~~ properties if the exchange of  
567 title is approved by the land use authority as a lot line adjustment in accordance with  
568 Subsection (5)(b).

569 (b) The land use authority shall approve ~~[an exchange of title]~~ a lot line adjustment  
570 under Subsection (5)(a) if the exchange of title will not result in a violation of any land use  
571 ordinance.

572 (c) If ~~[an exchange of title]~~ a lot line adjustment is approved under Subsection (5)(b):

573 (i) a notice of lot line adjustment approval shall be recorded in the office of the county  
574 recorder which:

575 (A) is ~~[executed]~~ approved by ~~[each owner included in the exchange and by]~~ the land  
576 use authority; and

577 ~~[(B) contains an acknowledgment for each party executing the notice in accordance~~  
578 ~~with the provisions of Title 57, Chapter 2a, Recognition of Acknowledgments Act; and]~~

579 ~~[(C)]~~ (B) recites the legal descriptions of both the original properties and the properties  
580 resulting from the exchange of title; and

581 (ii) a document of conveyance shall be recorded in the office of the county recorder  
582 ~~[with an amended plat].~~

583 (d) A notice of approval recorded under this Subsection (5) does not act as a  
584 conveyance of title to real property and is not required in order to record a document conveying  
585 title to real property.

586 (6) (a) The name of a recorded subdivision may be changed by recording an amended  
587 plat making that change, as provided in this section and subject to Subsection (6)(c).

588 (b) The surveyor preparing the amended plat shall certify that the surveyor:

589 (i) holds a license in accordance with Title 58, Chapter 22, Professional Engineers and

Professional Land Surveyors Licensing Act;

(ii) (A) has completed a survey of the property described on the plat in accordance with Section 17-23-17 and has verified all measurements; or

(B) has referenced a record of survey map of the existing property boundaries shown on the plat and verified the locations of the boundaries; and

(iii) has placed monuments as represented on the plat.

(c) An owner of land may not submit for recording an amended plat that gives the subdivision described in the amended plat the same name as a subdivision in a plat already recorded in the county recorder's office.

(d) Except as provided in Subsection (6)(a), the recording of a declaration or other document that purports to change the name of a recorded plat is void.

Section 7. Section 17-27a-408 is amended to read:

**17-27a-408. Moderate income housing report -- Contents -- Prioritization for funds or projects -- Ineligibility for funds after noncompliance -- Civil actions.**

(1) As used in this section:

(a) "Division" means the Housing and Community Development Division within the Department of Workforce Services.

(b) "Implementation plan" means the implementation plan adopted as part of the moderate income housing element of a specified county's general plan as provided in Subsection [~~10-9a-403(2)(c)~~] 17-27a-401(3)(a).

(c) "Moderate income housing report" or "report" means the report described in Subsection (2)(a).

(d) "Moderate income housing strategy" means a strategy described in Subsection 17-27a-403(2)(b)(ii).

(e) "Specified county" means a county of the first, second, or third class, which has a population of more than 5,000 in the county's unincorporated areas.

(2) (a) Beginning in 2022, on or before October 1 of each calendar year, the legislative body of a specified county shall annually submit a written moderate income housing report to

618 the division.

619 (b) The moderate income housing report submitted in 2022 shall include:

620 (i) a description of each moderate income housing strategy selected by the specified  
621 county for implementation; and

622 (ii) an implementation plan.

623 (c) The moderate income housing report submitted in each calendar year after 2022  
624 shall include:

625 (i) the information required under Subsection (2)(b);

626 (ii) a description of each action, whether one-time or ongoing, taken by the specified  
627 county during the previous fiscal year to implement the moderate income housing strategies  
628 selected by the specified county for implementation;

629 (iii) a description of each land use regulation or land use decision made by the  
630 specified county during the previous fiscal year to implement the moderate income housing  
631 strategies, including an explanation of how the land use regulation or land use decision  
632 supports the specified county's efforts to implement the moderate income housing strategies;

633 (iv) a description of any barriers encountered by the specified county in the previous  
634 fiscal year in implementing the moderate income housing strategies; and

635 (v) information regarding the number of internal and external or detached accessory  
636 dwelling units located within the specified county for which the specified county:

637 (A) issued a building permit to construct; or

638 (B) issued a business license to rent;

639 (vi) a description of how the market has responded to the selected moderate income  
640 housing strategies, including the number of entitled moderate income housing units or other  
641 relevant data; and

642 (vii) any recommendations on how the state can support the specified county in  
643 implementing the moderate income housing strategies.

644 (d) The moderate income housing report shall be in a form:

645 (i) approved by the division; and



646 (ii) made available by the division on or before July 1 of the year in which the report is  
647 required.

648 (3) Within 90 days after the day on which the division receives a specified county's  
649 moderate income housing report, the division shall:

650 (a) post the report on the division's website;

651 (b) send a copy of the report to the Department of Transportation, the Governor's  
652 Office of Planning and Budget, the association of governments in which the specified county is  
653 located, and, if the unincorporated area of the specified county is located within the boundaries  
654 of a metropolitan planning organization, the appropriate metropolitan planning organization;  
655 and

656 (c) subject to Subsection (4), review the report to determine compliance with  
657 Subsection (2).

658 (4) (a) The report described in Subsection (2)(b) complies with Subsection (2) if the  
659 report:

660 (i) includes the information required under Subsection (2)(b);

661 (ii) demonstrates to the division that the specified county made plans to implement  
662 three or more moderate income housing strategies; and

663 (iii) is in a form approved by the division.

664 (b) The report described in Subsection (2)(c) complies with Subsection (2) if the  
665 report:

666 (i) includes the information required under Subsection (2)(c);

667 (ii) demonstrates to the division that the specified county made plans to implement  
668 three or more moderate income housing strategies;

669 (iii) is in a form approved by the division; and

670 (iv) provides sufficient information for the division to:

671 (A) assess the specified county's progress in implementing the moderate income  
672 housing strategies;

673 (B) monitor compliance with the specified county's implementation plan;

(C) identify a clear correlation between the specified county's land use decisions and efforts to implement the moderate income housing strategies; and

(D) identify how the market has responded to the specified county's selected moderate income housing strategies.

(5) (a) A specified county qualifies for priority consideration under this Subsection (5) if the specified county's moderate income housing report:

(i) complies with Subsection (2); and

(ii) demonstrates to the division that the specified county made plans to implement five or more moderate income housing strategies.

~~[(b) The following apply to a specified county described in Subsection (5)(a) during the fiscal year immediately following the fiscal year in which the report is required:]~~

~~[(i) the Transportation Commission may give priority consideration to transportation projects located within the unincorporated areas of the specified county in accordance with Subsection 72-1-304(3)(c); and]~~

~~[(ii) the Governor's Office of Planning and Budget may give priority consideration for awarding financial grants to the specified county under the COVID-19 Local Assistance Matching Grant Program in accordance with Subsection 63J-4-802(6).]~~

(b) The Transportation Commission may give priority consideration to transportation projects located within the boundaries of a specified county described in Subsection (5)(a) during the fiscal year immediately following the fiscal year in which the report is required, in accordance with Subsection 72-1-304(3)(c).

(c) Upon determining that a specified county qualifies for priority consideration under this Subsection (5), the division shall send a notice of prioritization to the legislative body of the specified county[;] and the Department of Transportation[; ~~and the Governor's Office of Planning and Budget~~].

(d) The notice described in Subsection (5)(c) shall:

(i) name the specified county that qualifies for priority consideration;

(ii) describe the funds or projects for which the specified county qualifies to receive

702 priority consideration;

703 (iii) specify the fiscal year during which the specified county qualifies for priority  
704 consideration; and

705 (iv) state the basis for the division's determination that the specified county qualifies  
706 for priority consideration.

707 (6) (a) If the division, after reviewing a specified county's moderate income housing  
708 report, determines that the report does not comply with Subsection (2), the division shall send a  
709 notice of noncompliance to the legislative body of the specified county.

710 (b) The notice described in Subsection (6)(a) shall:

711 (i) describe each deficiency in the report and the actions needed to cure each  
712 deficiency;

713 (ii) state that the specified county has an opportunity to cure the deficiencies within 90  
714 days after the day on which the notice is sent; and

715 (iii) state that failure to cure the deficiencies within 90 days after the day on which the  
716 notice is sent will result in ineligibility for funds and fees owed under Subsection (7).

717 (7) (a) A specified county is ineligible for funds and owes a fee under this Subsection  
718 (7) if the specified county:

719 (i) fails to submit a moderate income housing report to the division; or

720 (ii) fails to cure the deficiencies in the specified county's moderate income housing  
721 report within 90 days after the day on which the division sent to the specified county a notice of  
722 noncompliance under Subsection (6).

723 (b) The following apply to a specified county described in Subsection (7)(a) during the  
724 fiscal year immediately following the fiscal year in which the report is required:

725 (i) the executive director of the Department of Transportation may not program funds  
726 from the Transportation Investment Fund of 2005, including the Transit Transportation  
727 Investment Fund, to projects located within the unincorporated areas of the specified county in  
728 accordance with Subsection 72-2-124(6); and

729 ~~[(ii) the Governor's Office of Planning and Budget may not award financial grants to~~



the specified county under the COVID-19 Local Assistance Matching Grant Program in accordance with Subsection ~~63J-4-802~~(7)]

(ii) beginning with the report submitted in 2024, the specified county shall pay a fee to the Olene Walker Housing Loan Fund in the amount of \$250 per day that the specified county:

(A) fails to submit the report to the division in accordance with this section, beginning the day after the day on which the report was due; or

(B) fails to cure the deficiencies in the report, beginning the day after the day by which the cure was required to occur as described in the notice of noncompliance under Subsection (6)[-]; and

(iii) beginning with the report submitted in 2025, the specified county shall pay a fee to the Olene Walker Housing Loan Fund in the amount of \$500 per day that the specified county, for a consecutive year:

(A) fails to submit the report to the division in accordance with this section, beginning the day after the day on which the report was due; or

(B) fails to cure the deficiencies in the report, beginning the day after the day by which the cure was required to occur as described in the notice of noncompliance under Subsection (6).

(c) Upon determining that a specified county is ineligible for funds under this Subsection (7), and is required to pay a fee under Subsection (7)(b), if applicable, the division shall send a notice of ineligibility to the legislative body of the specified county, the Department of Transportation, and the Governor's Office of Planning and Budget.

(d) The notice described in Subsection (7)(c) shall:

(i) name the specified county that is ineligible for funds;

(ii) describe the funds for which the specified county is ineligible to receive;

(iii) describe the fee the specified county is required to pay under Subsection (7)(b), if applicable;

~~[(iii)]~~ (iv) specify the fiscal year during which the specified county is ineligible for funds; and

758           ~~[(iv)]~~ (v) state the basis for the division's determination that the specified county is  
759 ineligible for funds.

760           (e) The division may not determine that a specified county that is required to pay a fee  
761 under Subsection (7)(b) is in compliance with the reporting requirements of this section until  
762 the specified county pays all outstanding fees required under Subsection (7)(b) to the Olene  
763 Walker Housing Loan Fund, created under Title 35A, Chapter 8, Part 5, Olene Walker Housing  
764 Loan Fund.

765           (8) In a civil action seeking enforcement or claiming a violation of this section or of  
766 Subsection ~~17-27a-404~~(5)(c), a plaintiff may not recover damages but may be awarded only  
767 injunctive or other equitable relief.

768           Section 8. Section **17-27a-526** is amended to read:

769           **17-27a-526. Internal accessory dwelling units.**

770           (1) As used in this section:

771           (a) "Internal accessory dwelling unit" means an accessory dwelling unit created:

772           (i) within a primary dwelling;

773           (ii) within the footprint of the primary dwelling described in Subsection (1)(a)(i) at the  
774 time the internal accessory dwelling unit is created; and

775           (iii) for the purpose of offering a long-term rental of 30 consecutive days or longer.

776           (b) (i) "Primary dwelling" means a single-family dwelling that:

777           ~~[(i)]~~ (A) is detached; and

778           ~~[(ii)]~~ (B) is occupied as the primary residence of the owner of record.

779           (ii) "Primary dwelling" includes a garage if the garage:

780           (A) is a habitable space; and

781           (B) is connected to the primary dwelling by a common wall.

782           (2) In any area zoned primarily for residential use:

783           (a) the use of an internal accessory dwelling unit is a permitted use; ~~[and]~~

784           (b) except as provided in Subsections (3) and (4), a county may not establish any  
785 restrictions or requirements for the construction or use of one internal accessory dwelling unit

786 within a primary dwelling, including a restriction or requirement governing:

787 (i) the size of the internal accessory dwelling unit in relation to the primary dwelling;

788 (ii) total lot size; ~~[or]~~

789 (iii) street frontage~~[-]; or~~

790 (iv) internal connectivity; and

791 (c) a county's regulation of architectural elements for internal accessory dwelling units

792 shall be consistent with the regulation of single-family units, including single-family units

793 located in historic districts.

794 (3) An internal accessory dwelling unit shall comply with all applicable building,  
795 health, and fire codes.

796 (4) A county may:

797 (a) prohibit the installation of a separate utility meter for an internal accessory dwelling  
798 unit;

799 (b) require that an internal accessory dwelling unit be designed in a manner that does  
800 not change the appearance of the primary dwelling as a single-family dwelling;

801 (c) require a primary dwelling:

802 (i) regardless of whether the primary dwelling is existing or new construction, to  
803 include one additional on-site parking space for an internal accessory dwelling unit, [regardless  
804 of whether the primary dwelling is existing or new construction] in addition to the parking  
805 spaces required under the county's land use ordinance, except that if the county's land use  
806 ordinance requires four off-street parking spaces, the county may not require the additional  
807 space contemplated under this Subsection (4)(c)(i); and

808 (ii) to replace any parking spaces contained within a garage or carport if an internal  
809 accessory dwelling unit is created within the garage or carport and is habitable space;

810 (d) prohibit the creation of an internal accessory dwelling unit within a mobile home as  
811 defined in Section 57-16-3;

812 (e) require the owner of a primary dwelling to obtain a permit or license for renting an  
813 internal accessory dwelling unit;



(f) prohibit the creation of an internal accessory dwelling unit within a zoning district covering an area that is equivalent to 25% or less of the total unincorporated area in the county that is zoned primarily for residential use[;], except that the county may not prohibit newly constructed internal accessory dwelling units that:

(i) have a final plat approval dated on or after October 1, 2021; and

(ii) comply with applicable land use regulations;

(g) prohibit the creation of an internal accessory dwelling unit if the primary dwelling is served by a failing septic tank;

(h) prohibit the creation of an internal accessory dwelling unit if the lot containing the primary dwelling is 6,000 square feet or less in size;

(i) prohibit the rental or offering the rental of an internal accessory dwelling unit for a period of less than 30 consecutive days;

(j) prohibit the rental of an internal accessory dwelling unit if the internal accessory dwelling unit is located in a dwelling that is not occupied as the owner's primary residence;

(k) hold a lien against a property that contains an internal accessory dwelling unit in accordance with Subsection (5); and

(l) record a notice for an internal accessory dwelling unit in accordance with Subsection (6).

(5) (a) In addition to any other legal or equitable remedies available to a county, a county may hold a lien against a property that contains an internal accessory dwelling unit if:

(i) the owner of the property violates any of the provisions of this section or any ordinance adopted under Subsection (4);

(ii) the county provides a written notice of violation in accordance with Subsection (5)(b);

(iii) the county holds a hearing and determines that the violation has occurred in accordance with Subsection (5)(d), if the owner files a written objection in accordance with Subsection (5)(b)(iv);

(iv) the owner fails to cure the violation within the time period prescribed in the

written notice of violation under Subsection (5)(b);

(v) the county provides a written notice of lien in accordance with Subsection (5)(c);  
and

(vi) the county records a copy of the written notice of lien described in Subsection  
[(5)(a)(iv)] (5)(a)(v) with the county recorder of the county in which the property is located.

(b) The written notice of violation shall:

(i) describe the specific violation;

(ii) provide the owner of the internal accessory dwelling unit a reasonable opportunity  
to cure the violation that is:

(A) no less than 14 days after the day on which the county sends the written notice of  
violation, if the violation results from the owner renting or offering to rent the internal  
accessory dwelling unit for a period of less than 30 consecutive days; or

(B) no less than 30 days after the day on which the county sends the written notice of  
violation, for any other violation; [and]

(iii) state that if the owner of the property fails to cure the violation within the time  
period described in Subsection (5)(b)(ii), the county may hold a lien against the property in an  
amount of up to \$100 for each day of violation after the day on which the opportunity to cure  
the violation expires;

(iv) notify the owner of the property:

(A) that the owner may file a written objection to the violation within 14 days after the  
day on which the written notice of violation is post-marked or posted on the property; and

(B) of the name and address of the county office where the owner may file the written  
objection;

(v) be mailed to:

(A) the property's owner of record; and

(B) any other individual designated to receive notice in the owner's license or permit  
records; and

(vi) be posted on the property.

(c) The written notice of lien shall:

(i) comply with the requirements of Section 38-12-102;

(ii) describe the specific violation;

(iii) specify the lien amount, in an amount of up to \$100 for each day of violation after the day on which the opportunity to cure the violation expires;

(iv) be mailed to:

(A) the property's owner of record; and

(B) any other individual designated to receive notice in the owner's license or permit records; and

(v) be posted on the property.

(d) (i) If an owner of property files a written objection in accordance with Subsection (5)(b)(iv), the county shall:

(A) hold a hearing in accordance with Title 52, Chapter 4, Open and Public Meetings Act, to conduct a review and determine whether the specific violation described in the written notice of violation under Subsection (5)(b) has occurred; and

(B) notify the owner in writing of the date, time, and location of the hearing described in Subsection (5)(d)(i)(A) no less than 14 days before the day on which the hearing is held.

(ii) If an owner of property files a written objection under Subsection (5)(b)(iv), a county may not record a lien under this Subsection (5) until the county holds a hearing and determines that the specific violation has occurred.

(iii) If the county determines at the hearing that the specific violation has occurred, the county may impose a lien in an amount of up to \$100 for each day of violation after the day on which the opportunity to cure the violation expires, regardless of whether the hearing is held after the day on which the opportunity to cure the violation has expired.

(e) If an owner cures a violation within the time period prescribed in the written notice of violation under Subsection (5)(b), the county may not hold a lien against the property, or impose any penalty or fee on the owner, in relation to the specific violation described in the written notice of violation under Subsection (5)(b).



(6) (a) A county that issues, on or after October 1, 2021, a permit or license to an owner of a primary dwelling to rent an internal accessory dwelling unit, or a building permit to an owner of a primary dwelling to create an internal accessory dwelling unit, may record a notice in the office of the recorder of the county in which the primary dwelling is located.

(b) The notice described in Subsection (6)(a) shall include:

(i) a description of the primary dwelling;

(ii) a statement that the primary dwelling contains an internal accessory dwelling unit; and

(iii) a statement that the internal accessory dwelling unit may only be used in accordance with the county's land use regulations.

(c) The county shall, upon recording the notice described in Subsection (6)(a), deliver a copy of the notice to the owner of the internal accessory dwelling unit.

Section 9. Section **17-27a-604.1** is enacted to read:

**17-27a-604.1. Process for subdivision review and approval.**

(1) (a) As used in this section, an "administrative land use authority" means an individual, board, or commission, appointed or employed by a county, including county staff or a county planning commission.

(b) "Administrative land use authority" does not include a county legislative body or a member of a county legislative body.

(2) (a) This section applies to land use decisions arising from subdivision applications for single-family dwellings, two-family dwellings, or townhomes.

(b) This section does not apply to land use regulations adopted, approved, or agreed upon by a legislative body exercising land use authority in the review of land use applications for zoning or other land use regulation approvals.

(3) A county ordinance governing the subdivision of land shall:

(a) comply with this section and establish a standard method and form of application for preliminary subdivision applications and final subdivision applications; and

(b) (i) designate a single administrative land use authority for the review of preliminary

926 applications to subdivide land; or

927 (ii) if the county has adopted an ordinance that establishes a separate procedure for the  
928 review and approval of subdivisions under Section 17-27a-605, the county may designate a  
929 different and separate administrative land use authority for the approval of subdivisions under  
930 Section 17-27a-605.

931 (4) (a) If an applicant requests a pre-application meeting, the county shall, within 15  
932 business days after the request, schedule the meeting to review the concept plan and give initial  
933 feedback.

934 (b) At the pre-application meeting, the county staff shall provide or have available on  
935 the county website the following:

936 (i) copies of applicable land use regulations;

937 (ii) a complete list of standards required for the project;

938 (iii) preliminary and final application checklists; and

939 (iv) feedback on the concept plan.

940 (5) A preliminary subdivision application shall comply with all applicable county  
941 ordinances and requirements of this section.

942 (6) An administrative land use authority may complete a preliminary subdivision  
943 application review in a public meeting or at a county staff level.

944 (7) With respect to a preliminary application to subdivide land, an administrative land  
945 use authority may:

946 (a) receive public comment; and

947 (b) hold no more than one public hearing.

948 (8) If a preliminary subdivision application complies with the applicable county  
949 ordinances and the requirements of this section, the administrative land use authority shall  
950 approve the preliminary subdivision application.

951 (9) A county shall review and approve or deny a final subdivision plat application in  
952 accordance with the provisions of this section and county ordinances, which:

953 (a) may permit concurrent processing of the final subdivision plat application with the

preliminary subdivision plat application; and

(b) may not require planning commission or county legislative body approval.

(10) If a final subdivision application complies with the requirements of this section, the applicable county ordinances, and the preliminary subdivision approval granted under Subsection (9)(a), a county shall approve the final subdivision application.

Section 10. Section **17-27a-604.2** is enacted to read:

**17-27a-604.2. Review of subdivision land use applications and subdivision improvement plans.**

(1) As used in this section:

(a) "Review cycle" means the occurrence of:

(i) the applicant's submittal of a complete subdivision land use application;

(ii) the county's review of that subdivision land use application;

(iii) the county's response to that subdivision land use application, in accordance with this section; and

(iv) the applicant's reply to the county's response that addresses each of the county's required modifications or requests for additional information.

(b) "Subdivision improvement plans" means the civil engineering plans associated with required infrastructure and county-controlled utilities required for a subdivision.

(c) "Subdivision ordinance review" means review by a county to verify that a subdivision land use application meets the criteria of the county's subdivision ordinances.

(d) "Subdivision plan review" means a review of the applicant's subdivision improvement plans and other aspects of the subdivision land use application to verify that the application complies with county ordinances and applicable standards and specifications.

(2) The review cycle restrictions and requirements of this section do not apply to the review of subdivision applications affecting property within identified geological hazard areas.

(3) (a) No later than 15 business days after the day on which an applicant submits a complete preliminary subdivision land use application for a residential subdivision for single-family dwellings, two-family dwellings, or townhomes, the county shall complete the



982 initial review of the application, including subdivision improvement plans.

983 (b) A county shall maintain and publish a list of the items comprising the complete  
984 preliminary subdivision land use application, including:

985 (i) the application;

986 (ii) the owner's affidavit;

987 (iii) an electronic copy of all plans in PDF format;

988 (iv) the preliminary subdivision plat drawings; and

989 (v) a breakdown of fees due upon approval of the application.

990 (4) (a) A county shall publish a list of the items that comprise a complete final  
991 subdivision land use application.

992 (b) No later than 20 business days after the day on which an applicant submits a plat,  
993 the county shall complete a review of the applicant's final subdivision land use application for  
994 single-family dwellings, two-family dwellings, or townhomes, including all subdivision plan  
995 reviews.

996 (5) (a) In reviewing a subdivision land use application, a county may require:

997 (i) additional information relating to an applicant's plans to ensure compliance with  
998 county ordinances and approved standards and specifications for construction of public  
999 improvements; and

1000 (ii) modifications to plans that do not meet current ordinances, applicable standards, or  
1001 specifications or do not contain complete information.

1002 (b) A county's request for additional information or modifications to plans under  
1003 Subsections (5)(a)(i) or (ii) shall be specific and include citations to ordinances, standards, or  
1004 specifications that require the modifications to plans, and shall be logged in an index of  
1005 requested modifications or additions.

1006 (c) A county may not require more than four review cycles.

1007 (d) (i) Subject to Subsection (5)(d)(ii), unless the change or correction is necessitated  
1008 by the applicant's adjustment to a plan set or an update to a phasing plan that adjusts the  
1009 infrastructure needed for the specific development, a change or correction not addressed or

1010 referenced in a county's plan review is waived.

1011 (ii) A modification or correction necessary to protect public health and safety or to  
1012 enforce state or federal law may not be waived.

1013 (iii) If an applicant makes a material change to a plan set, the county has the discretion  
1014 to restart the review process at the first review of the final application, but only with respect to  
1015 the portion of the plan set that the material change substantively effects.

1016 (e) If an applicant does not submit a revised plan within 20 business days after the  
1017 county requires a modification or correction, the county shall have an additional 20 business  
1018 days to respond to the plans.

1019 (6) After the applicant has responded to the final review cycle, and the applicant has  
1020 complied with each modification requested in the county's previous review cycle, the county  
1021 may not require additional revisions if the applicant has not materially changed the plan, other  
1022 than changes that were in response to requested modifications or corrections.

1023 (7) (a) In addition to revised plans, an applicant shall provide a written explanation in  
1024 response to the county's review comments, identifying and explaining the applicant's revisions  
1025 and reasons for declining to make revisions, if any.

1026 (b) The applicant's written explanation shall be comprehensive and specific, including  
1027 citations to applicable standards and ordinances for the design and an index of requested  
1028 revisions or additions for each required correction.

1029 (c) If an applicant fails to address a review comment in the response, the review cycle  
1030 is not complete and the subsequent review cycle may not begin until all comments are  
1031 addressed.

1032 (8) (a) If, on the fourth or final review, a county fails to respond within 20 business  
1033 days, the county shall, upon request of the property owner, and within 10 business days after  
1034 the day on which the request is received:

1035 (i) for a dispute arising from the subdivision improvement plans, assemble an appeal  
1036 panel in accordance with Subsection [17-27a-507\(5\)\(d\)](#) to review and approve or deny the final  
1037 revised set of plans; or

(ii) for a dispute arising from the subdivision ordinance review, advise the applicant, in writing, of the deficiency in the application and of the right to appeal the determination to a designated appeal authority.

Section 11. Section **17-27a-604.9** is enacted to read:

**17-27a-604.9. Effective dates of Sections 17-27a-604.1 and 17-27a-604.2.**

(1) Except as provided in Subsection (2), Sections 17-27a-604.1 and 17-27a-604.2 do not apply until December 31, 2024.

(2) Sections 17-27a-604.1 and 17-27a-604.2 do not apply until February 1, 2024 for:

(a) a specified county, as defined in Section 17-27a-408;

(b) a county that is a voting member of the Wasatch Front Regional Council, including:

(i) Davis County;

(ii) Morgan County;

(iii) Salt Lake County;

(iv) Tooele County; and

(v) Weber County; and

(c) a county that is a member of the Mountainland Association of Governments, including:

(i) Summit County;

(ii) Utah County; and

(iii) Wasatch County.

Section 12. Section **17-27a-608** is amended to read:

**17-27a-608. Subdivision amendments.**

(1) (a) A fee owner of a lot, as shown on the last county assessment roll, in a plat that has been laid out and platted as provided in this part may file a written petition with the land use authority to request a subdivision amendment.

(b) Upon filing a written petition to request a subdivision amendment under Subsection (1)(a), the owner shall prepare and, if approved by the land use authority, record a plat in accordance with Section **17-27a-603** that:



- 1066 (i) depicts only the portion of the subdivision that is proposed to be amended;  
1067 (ii) includes a plat name distinguishing the amended plat from the original plat;  
1068 (iii) describes the differences between the amended plat and the original plat; and  
1069 (iv) includes references to the original plat.
- 1070 (c) If a petition is filed under Subsection (1)(a), the land use authority shall provide  
1071 notice of the petition by mail, email, or other effective means to each affected entity that  
1072 provides a service to an owner of record of the portion of the plat that is being amended at least  
1073 10 calendar days before the land use authority may approve the petition for a subdivision  
1074 amendment.
- 1075 (d) If a petition is filed under Subsection (1)(a), the land use authority shall hold a  
1076 public hearing within 45 days after the day on which the petition is filed if:
- 1077 (i) any owner within the plat notifies the county of the owner's objection in writing  
1078 within 10 days of mailed notification; or
- 1079 (ii) a public hearing is required because all of the owners in the subdivision have not  
1080 signed the revised plat.
- 1081 (e) A land use authority may not approve a petition for a subdivision amendment under  
1082 this section unless the amendment identifies and preserves any easements owned by a culinary  
1083 water authority and sanitary sewer authority for existing facilities located within the  
1084 subdivision.
- 1085 (2) The public hearing requirement of Subsection (1)(d) does not apply and a land use  
1086 authority may consider at a public meeting an owner's petition for a subdivision amendment if:
- 1087 (a) the petition seeks to:
- 1088 (i) join two or more of the petitioning fee owner's contiguous lots;  
1089 (ii) subdivide one or more of the petitioning fee owner's lots, if the subdivision will not  
1090 result in a violation of a land use ordinance or a development condition;
- 1091 (iii) adjust the lot lines of adjoining lots or between a lot and an adjoining parcel if the  
1092 fee owners of each of the adjoining properties join the petition, regardless of whether the  
1093 properties are located in the same subdivision;

1094 (iv) on a lot owned by the petitioning fee owner, adjust an internal lot restriction  
1095 imposed by the local political subdivision; or

1096 (v) alter the plat in a manner that does not change existing boundaries or other  
1097 attributes of lots within the subdivision that are not:

1098 (A) owned by the petitioner; or

1099 (B) designated as a common area; and

1100 (b) notice has been given to adjoining property owners in accordance with any  
1101 applicable local ordinance.

1102 (3) A petition under Subsection (1)(a) that contains a request to amend a public street  
1103 or county utility easement is also subject to Section 17-27a-609.5.

1104 (4) A petition under Subsection (1)(a) that contains a request to amend an entire plat or  
1105 a portion of a plat shall include:

1106 (a) the name and address of each owner of record of the land contained in:

1107 (i) the entire plat; or

1108 (ii) that portion of the plan described in the petition; and

1109 (b) the signature of each owner who consents to the petition.

1110 (5) (a) The owners of record of adjoining properties where one or more of the  
1111 properties is a lot may exchange title to portions of those properties if the exchange of title is  
1112 approved by the land use authority as a lot line adjustment in accordance with Subsection  
1113 (5)(b).

1114 (b) The land use authority shall approve ~~[an exchange of title]~~ a lot line adjustment  
1115 under Subsection (5)(a) if the exchange of title will not result in a violation of any land use  
1116 ordinance.

1117 (c) If ~~[an exchange of title]~~ a lot line adjustment is approved under Subsection (5)(b):

1118 (i) a notice of lot line adjustment approval shall be recorded in the office of the county  
1119 recorder which:

1120 (A) is ~~[executed]~~ approved by ~~[each owner included in the exchange and by]~~ the land  
1121 use authority; and

1122 ~~[(B) contains an acknowledgment for each party executing the notice in accordance~~  
1123 ~~with the provisions of Title 57, Chapter 2a, Recognition of Acknowledgments Act, and]~~

1124 ~~[(C)]~~ (B) recites the legal descriptions of both the properties and the properties  
1125 resulting from the exchange of title; and

1126 (ii) a document of conveyance of title reflecting the approved change shall be recorded  
1127 in the office of the county recorder ~~[with an amended plat].~~

1128 (d) A notice of approval recorded under this Subsection (5) does not act as a  
1129 conveyance of title to real property and is not required to record a document conveying title to  
1130 real property.

1131 (6) (a) The name of a recorded subdivision may be changed by recording an amended  
1132 plat making that change, as provided in this section and subject to Subsection (6)(c).

1133 (b) The surveyor preparing the amended plat shall certify that the surveyor:

1134 (i) holds a license in accordance with Title 58, Chapter 22, Professional Engineers and  
1135 Professional Land Surveyors Licensing Act;

1136 (ii) (A) has completed a survey of the property described on the plat in accordance with  
1137 Section 17-23-17 and has verified all measurements; or

1138 (B) has referenced a record of survey map of the existing property boundaries shown  
1139 on the plat and verified the locations of the boundaries; and

1140 (iii) has placed monuments as represented on the plat.

1141 (c) An owner of land may not submit for recording an amended plat that gives the  
1142 subdivision described in the amended plat the same name as a subdivision recorded in the  
1143 county recorder's office.

1144 (d) Except as provided in Subsection (6)(a), the recording of a declaration or other  
1145 document that purports to change the name of a recorded plat is void.

1146 Section 13. Section **63I-2-210** is amended to read:

1147 **63I-2-210. Repeal dates: Title 10.**

1148 On January 1, 2025, Section 10-9a-604.9 is repealed.

1149 Section 14. Section **63I-2-217** is amended to read:



1150           **63I-2-217. Repeal dates: Title 17.**

1151           ~~[(1) Title 17, Chapter 35b, Consolidation of Local Government Units, is repealed~~  
1152 ~~January 1, 2022.]~~

1153           (1) On January 1, 2022, Title 17, Chapter 35b, Consolidation of Local Government  
1154 Units, is repealed.

1155           ~~[(2) On January 1, 2028, Subsection 17-52a-103(3), requiring certain counties to~~  
1156 ~~initiate a change of form of government process by July 1, 2018, is repealed.]~~

1157           ~~[(3)]~~ (2) On June 1, 2022:

1158           (a) Section 17-52a-104 is repealed;

1159           (b) in Subsection 17-52a-301(3)(a), the language that states "or under a provision  
1160 described in Subsection 17-52a-104(1)(b) or (2)(b)," is repealed; and

1161           (c) Subsection 17-52a-301(3)(a)(iv), regarding the first initiated process, is repealed.

1162           (3) On January 1, 2025, Section 17-27a-604.9 is repealed.

1163           (4) On January 1, 2028, Subsection 17-52a-103(3), requiring certain counties to initiate  
1164 a change of form of government process by July 1, 2018, is repealed.