



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

The Kaysville City Planning Commission will hold a regular meeting on April 24, 2025, 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. Welcome and Meeting Order
2. Declaration of Conflict of Interest
3. Conditional Use Permit for a Major B Home Occupation located at 135 South 500 East for Green Peak Landscaping for Jarom Jorgensen
4. Public Hearing for a Rezone for 13 West 950 North (parcel # 08-065-0079) from R-A to LI
5. Public Hearing for a Rezone for 16 East 950 North (parcel # 08-065-0080) from R-A to R-M with a PRUD Zone Overlay
6. Approval of the minutes from the March 13, 2025 Planning Commission Meeting
7. Approval of the minutes from the March 27, 2025 Planning Commission Meeting
8. Other matters that properly come before the Planning Commission
  - a. Reports
  - b. Correspondence
  - c. Calendar
9. Adjournment

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

Kaysville City is dedicated to a policy of non-discrimination in admission to, access to, or operations of its programs, services, or activities. If you need special assistance due to a disability, please contact the Kaysville City Offices at (801) 546-1235 at least 24 hours in advance of the meeting to be held.

Mindi Edstrom  
Community Development Department

## PLANNING COMMISSION STAFF REPORT

**To:** Kaysville City Planning Commission  
**From:** Mindi Edstrom, Business License Officer  
**Date:** April 17, 2025

**Agenda Item #3:** Conditional Use Permit for a Major B Home Occupation Green Peak Landscaping located at 135 South 500 East for Jarom Jorgensen

|                                   |                                          |
|-----------------------------------|------------------------------------------|
| <b>Meeting Date</b>               | April 24, 2025                           |
| <b>Application Type</b>           | Conditional Use Permit                   |
| <b>Applicant   Owner</b>          | Jarom Jorgensen   Green Peak Landscaping |
| <b>Address   Parcel ID Number</b> | 135 South 500 East   11-114-0100         |
| <b>Lot Size</b>                   | 0.31   13,503 ft <sup>2</sup>            |
| <b>Current Use   Zone</b>         | Single Family Dwelling   R-D             |
| <b>Conditional Use</b>            | Major B Home Occupation                  |

### 1. BACKGROUND



Jarom Jorgensen is the owner of Green Peak Landscaping located at 135 South 500 East. Green Peak Landscaping is a landscaping service for residential and commercial buildings and as per [KCC 17-26-4 Major Home Occupation B](#) is required to have a Conditional Use Permit. The property will not serve as a base of operations for employees or equipment storage. Instead, the home will be used as an office for administrative tasks. Mr. Jorgensen has one truck that he will bring home with him daily.

The landscaping services are performed exclusively at the properties of residential and commercial clients. There will be no business-related customer visits, employee gatherings or equipment delivered to the property.





This use should not have any negative impacts on the residential character of the neighborhood as the business will be conducted off site. Mr. Jorgensen is working to be compliant with the State of Utah and the Department of Professional Licensing.

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

A sign was placed on the property on Friday, April 18, 2025.

## **3. RECOMMENDATION**

Staff is recommending approval of this Conditional Use Permit located at 135 South 500 East with any conditions Planning Commission feel are necessary based on standards in [KCC 17-30-8](#).

Findings for a recommendation of approval include:

- A. The proposed use is consistent with the [KCC 17-26-4 Major Home Occupation B](#) regulations for Contractors.
- B. The applicant has been made aware of Major B Home Occupation regulations and has agreed to comply.
- C. The application has been reviewed by staff and the business is compliant with City Zoning and the Utah State Department of Commerce.
- D. The business will not have an adverse effect on the use, enjoyment, or valuation of property in the neighborhood as regulated by [KCC 17-26-4 Major Home Occupation B](#) regulations.

## PLANNING COMMISSION STAFF REPORT

**To:** Kaysville City Planning Commission  
**From:** Anne McNamara, Senior Planner  
**Date:** April 18, 2025

**Agenda Item #4:** Rezone request and Public Hearing for a Rezone for 13 West 950 North (parcel # 08-065-0079) from R-A Agricultural Residential to LI Light Industrial for the Holland Group

|                                   |                                                         |
|-----------------------------------|---------------------------------------------------------|
| <b>Meeting Date</b>               | April 24, 2025                                          |
| <b>Application Type</b>           | Rezone                                                  |
| <b>Applicant   Owner</b>          | Phil Holland   The Holland Group                        |
| <b>Address   Parcel ID Number</b> | 13 West 950 North   08-065-0079                         |
| <b>Lot Size</b>                   | 4.88 acres   212,572.8 ft <sup>2</sup>                  |
| <b>Current Use</b>                | R-A undeveloped                                         |
| <b>Current Zoning</b>             | R-A Agricultural Residential District                   |
| <b>Density Entitlement</b>        | 7 dwelling units (21,780 ft <sup>2</sup> min. lot size) |
| <b>Requested Zoning</b>           | LI Light Industrial District                            |
| <b>Density Entitlement</b>        | N/A                                                     |

### 1. BACKGROUND

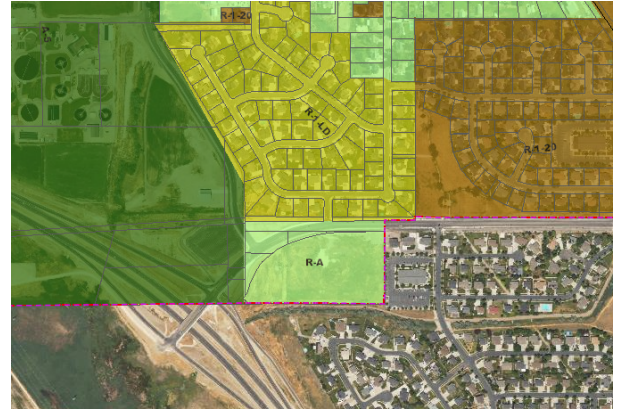
The Holland Group submitted an application to rezone property located at approximately 13 West 950 North from R-A Agricultural Residential (RA) to LI Light Industrial (LI), which is a commercial zone. The property was previously owned by UDOT, and was auctioned off as surplus property in late 2024 where it was purchased by the Holland Group for development.

Access to the property would come from 950 North, which is currently only partly owned by the City, directly east of the West Davis Highway interchange. The property is 3.77 acres in size and is located on the southern side of 950 North. The site is directly across from the Parkwood subdivision, and the intersection of Sunset Drive and 950 North.



## 2. SURROUNDING LAND USE AND ZONING

- **Adjacent** – Directly adjacent to the subject property are additional parcels zoned RA, which are owned by the Utah Department of Transportation (UDOT).
- **North** – To the north of the property are R-1-LD lots, a single family zone with a minimum lot size of 12,000 ft<sup>2</sup>. There are also some R-1-20 lots to the northeast that are zoned R-1-20, which is another single family zone that has a minimum lot size of 20,000 ft<sup>2</sup>.
- **South** – South of the property is beyond Kaysville city limits and is exclusively lots that are in Farmington City's jurisdiction.
- **East** – Properties to the east are largely outside of Kaysville, there are some R-1-20 lots to the northeast that are zoned R-1-20, another single family zone that has a minimum lot size of 20,000 ft<sup>2</sup>.
- **West** – To the west of the subject property are a handful A-5 lots, which is the heavy agricultural zone with a minimum lot size of 210,000 ft<sup>2</sup>. These parcels include the Sunset Equestrian Center, land belonging to the Central Davis Sewer District, and the West Davis Highway interchange on the far western boundary of the City limits.



## 3. 2022 GENERAL PLAN

### A. FUTURE LAND USE MAP

The Future Land Use Map shows the property at 16 East 950 North as intended for commercial use, with General Commercial indicated as the anticipated zoning.

### B. GUIDING PRINCIPLES

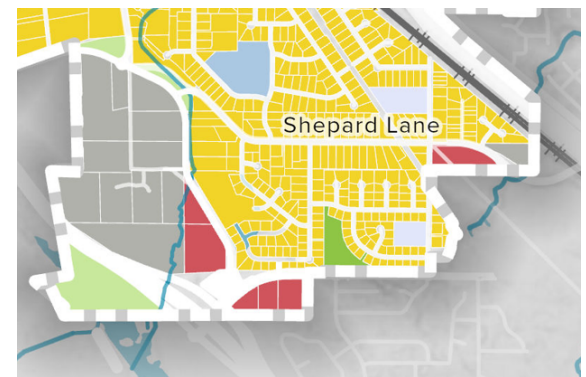
There are no guiding principles that speak directly to the inclusion or exclusion of commercial uses outside the City Center, so the General Plan is considered neutral on this matter.

### 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 adequate support for the rezone request.

**Chapter 1 Land Use & Placemaking Plan** outlines Goals 3 and 5 which can provide support to the rezone request.

***Goal 3: Improve the commercial profile and operations along the outskirts of the community and regional corridors*** Rezoning this property to LI would allow for a



commercial presence to be established on the western border of the city, where the West Davis Corridor intersects with 950 North. This would enable a small commercial node to be incorporated within the surrounding neighborhoods that are currently characterized by larger lot sizes and single family homes. The section of Chapter 1 of the General plan dedicated to placemaking for commercial uses also specifically calls out the West Davis Corridor as an area of opportunity for future commercial projects, providing additional support to the rezone request:

*“As the West Davis Corridor and Shepard Lane Expansion projects are completed, small neighborhood-scale commercial nodes located near highway exits could provide essential services and help draw visitors to the city.”*

***Objective 3.1: Leverage the West Davis Corridor by implementing small-scale commercial opportunities by interchanges.***

The proposed commercial zoning for the subject property would allow for commercial uses to be placed in a location that optimizes the proximity of the West Davis Corridor. The traffic from the interchange will help to establish the area as another key node of retail and commercial activity outside of the city center, providing further opportunities for economic growth and revenues.

***Goal 7: Ensure land uses are compatible and/or utilize adequate buffers to enhance compatibility.***

To ensure that land uses are incorporated with consideration to compatibility and adjacent uses, the identification of West Davis Corridor as an area of opportunity allows for commercial activity to be more effectively placed relative to existing neighborhoods. The commercial uses can allow more economic activity close to a key corridor, without disrupting the built environment of neighborhoods on the north side of 950 North. An additional barrier is provided by 950 North, which as a regional corridor, provides for further separation of uses without eliminating the viability of commercial activity.

***Objective 7.1: Provide land use transitions and development buffers between incompatible land uses.***

Due to the LI zone request being submitted in conjunction with the applicant’s request for an R-M zone on the adjacent parcel, the proposed housing will provide a further buffer between the newly established commercial activities and the preexisting single family neighborhoods to the east. The LI zone request will help incorporate commercial activity into the proposed higher density housing. This buffer will also separate the new retail uses from existing homes in a traditionally single family area.

**Chapter 5 Economic Development & Prosperity**

***Goal 3: Allow for mixed use development in identified areas to generate more rooftops and prevent sales leakage***

Although the proposed LI development is not explicitly part of a mixed use development, its pairing with the adjacent R-M zoning provides a mix of uses across the



two parcels. The allowance of LI in this location would expand the capacity for commercial uses in the area to balance out the existing single family residential, and potentially help reclaim previously lost sales tax revenue to competing areas in neighboring cities. This property could also serve to incentivize further commercial activity along the West Davis Corridor, creating more of the commercial nodes in the western half of the City, in line with the goals and guidance provided by the General Plan in Chapter 5:

*“The Placemaking Plan identifies potential locations where commercial and mixed uses could be expanded. While these areas provide opportunities for the consideration of commercial expansion, the city should evaluate the costs and benefits of any proposed commercial developments related to their specific project elements. Concentrating commercial development in the designated areas will help maintain Kaysville’s small town identity while offering areas with mixed use vibrancy.”*

#### **4. ZONING**

The purpose statement for the [LI Light Industrial District](#) states:

*To provide for industrial, manufacturing, and commercial uses in Kaysville, and to protect such uses from encroachment of uses adverse to their operation and expansion.*

The Light Industrial zone does not have any requirements for minimum square footage or density limitations. However, KCC 17-21-6 does stipulate two requirements for spacing from residential uses, and building lot coverage:

##### **17-21-6 Area, Lot Coverage And Yard Requirements**

1. *There are no lot size or yard requirements except that where a lot in the Light Industrial District abuts a residential district, the yard abutting the residential district shall be at least thirty feet (30').*
2. *No building, structure or combination of such shall cover more than seventy percent (70%) of the total lot area.*

#### **5. PUBLIC COMMENT**

A total of 94 public notices were mailed to property owners within 800’ of the subject property and a sign was placed on the property on Friday, April 18, 2025. As of the date of this report, one comment has been received.

#### **6. RECOMMENDATION**

The 2022 General Plan does not explicitly address how Light Industrial should be placed throughout the City, instead focusing more on how commercial zoning should be concentrated around the existing City Center, to align with the Future Land Use map and accommodate existing neighborhoods. The General Plan does however refer multiple times to the significance of the West Davis Corridor as both a key regional corridor, and as an outlet for the western portion of the City. In its consideration of the corridor the plan speaks in multiple chapters to the importance of

concentrating future commercial nodes in more remote areas of the city in a way to encourage suitable commercial growth. Due to the proposed location of the site for this application, it is arguably in an ideal location relative to the West Davis Corridor to be the first step in creating a key commercial hub along a pivotal interchange.

Despite the strength with which the General Plan can be used to support the request for an LI zoning designation, the same cannot be said for the Future Land Use map. LI on the Future Land Use map is indicated as being intended for almost exclusively the area inhabited by the Kaysville Business Park, with several acknowledgements of potential mixed use LI potential sites just beyond it. Furthermore, on the land use map the subject property is indicated as GC. This difference between the applicant's requested zoning and the land use designation on the map presents a challenge in determining the viability of a positive recommendation. It is important to consider, however, the similarities that do already exist between the two zones. As the City's two primary commercial districts outside of the City Center, LI allows for every use that is permitted by the GC zone, with the exception of government offices. LI also offers a much wider range of potential conditional uses that are considered compatible. This flexibility found in the LI zone was a strong consideration by the applicant when determining their request for a rezone, and will enable the applicant to pursue a wider range of potential tenants for the site than would be allowed under GC.

Based on the factors Staff has outlined in this report regarding the limited support provided by General Plan, as well as the conflict of zoning designations on the Future Land Use map, staff recommends approval of the proposed zone change from R-A to LI.

The Planning Commission may make a recommendation to the City Council to approve or deny the rezone request based on the limited support available from the 2022 General Plan.

## PLANNING COMMISSION STAFF REPORT

**To:** Kaysville City Planning Commission  
**From:** Melinda Greenwood, Community Development Director  
**Date:** April 18, 2025

**Agenda Item #5:** Public Hearing Notice for a Rezone for 16 East 950 North (parcel # 08-065-0079) from R-A to R-M with a PRUD Zone Overlay

|                                   |                                                         |
|-----------------------------------|---------------------------------------------------------|
| <b>Meeting Date</b>               | April 24, 2025                                          |
| <b>Application Type</b>           | Rezone                                                  |
| <b>Applicant   Owner</b>          | Phil Holland   The Holland Group                        |
| <b>Address   Parcel ID Number</b> | 16 East 950 North   08-065-0080                         |
| <b>Lot Size</b>                   | 3.77 acres   164,221 ft <sup>2</sup>                    |
| <b>Current Use</b>                | R-A undeveloped                                         |
| <b>Current Zoning</b>             | R-A Agricultural Residential District                   |
| <b>Density Entitlement</b>        | 7 dwelling units (21,780 ft <sup>2</sup> min. lot size) |
| <b>Requested Zoning</b>           | R-M Multiple Family Residential District                |
| <b>Density Entitlement</b>        | 56 Units Proposed (58 Units allowed)                    |

### 1. BACKGROUND

The subject property is located in the southwest corner of Kaysville City, bordering Farmington city boundaries and situated just east of the 950 North interchange for the West Davis Corridor. The property is currently undeveloped but was previously used as a mink farm.

Property in the area, including this parcel, was purchased by UDOT for the West Davis Corridor. However, this particular property was not needed for the highway project and was subsequently sold through a public property auction in 2024. The Holland Group purchased the property and has applied for a rezone to [R-M Multiple Family Residential](#) with a [PRUD overlay](#) to allow for townhomes on this 3.77-acre site. The applicant is proposing 56 three-story townhomes,

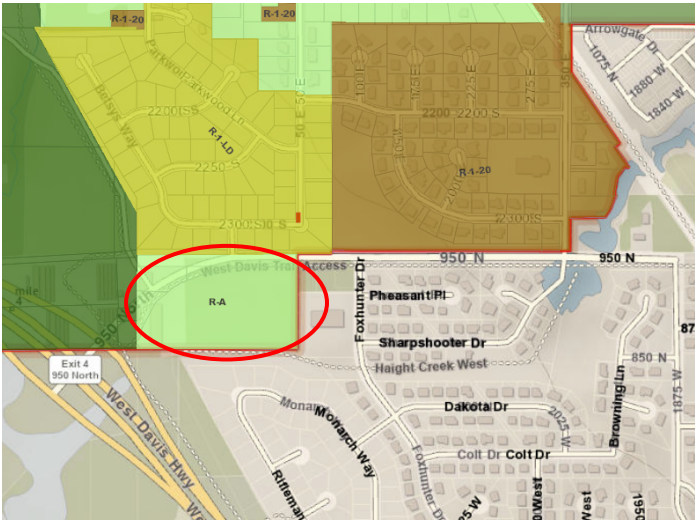


each including a two-car garage. The development would include private internal roads, guest parking, open space and community amenities.

**2. SURROUNDING LAND USE AND ZONING**

Located on the south side of 950 North, the subject property is adjacent to a single-family home, an LDS church, Haight’s Creek and the interchange for the West Davis Corridor.

- **Adjacent** – The subject parcel is adjacent to properties within Farmington city boundaries, which are zoned AE Agricultural Estates.
- **North** – Across 950 North to the north, properties are currently developed as single-family homes which are zoned R-1-LD and R-1-20. These homes are located within Kaysville City.
- **South** – The property is bordered by Farmington, and the property to the south is zoned AE Agricultural Estates for single-family use.
- **East** – Properties to the east are located in Farmington City and include an LDS church and single-family homes, all zoned AE Agricultural Estates.
- **West** – To the west of the subject property is zoned A-5 and includes the West Davis Corridor and the Central Davis Sewer District’s treatment plant.



**3. GENERAL PLAN**

**a. GUIDING PRINCIPLES**

The 2022 General Plan begins by establishing five guiding overarching principles, one of which says that the City should:

***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.

Page 47 of the 2022 General Plan indicates that “92 percent of Kaysville’s occupied housing stock is single family with 8 percent multi-family, mobile home and other housing types.” The proposed R-M zoning will increase the housing supply in Kaysville and provide additional options which do not currently exist, especially in this area of the City.



**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.

**b. FUTURE LAND USE MAP**

Chapter 1 of the 2022 General Plan, titled Land Use & Placemaking Plan established a map that outlines locations for ideal land use categories as a reference point for when rezone applications are being considered. The Future Land Use Map (page 25) for the 2022 General Plan indicates this property to be utilized for commercial purposes. This R-M rezone application is not supported by this particular element of the 2022 General Plan.



**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 have reviewed these sections to determine if there is adequate support for the rezone request.

- i. **Chapter 1 Land Use & Placemaking Plan** outlines Goal 8 which supports the rezone request.

***Goal 8: Provide a range of housing options and price points that help ensure Kaysville is an affordable place to live.*** Kaysville is limited in its existing housing options and affordability. The provision of 56 residential units would diversify housing options and price points, especially in this area of the community. The first implementation measure under Goal 8 says the City should “Allow and encourage new residential development models that meet the future needs of the community.”

- ii. **Chapter 3: Housing and Neighborhoods**

The General Plan was amended in November of 2022 to account for the State’s requirements which are designed to increase the production of moderate income housing. Kaysville is one of the cities subject to this law and we must include moderate income housing goals in general plans. Given the State’s requirement, stringent reporting and compliance reviews, City staff advises that the following goals and objectives should hold a greater weight than goals and objectives in other chapters which are unchecked by the State.

***Goal 1: Provide a full range of housing opportunities to meet economic, lifestyle, and lifecycle needs and expectations for residents.*** Rezoning this property to R-M would provide needed housing which is outside the large single family lots which are traditionally offered in Kaysville, specifically in this area of the city.

***Objective 1.3: Rezone for densities necessary to facilitate the production of moderate income housing.*** Implementation measure “c” is specific to this application and states the City will “Give strong consideration to rezone applications which are supported by elements of the General Plan but may not align with the future land use map.”



The type of housing offered by the proposed R-M rezone could facilitate housing that would meet moderate income housing requirements. If approved, the housing produced by this rezone will be far more attainable than what currently exists in southwest Kaysville. The bulk of housing offered in Kaysville is single family housing on large half or third acre lots which are less conducive to affordability.

Because of the Moderate Income Housing requirements, the goals and objectives in Chapter 3 offer weighted support for this rezone and project.

While the Future Land Use Map does not support this application, there are adequate principles, goals, objectives and implementation measures that support the requested R-M rezone.

#### **4. ZONING & DEVELOPMENT AGREEMENT**

In addition to the R-M rezone, the applicant has requested a PRUD overlay to accommodate for private internal roads for the development as well as some differences in setbacks. Staff is proposing a development agreement to solidify the details of the project should the City Council elect to approve the rezone.

The R-M zone allows for one unit per 2,800 ft<sup>2</sup>. Given the size of the property, 58 dwellings could theoretically fit on the property, and the applicant is requesting 56 dwellings.

##### **a. SETBACKS**

The R-M zone has setbacks prescribed, but the PRUD overlay allows for some variation in setbacks. The applicant will be able to meet minimum setback requirements for buildings in most cases. However, they are proposing some differences in the standards established in the code. Setbacks are defined in section 2.A.iv of the draft development agreement and are proposed as follows:

- Rear setbacks will be a minimum of 20' to accommodate driveways and additional parking. The driveways are rear loading from internal private roads.
- Side setbacks from the internal roads will be a minimum of 10'.
- Front setbacks will be a minimum of 15'. With the townhomes that share common areas in between buildings, this will amount to 30' between the two buildings.
- Setbacks between the sides of two buildings will be a total of 10'.
- The setbacks for the south property line will be a minimum of 30' and the east and west property lines will be a minimum of 10'.
- Setbacks for the north property line will at least 15'.

##### **b. OPEN SPACE & AMENITIES**

The proposed project requires a minimum of 32,000 ft<sup>2</sup> of open space, which is defined as: usable functional open space, excluding planting strips, for outdoor leisure. The applicant has provided 42,000 ft<sup>2</sup> of open space and commits to providing amenities, including:

- Playground area

- Grilling and gathering area
- Fenced dog park
- 5' asphalt walking path around the perimeter of the project
- Bocce ball and bean bag toss area
- Pergola with benches
- Chalk mural area
- Hammock gathering area
- Community open space/active recreation area with turf



The project will also be fenced around the south and east perimeter and may include fencing on the west side as well.

The proposed open space and amenities meet the requirements outlined in 17-16 R-M Multiple Family Residential District.

The R-M code also requires that 20 ft<sup>2</sup> of outdoor storage be provided. The garages included with each townhome should be adequate to meet those needs.

#### c. BUILDING HEIGHT

The R-M code limits building height to 30'. The applicant is requesting an allowed height of 33' to accommodate three stories. Building height is defined in [17-2 Definitions](#) as "the vertical distance from grade plane to the average height of the highest roof structure." Building height is not measured to the top of the highest peak, but rather is measured to the middle, or average of the peak. Should the City Council be inclined to approve this, an increase in height is allowed by setting different standards in the proposed development agreement.

#### d. TRAFFIC & PARKING

The City's parking regulations, [17-32-2 Off Street Parking](#), requires 97 parking stalls for the project and the applicant is providing a two-car garage for each unit and 12 guest parking stalls for a total of 124 parking stalls. The project also includes rear-loading driveways that are at least 18' x 20' in size and can accommodate additional parking needs. The applicant exceeds parking requirements.

The applicant submitted a traffic analysis (attached), and while a final review of an updated traffic study hasn't been completed, it is not anticipated that mitigation measures will be required for the project. The review will be finalized prior to this item being placed on the City Council meeting agenda. If any mitigation measures are required, those details will be added into the development agreement.

**5. PUBLIC COMMENT**

A total of 93 public notices were mailed to property owners within 800' of the subject property and a sign was placed on the property on Friday, April 17, 2025.

As of the date of this staff report a few email comments have been received through the online portal, which automatically distributes those comments to the Planning Commission. The comments expressed both opposition and support for the R-M rezone request.

**6. RECOMMENDATION**

Based on adequate support within the 2022 General Plan, staff is recommending approval of the zone change with the proposed development agreement.

The Planning Commission may make a recommendation to the City Council to approve or deny the rezone request. It is also within the Planning Commission's purview to recommend changes to the project if so inclined.

**ATTACHMENTS:**

1. Holland 950 N RM Development Agreement PC Draft 04242025
2. Kaysville Exchange Site Plan
3. Townhome Renderings and Elevations
4. Amenity Plan Renderings
5. Kaysville Exchange Traffic Impact Analysis

**DEVELOPMENT AGREEMENT FOR  
PARCEL ID 08-065-0080 AT APPROXIMATELY 16 EAST 950 NORTH  
AND CONSISTING OF 3.77 ACRES FOR R-M MULTIPLE FAMILY RESIDENTIAL  
WITH A PRUD OVERLAY**

THIS AGREEMENT is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2025 by and between Kaysville City, a municipal corporation organized and existing under the laws of the State of Utah (hereinafter the "City") and HG Kays LLC (hereinafter the "Developer").

**RECITALS**

**WHEREAS**, Developer is desirous of rezoning and developing the property as R-M Multiple Family Residential with a PRUD overlay consisting of residential townhomes (the "Project") on certain real property located at approximately 16 East 950 North, in the City of Kaysville, County of Davis, State of Utah and more particularly described as parcel number 08-065-0080 which is 3.77 acres in size; 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 R-M Multiple Family Residential rezone with a PRUD overlay 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.

- i. 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.
- ii. The property is located at approximately 16 East 950 North, City of Kaysville, County of Davis, State of Utah and is further described in a legal description in Exhibit B, and more particularly described as parcel number 08-065-0080 is 3.77 acres in size.

- B. Project Description. The Project proposed is a R-M Multiple Family Residential PRUD development as shown in Exhibit C (the “Site Plan”) and shall include no more than 56 residential townhomes and shall be constructed in substantial conformance to this agreement, and the attached concept site plan and renderings. The project also includes open space and living amenities as well as guest parking.
- C. Substantial Conformance. Developer shall complete project as approved and authorized by this agreement and agrees to substantially conform to exhibits, requirements and details in this agreement. Substantial Conformance shall mean and includes minimal fluctuations in overall project layout, which is subject to final design.
- a. A reduction in the number of residential units may be approved by Community Development Director. If the number of units are reduced, applicable and proportionate reductions on parking and open space may be approved by Community Development Director so long as reductions comply with applicable city ordinances.
  - b. Changes or substitutions to promised amenities are allowed so long as open space requirements are met and the Community Development Director authorizes the changes to be an improvement or like substitution to amenities.
  - c. Other changes to the project of this agreement shall be approved by the City Council.

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

- A. Adoption of Development Standards. 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 1.B 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 E.
  - iii. Building Height. Building height is defined as the vertical distance from grade plane to the average height of the highest roof structure. To accommodate three stories, buildings shall not be more than 33 feet in height.
  - iv. Setbacks. The PRUD overlay allows for variations in setback regulations. Setbacks shall meet the following minimum standards.
    - a. Rear setbacks on all driveways/garage shall be a minimum of 20 feet.



- b. Side setbacks from interior roads shall be a minimum of 10 feet.
  - c. Front setbacks shall be a minimum of 15 feet.
  - d. Setbacks between the sides of buildings shall be a minimum of 10 feet.
  - e. Setbacks between the south property line shall be a minimum of 30 feet.
  - f. Setbacks between the east property line shall be a minimum of 10 feet.
  - g. Setbacks between the west property line shall be a minimum of 10 feet.
  - h. Setbacks between the north property line shall be a minimum of 15 feet.
- v. Open Space & Amenities Plan. Open space is defined as usable, functional open space for outdoor leisure and does not include planting strips. Developer agrees to providing a minimum of 32,000 square feet of open space and commits to providing the following amenities for residents living in the apartments in the development and further defined in Exhibit D.

| Open Space          |             |                        |                        |          |
|---------------------|-------------|------------------------|------------------------|----------|
| Building Type       | # Buildings | Square Feet / Unit     | Square Feet / Building | Required |
| Two-unit            | 1           | 800                    | 1,600                  | 1,600    |
| Three-unit          | 0           | 600                    | 1,800                  | -        |
| Four-unit           | 4           | 600                    | 2,400                  | 9,600    |
| Five-unit           | 4           | 600 first 4; + 400 per | 2,800                  | 11,200   |
| Six-unit            | 3           | 600 first 4; + 400 per | 3,200                  | 9,600    |
| Total               |             |                        |                        | 32,000   |
| Provided Open Space |             |                        |                        | 42,000   |

- a. Amenities shall include:
    - i. 5' wide asphalt walking path
    - ii. Playground area
    - iii. Enclosed dog park
    - iv. Pergola with benches
    - v. Barbeque and pavilion area
    - vi. Active turf and recreation area
- vi. Parking.
- a. Required Parking. Calculations for required parking is based on the currently adopted Kaysville City Code 17-32 Off-Street Parking and Loading. Total required parking is 97 total stalls.
    - i. A two-car garage for each townhome shall be provided.
    - ii. Guest parking of 12 stalls shall be provided.
    - iii. Developer is providing parking as noted and no parking reduction shall be granted.

| Parking          |                     |             |                  |          |
|------------------|---------------------|-------------|------------------|----------|
| Building Type    | # Spaces / Building | # Buildings | Required Parking | Provided |
| Single-unit      | 2                   | -           | -                | -        |
| Two-unit         | 4                   | 1           | 4                | 4        |
| Three-unit       | 6                   | -           | -                | -        |
| Four-unit        | 8                   | 4           | 32               | 32       |
| Five-unit        | 8                   | 4           | 32               | 40       |
| Six-unit         | 9.5                 | 3           | 29               | 36       |
| Guest Parking    | NA                  | NA          | NA               | 12       |
| Driveway Parking | NA                  | NA          | NA               | 112      |
| Total            |                     |             | 97               | 236      |

- vii. Allowed Dwellings. Developer may construct up to 56 residential dwelling units within Project. The overall residential unit count shall not exceed 56 units. Any increase in the count of residential dwelling units shall be approved by the City Council through an amendment to this agreement.
- viii. Traffic Mitigation. Developer agrees to construct any road improvements or traffic mitigation measures on 950 North as necessitated by the Project and as recommended by the traffic analysis. Any such improvements shall be built to adopted City standards.
- ix. Landscaping. Developer agrees to plant vegetation and trees throughout the Project as indicated in the landscape plan outlined in Exhibit D. Additionally, Developer
- Shall not install turf or grass in park strips, areas less than 8' wide or landscaping in parking lot areas.
  - Agrees to use turf only in active recreation areas for the Project as defined in Kaysville City Code 17-5 Water Efficient Landscape Standards.
  - Agrees to use water wise vegetation and materials in all common landscaping areas where reasonable.
- x. Fencing. A six-foot tall solid fence shall be installed on the east and south perimeters of the project. Developer is not precluded from fencing the entire Project if they so choose. All fencing must meet fencing and visibility requirements as adopted in Kaysville City Code.
- xi. Subdivision for Townhomes. Development of the Project shall require a subdivision of the Property for the purposes of individually owned townhomes. The future subdivision shall be processed as City Code requires.
- Developer has the right to construct 56 townhomes but acknowledges and understands that the plans submitted with this agreement shall be subject to the code then existing when those plans are submitted for subdivision approval. In other words, this agreement shall not be deemed to entitle this

property to rights under the current zoning and building codes unless specifically stated herein. While neither party anticipates a material change to the code, the parties acknowledge that the attached site plan may not necessarily meet the code existing when applied for. This may require resizing of building size (and consequently the number of allowed dwellings) relocation of buildings, roads, parking, open space or otherwise based on requirements and approved civil engineering plans in order to meet city code and adopted standards or standards as required in this agreement.

- B. 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 residential 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 roads, alleys, ground, property, amenities, landscaped areas, parking areas, driveways, sidewalks, park strips, lighting, benches, etc. Developer agrees to remain in compliance with Kaysville City code.

Developer shall create a Homeowners Association (HOA) for the project. The HOA shall own and adequately maintain all common areas, open space, amenities, park strips, private roadways, alleys, landscaping, etc.

### **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, as determined through the subdivision process current to the date of the subdivision application. Developer shall construct all improvements 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 950 North with the construction of the on-site improvements based on adopted city standards at the time of the subdivision application.

## **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 complete the subdivision process with platting, bonding and recordation by July 1, 2027.

## **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.

[Signatures on next page.]

Owner: HG Kays LLC

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

\_\_\_\_\_  
Title

Attest:

Kaysville City

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

\_\_\_\_\_  
Annemarie Plaizier  
City Recorder

\_\_\_\_\_  
Tamara Tran  
Mayor

On the \_\_\_\_\_ day of \_\_\_\_\_, 2025, personally appeared before me TAMARA TRAN, and ANNEMARIE PLAIZIER, who being by me duly sworn did say, each for himself and herself that he, the said TAMARA TRAN, is the Mayor of Kaysville City, Davis County, State of Utah and that she, the said ANNEMARIE PLAIZIER, is the City Recorder of Kaysville City, and that the within and foregoing instrument was signed on behalf of the said Kaysville City by authority of the City Council of Kaysville City and said TAMARA TRAN and ANNEMARIE PLAIZIER, each duly acknowledged to me that the said Kaysville City executed the same and that the seal affixed is the seal of the said Kaysville City.

\_\_\_\_\_  
NOTARY PUBLIC

(SEAL)

STATE OF UTAH )

: ss.

COUNTY OF DAVIS )



On the \_\_\_\_ day of \_\_\_\_\_, 2025, 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 HG KAYS LLC.

---

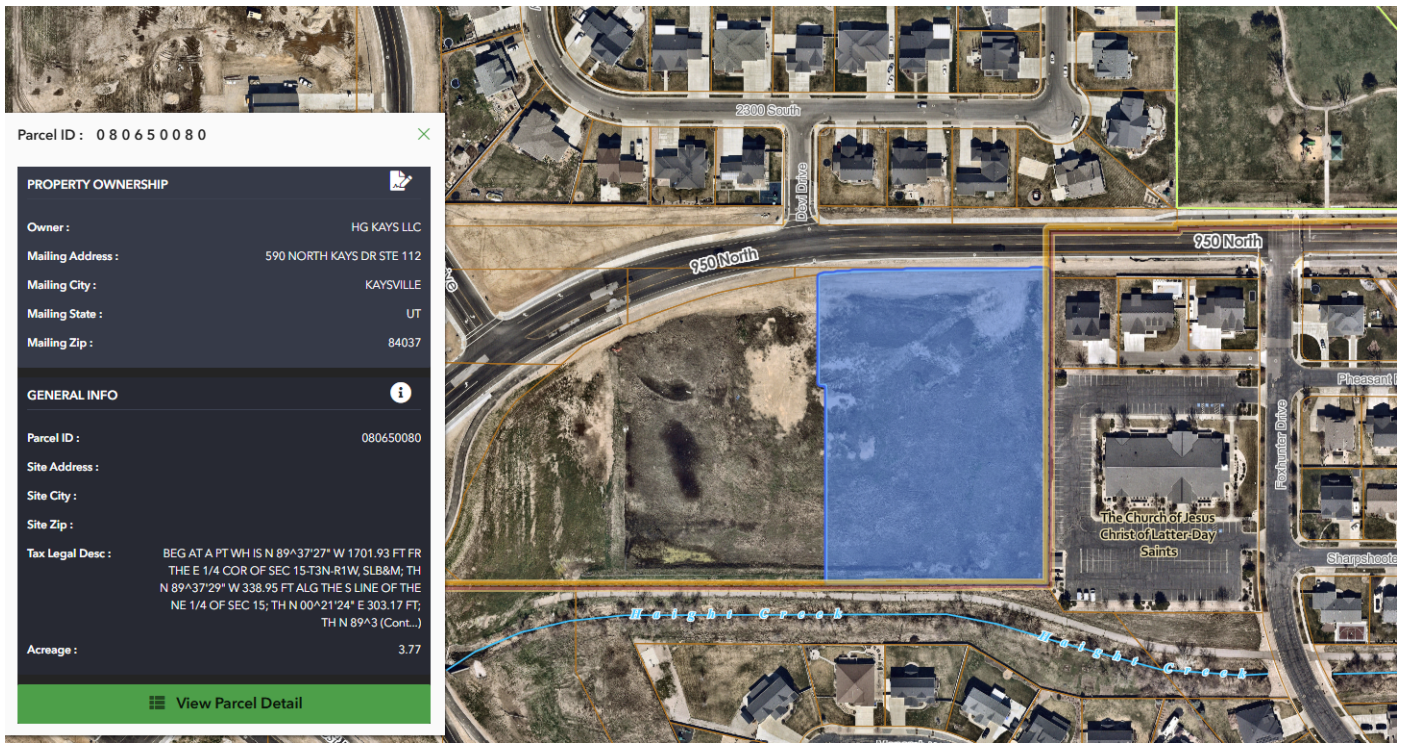
NOTARY PUBLIC

(SEAL)

STATE OF UTAH                    )  
                                          : ss.  
COUNTY OF DAVIS            )

DRAFT PC 4-24-25

## Exhibit A – Property Location Map



DRAFT

**Exhibit B – Legal Description of the Project property**  
**Tax Parcel ID 80-065-0080**

BEG AT A PT WH IS N 89°37'27" W 1701.93 FT FR THE E 1/4 COR OF SEC 15-T3N-R1W, SLB&M;  
TH N 89°37'29" W 338.95 FT ALG THE S LINE OF THE NE 1/4 OF SEC 15; TH N 00°21'24" E  
303.17 FT; TH N 89°38'36" W 12.46 FT; TH N 00°21'24" W 169.21 FT TO THE S LINE OF 950  
NORTH STR TO A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 993.50 FT  
TOGETHER WITH A CHORD BEARING & DIST OF N 87°15'13" E 89.79 FT; TH ALG SD CURVE  
89.82 FT; TH N 89°16'12" E 100.01 FT; TH N 89°50'37" E 161.76 FT; TH DEPARTING FR SD R/W S  
00°21'41" W 480.69 FT TO THE POB. CONT. 3.77 ACRES

DRAFT PC 4-24-23

**Exhibit C – Site Plan**

DRAFT PC 4-24-25

Exhibit D – Amenity & Landscape Plan

DRAFT PC 4-24-25

**Exhibit E – Architectural Renderings**

DRAFT PC 4-24-25



## Exhibit G – Applicable Ordinances

[Chapter 16 R-M Multiple Family Residential District](#)

[Chapter 34 PRUD Planned Residential Unit Development](#)

[Chapter 32 Off-Street Parking And Loading](#)

DRAFT PC 4-24-25

A

- 1 REQUIRED MEANS OF EGRESS AND FIRE PROTECTION SYSTEMS SHALL BE MAINTAINED DURING CONSTRUCTION AND DEMOLITION, REMODELING, OR ALTERATIONS AND ADDITIONS TO THE BUILDING. FIRE PREVENTION BUREAU STAFF SHALL APPROVE REVIEW OF ANY EXITING ALTERATION. AS REQUIRED IN IFC SECTION 3311.2
- 2 FIRE PERMITS SHALL BIN IN ACCORDANCE WITH IFC SECTIONS 105.1.1 THROUGH 105.7.16. THE FOLLOWING ITEM(S) REQUIRE A SEPARATE FIRE PERMIT:
- 3 ALL FIRE PROTECTION AND DETECTION SYSTEMS SHALL HAVE THE PIPING AND WIRING EXPOSED FOR INSPECTION. THE PIPING AND WIRING MAYBE COVERED AFTER THE FIRE INSPECTION OF THE SYSTEMS HAS BEEN SATISFACTORY COMPLETED.
- 4 CONSTRUCTION SHALL NOT COMMENCE UNTIL FIRE DEPARTMENT ACCESS ROADS ARE INSTALLED WITHIN 100 FEET OF ALL EXTERIOR WALLS OF THE FIRST FLOOR AND FIRE HYDRANTS ARE INSTALLED, ADN REQUIRED FIRE FLOW IS PROVIDED. AS REQUIRED IN INTERNATIONAL FIRE CODE (IFC) SECTION 3312.1.
- 5 PROVIDE AN ADDRESS ON THE BUILDING WHICH IS ASSIGNED BY THE CITY ENGINEERING DEPARTMENT. IF THE SPACE IS SUBDIVIDED THEN THE UNIT NUMBER OR LETTER SHALL BE PLACED ON OR NEAR THE ENTRANCE OF THE UNIT. THESE NUMBERS AND LETTERS SHALL BE VISIBLE FROM THE STREET AND BE A MINIMUM 6 INCHES HIGH AND A STROKE OF 1/2 INCH. ADDRESS NUMBERS SHALL BE ARABIC NUMBERS OR ALPHABETICAL LETTERS. THIS ADDRESS SHALL BE CONTRASTING COLOR OF THE BACKGROUND.

| CODE: 2021 IRC, 2021 IFC                                                                                                                           |                           |
|----------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| <b>FIRE SEPARATION</b><br>REFER TO FLOOR PLANS AND SHEET A501 FOR DETAILS                                                                          |                           |
| <b>WALLS:</b>                                                                                                                                      | <b>RATING</b>             |
| <b>SHARED WALLS:</b><br>R302.2.2                                                                                                                   | 2 HOURS                   |
| <b>EXTERIOR WALLS:</b><br>TABLE R302.1(1)                                                                                                          | X<5=0 HOURS<br>X<9=1 HOUR |
| <b>OPENINGS:</b>                                                                                                                                   |                           |
| X<3": NOT ALLOWED                                                                                                                                  |                           |
| 3"-5": 25% MAX AREA                                                                                                                                |                           |
| X>5": UNLIMITED                                                                                                                                    |                           |
| <b>PARAPETS:</b><br>ALL SHARED PARAPETS TO BE CONSTRUCTED PER THE EXCEPTION DESCRIBED UNDER SECTION R302.2.2                                       |                           |
| <b>PROJECTIONS:</b><br>ALL PROJECTIONS LOCATED 2'-5" OF ADJACENT BUILDING OR PROPERTY LINE TO CARRY 1 HOUR RATING ON UNDERSIDE PER TABLE R302.1(1) |                           |
| <b>FIRE PROTECTION</b><br>FIRE SPRINKLERS: NOT REQUIRED                                                                                            |                           |



|      |                                   |
|------|-----------------------------------|
| G000 | COVER SHEET                       |
| G001 | GENERAL NOTES                     |
| G002 | EXTERIOR PERSPECTIVE VIEWS        |
| A100 | OVERALL FLOOR PLANS               |
| A101 | MEDIUM UNIT FLOOR PLAN            |
| A102 | LARGE UNIT FLOOR PLAN             |
| A103 | EXTRA LARGE UNIT FLOOR PLANS      |
| A200 | ROOF PLAN                         |
| A300 | FRONT / REAR ELEVATIONS           |
| A301 | RIGHT / LEFT ELEVATIONS           |
| A401 | STAIR & WALL SECTIONS             |
| A500 | ARCHITECTURAL DETAILS             |
| E101 | MEDIUM UNIT ELECTRICAL PLANS      |
| E102 | LARGE UNIT ELECTRICAL PLANS       |
| E103 | EXTRA LARGE UNIT ELECTRICAL PLANS |
| S1   | FOOTING / FOUNDATION PLAN         |
| S2   | MAIN FLOOR FRAMING PLAN           |
| S3   | UPPER FLOOR FRAMING PLAN          |
| S4   | ROOF FRAMING PLAN                 |
| SD1  | STRUCTURAL DETAILS                |
| SD2  | STRUCTURAL DETAILS                |
| SD3  | STRUCTURAL NOTES / SCHEDULES      |
| SD4  | STRUCTURAL DETAILS                |

COLE WEST

THE DESIGNS SHOWN AND DESCRIBED HEREIN INCLUDING ALL  
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SOLE AND EXPRESS WRITTEN PERMISSION FROM CIW URBAN

## REVISIONS:

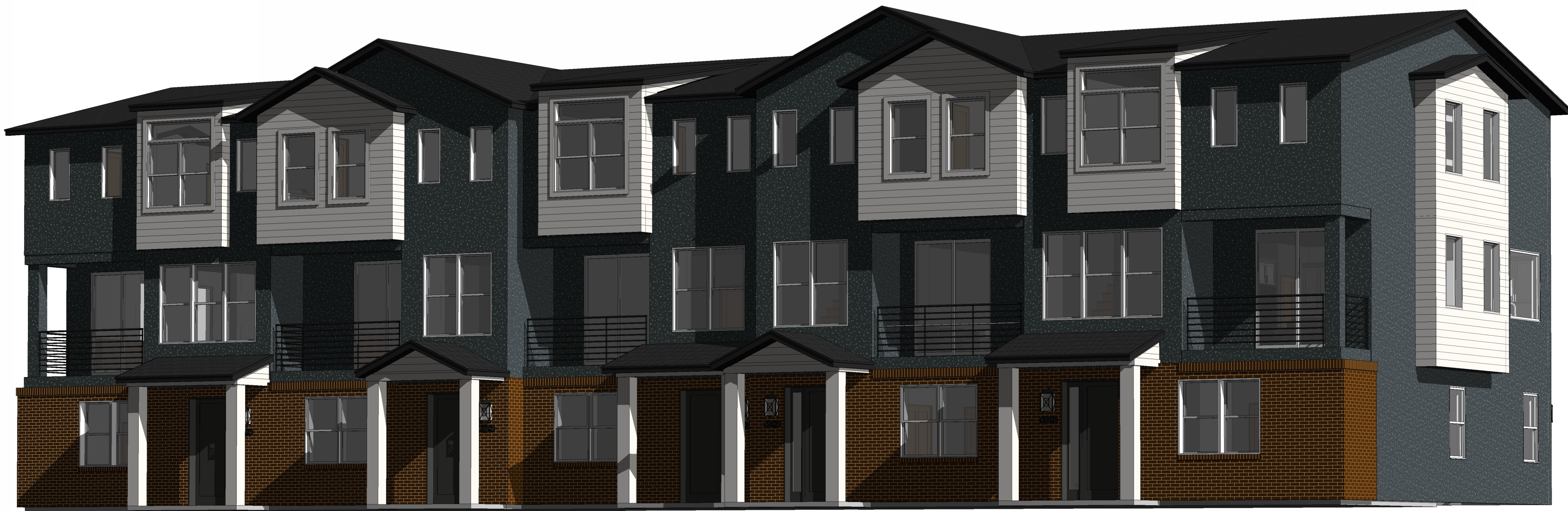
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COVER SHEET

SHEET:

# G000

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PROJECT  
theHOLLY

Kaysville, UT

REVISIONS:

TITLE:  
EXTERIOR  
PERSPECTIVE  
VIEWS

SHEET:

G002

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**1** FRONT ELEVATION  
3/16" = 1'-0"



**2** REAR ELEVATION  
3/16" = 1'-0"

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PROJECT  
theHOLLY

Kaysville, UT

REVISIONS:

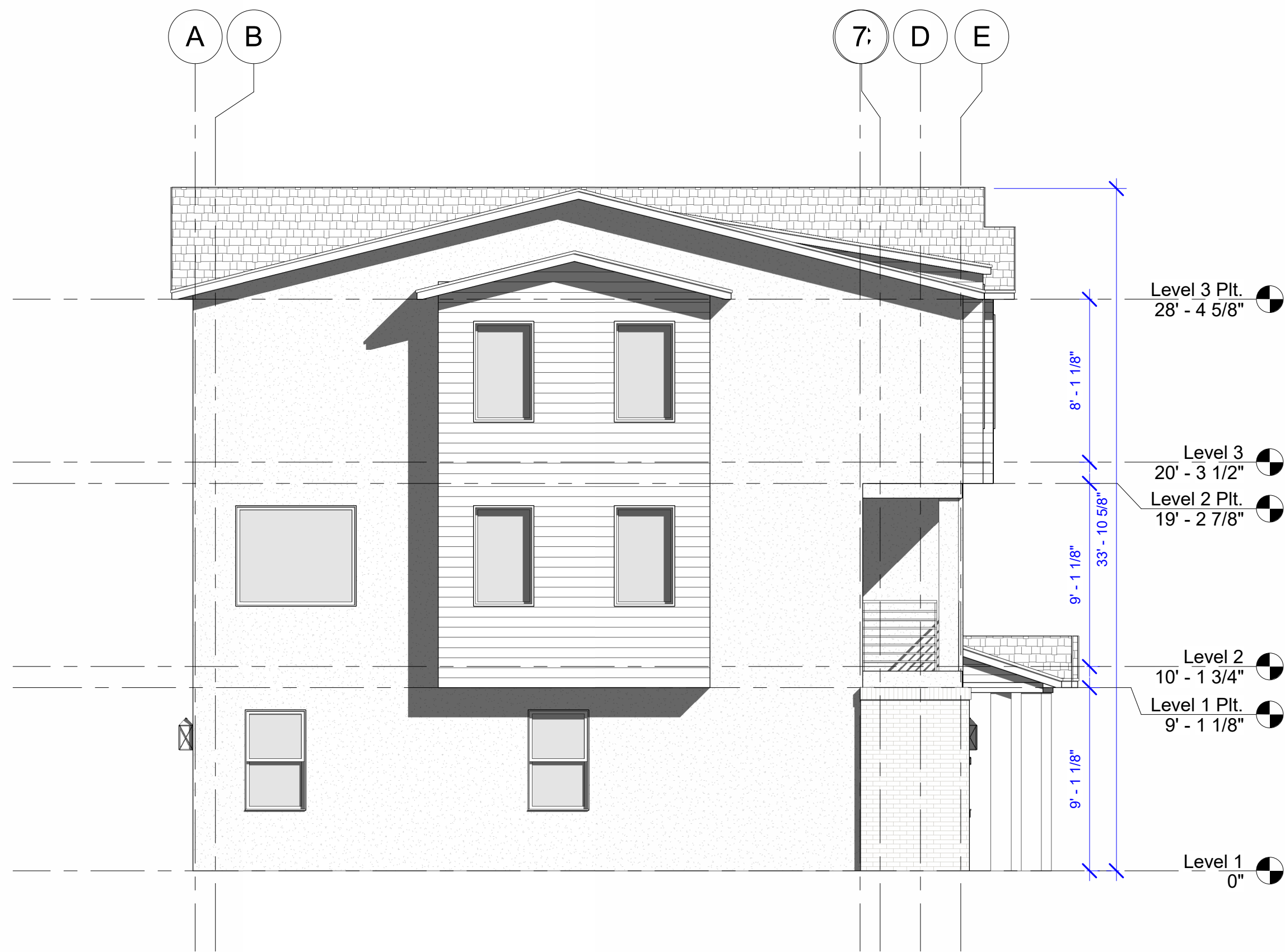
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FRONT / REAR  
ELEVATIONS

SHEET:

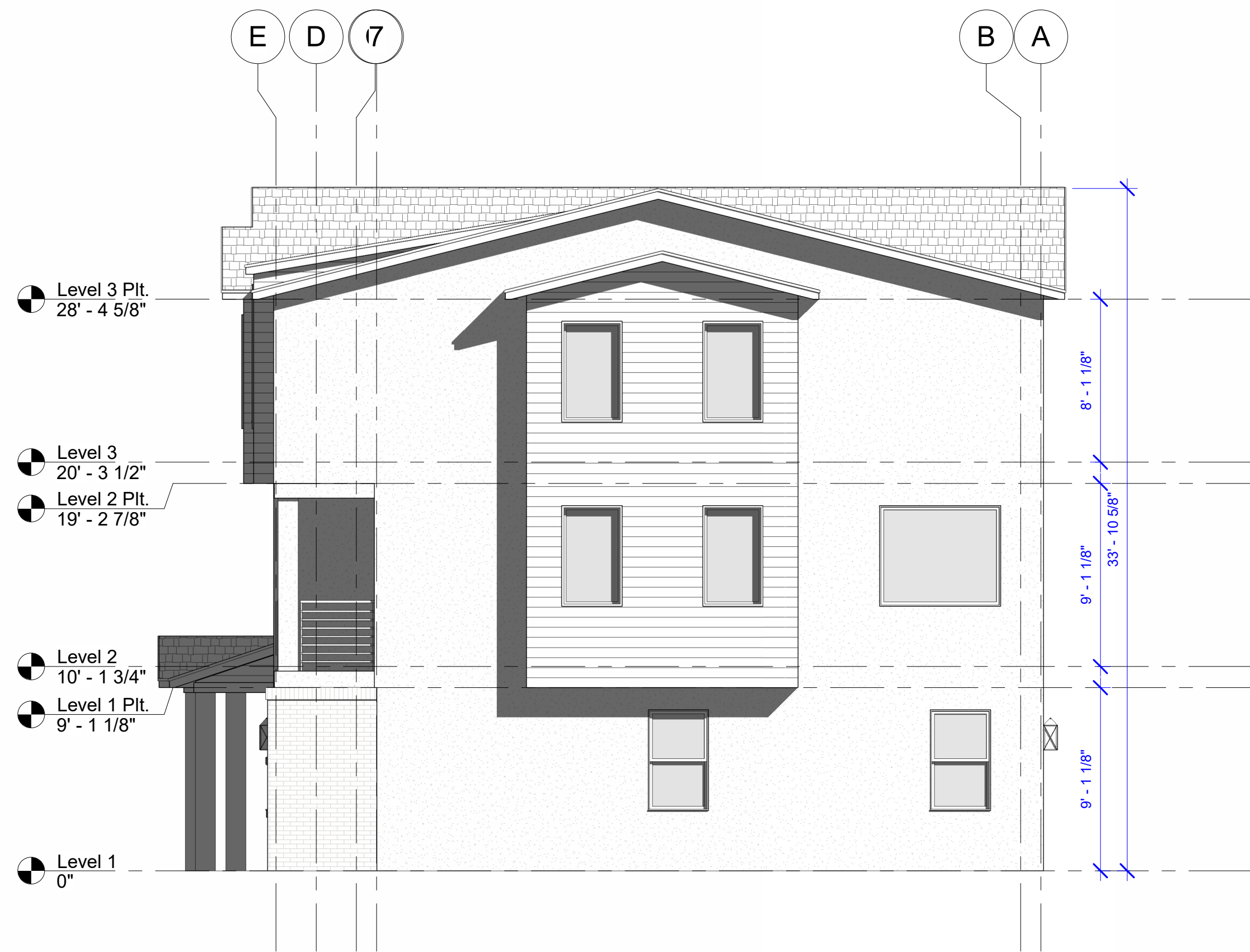
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1 LEFT ELEVATION  
3/16" = 1'-0"



2 RIGHT ELEVATION  
3/16" = 1'-0"

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COLE WEST

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PROJECT  
theHOLLY

Kaysville, UT

REVISIONS:

TITLE:  
RIGHT / LEFT  
ELEVATIONS

SHEET:

A301

DATE : 4/2/2025 4:41:10 PM



950 NORTH

COMMUNITY MONUMENT

ROAD A

LANE A

ROAD C

ROAD B

ROAD D

ROAD E

FENCED DOG PARK

COMMUNITY OPEN SPACE

CHALK MURAL AREA FOR KIDS

HAMMOCK GATHERING AREA

ASPHALT PATH

PERGOLA WITH BENCH

BEAN BAG TOSS GAME AREA

BOCCE BALL GAME AREA

ASPHALT PATH

PLAYGROUND AREA

GRILLING AREA/  
GATHERING AREA









































# KAYSVILLE EXCHANGE SUBDIVISION

## TRAFFIC IMPACT STUDY



KAYSVILLE, UT



APRIL 16, 2025

24-8024



## Table of Contents

|                                                              |           |
|--------------------------------------------------------------|-----------|
| <b>1.0 EXECUTIVE SUMMARY .....</b>                           | <b>3</b>  |
| 1.1 DESCRIPTION OF PROJECT .....                             | 3         |
| 1.2 FINDINGS.....                                            | 3         |
| 1.3 RECOMMENDATIONS.....                                     | 5         |
| <b>2.0 INTRODUCTION .....</b>                                | <b>6</b>  |
| 2.1 DEVELOPMENT DESCRIPTION .....                            | 6         |
| <b>3.0 EXISTING CONDITIONS .....</b>                         | <b>9</b>  |
| 3.1 ROADWAYS .....                                           | 9         |
| 3.2 EXISTING TRAFFIC VOLUMES .....                           | 9         |
| <b>4.0 OPENING YEAR TRAFFIC CONDITIONS .....</b>             | <b>11</b> |
| <b>5.0 TRIP GENERATION AND TRIP DISTRIBUTION .....</b>       | <b>13</b> |
| 5.1 SITE TRAFFIC DISTRIBUTION .....                          | 13        |
| <b>6.0 OPENING YEAR WITH PROJECT TRAFFIC CONDITIONS.....</b> | <b>16</b> |
| <b>7.0 CAPACITY ANALYSIS .....</b>                           | <b>18</b> |
| <b>8.0 RECOMMENDATIONS.....</b>                              | <b>21</b> |

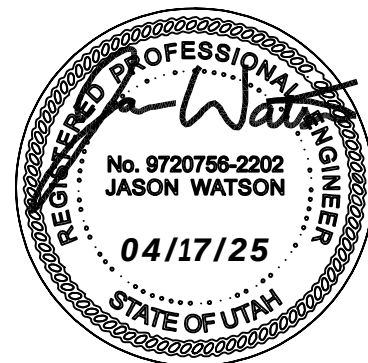


## List of Figures

|                                                         |    |
|---------------------------------------------------------|----|
| Figure 1 – Vicinity Map .....                           | 7  |
| Figure 2 - Site plan.....                               | 8  |
| Figure 3 – 2024 Existing Traffic Volumes .....          | 10 |
| Figure 4 – 2026 Opening Year Traffic Volumes .....      | 12 |
| Figure 5 – Project Distribution Percentages .....       | 14 |
| Figure 6 – Trip Distribution Volumes.....               | 15 |
| Figure 7 – 2026 Opening Year with Project Volumes ..... | 17 |

## List of Tables

|                                                                                  |    |
|----------------------------------------------------------------------------------|----|
| Table 1 - Trip Generation.....                                                   | 13 |
| Table 2 - Signalized and Unsignalized intersection LOS and Delay Parameters..... | 18 |
| Table 3 – 2024 Existing Traffic LOS .....                                        | 19 |
| Table 4 – 2026 Opening Year Traffic LOS .....                                    | 19 |
| Table 5 – 2026 Opening Year w/ Project Traffic LOS .....                         | 20 |





## 1.0 Executive Summary

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### 1.1 DESCRIPTION OF PROJECT

This report presents the results of a traffic impact analysis for the Kaysville Exchange Subdivision, formerly known as 950 North Subdivision, located south of 950 North and east of West Davis Corridor in Kaysville, Utah. The Kaysville Exchange Subdivision is planned for 56 townhomes. The proposed site is planned with two accesses, both connecting to 950 North to the north of the development. Access 1 is located near the west end of the development while Access 2 is located near the east end of the development. All traffic entering and exiting the proposed development will use these two accesses.

The proposed parcel of land for the Kaysville Exchange Subdivision currently consists of undeveloped land. This development is surrounded by residential neighborhoods and a church to the north, east, and south. To the west of the development is undeveloped land. Figure 1 illustrates the Vicinity Map and the location of this development in relation to the adjacent roadway network.

For purposes of this study, the analysis will consist of the following intersections all of which are adjacent to the proposed development:

- 950 North & Sunset Drive
- 950 North & Devi Drive

Both accesses to the development are also included in the analysis. The proposed development is planned to be built out by the end of 2026. Refer to Figure 2 for the overall site plan of the Kaysville Exchange Subdivision and the proposed access locations.

The traffic associated with this development is generated using the Trip Generation Manuals published by the Institute of Transportation Engineers (ITE). The Kaysville Exchange Subdivision will generate 27 AM peak hour trips (7 entering the site and 20 exiting the site) and 32 PM peak hour trips (19 entering the site and 13 exiting the site) on an average weekday, with an Average Daily Traffic (ADT) volume of 403 trips generated on an average week day.

### 1.2 FINDINGS

In order to analyze the possible effects, the traffic generated by the proposed development may have on the surrounding roadways, the Existing Year and Opening Year are all scenarios analyzed in this study. Based on the analysis performed in this traffic



impact study, the following tables present the findings under the study scenarios for the 2024 Existing and 2026 Opening Year scenarios. These scenarios illustrate the growth in traffic along the existing roadways without the traffic generated by the Kaysville Exchange Subdivision.

**Table E1 – Existing & Opening Year Level of Service**

| INTERSECTION                                                                                                                                                         | EXISTING & OPENING LEVEL OF SERVICE |         |                   |         |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|---------|-------------------|---------|
|                                                                                                                                                                      | 2024 EXISTING YEAR                  |         | 2026 OPENING YEAR |         |
|                                                                                                                                                                      | AM                                  | PM      | AM                | PM      |
| <b>950 North &amp; Sunset Drive</b>                                                                                                                                  | a(9.9)                              | b(12.3) | b(12.4)           | c(15.5) |
| <b>950 North &amp; Devi Drive</b>                                                                                                                                    | a(9.4)                              | b(10.9) | b(10.9)           | c(15.4) |
| *Values represent the overall LOS for all signalized intersections (uppercase letters) and the worst movement for all unsignalized intersections (lowercase letters) |                                     |         |                   |         |

As illustrated in Table E1, under the 2024 Existing scenario, both intersections function with acceptable levels of service (LOS) B or better. Under the 2026 Opening Year scenario, both intersections will function at an acceptable LOS C or better.

With the addition of the traffic generated by the Kaysville Exchange Subdivision, the following table illustrates the levels of service at the study area intersections and the proposed accesses.

**Table E2 – 2026 Opening Year with Project Level of Service**

| INTERSECTION                                                                                                                                                         | 2026 OPENING YEAR W/ PROJECT LEVEL OF SERVICE |         |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|---------|
|                                                                                                                                                                      | 2026 OPENING w/ PROJ                          |         |
|                                                                                                                                                                      | AM                                            | PM      |
| <b>950 North &amp; Sunset Drive</b>                                                                                                                                  | b(12.6)                                       | d(27.6) |
| <b>950 North &amp; Devi Drive/Access 1</b>                                                                                                                           | b(11.7)                                       | c(16.4) |
| <b>950 North &amp; Access 2</b>                                                                                                                                      | b(10.6)                                       | b(12.4) |
| *Values represent the overall LOS for all signalized intersections (uppercase letters) and the worst movement for all unsignalized intersections (lowercase letters) |                                               |         |

As seen in Table E2, with the addition of the traffic generated by the Kaysville Exchange Subdivision at full build-out, all intersections will continue to function at acceptable levels of service D or better under the 2026 Opening Year scenario.



### **1.3 RECOMMENDATIONS**

Using the existing and projected traffic volumes at each of the study area intersections, both with and without the Kaysville Exchange Subdivision traffic, the following are the recommendations to improve the flow of traffic.

#### **2024 Existing Scenario**

The 950 North & Sunset Drive intersection currently functions with an acceptable level of service on all approaches. No mitigations are needed to improve the flow of traffic.

The 950 North & Devi Drive intersection also currently functions with an acceptable level of service in all approaches. No mitigations are needed.

#### **2026 Opening Year Scenario**

With the projected growth within this study area for the Kaysville Exchange Subdivision and the traffic generated from the commercial development west of the proposed development, all the study area intersections will continue to function at acceptable levels of service. No mitigations are needed.

#### **2026 Opening Year w/ Project Scenario**

With the full build-out of the Kaysville Exchange Subdivision by 2026, all intersections within the study area are anticipated to continue to function at acceptable levels of service. No mitigations are needed at the study area intersections.

It is recommended that both proposed accesses be constructed to meet Kaysville City's standards. Both accesses will function with northbound stop-controlled movements and traffic along 950 North will remain free-flowing. It is recommended each access be constructed with one ingress lane and one egress lane.



## **2.0 Introduction**

---

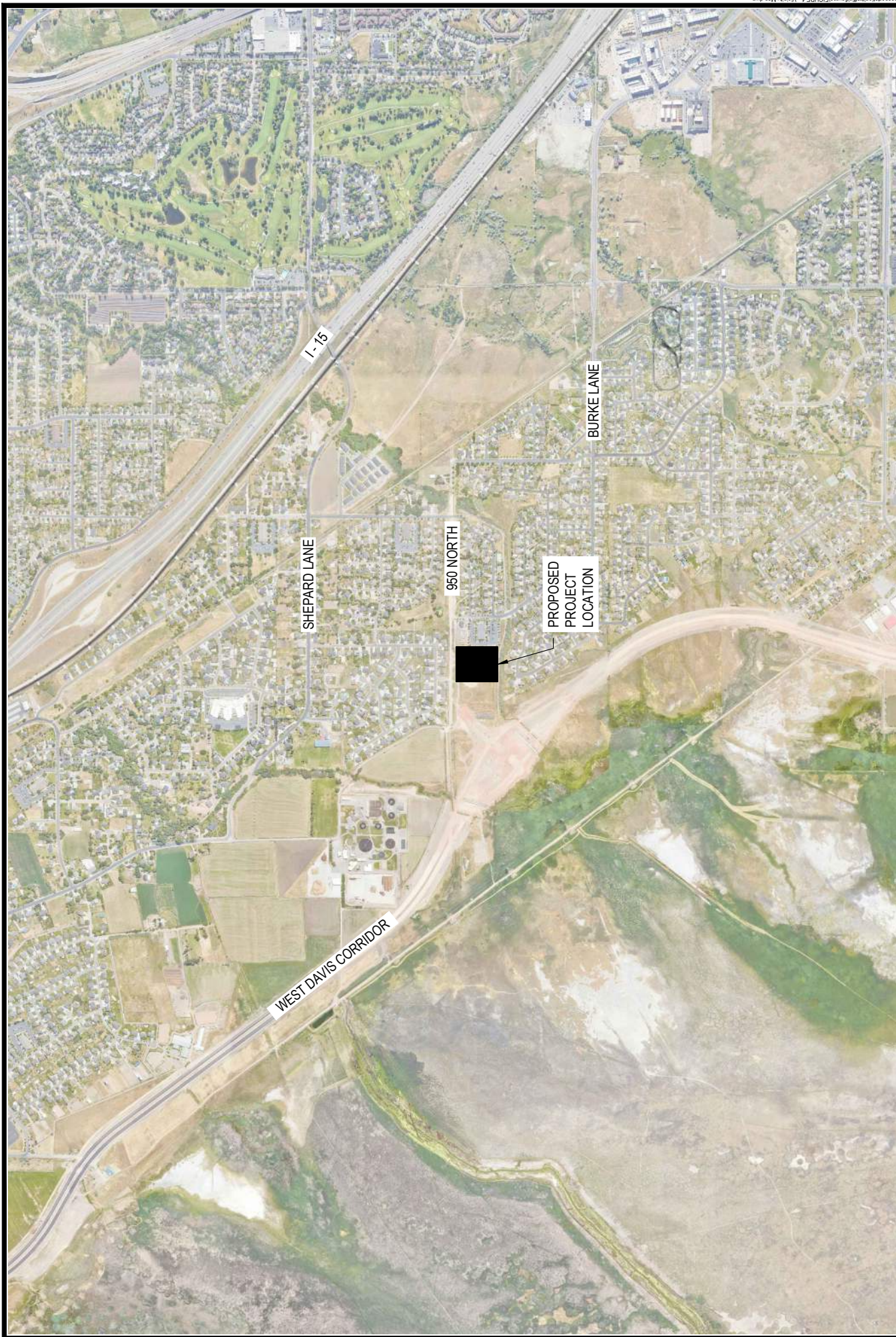
### **2.1 DEVELOPMENT DESCRIPTION**

The proposed Kaysville Exchange Subdivision is situated on roughly 4 acres of land located south of 950 North and east of West Davis Corridor in Kaysville, Utah. This proposed development will consist of 56 townhomes, expected to be completed by 2026.

The Kaysville Exchange Subdivision is planned for two accesses onto 950 North. Access 1 and Access 2 are located on the north end of the development and connect to 950 North. Access 1 is located toward the western half of the development and Access 2 is located to the eastern half of the development. Both accesses will be used by vehicles accessing the site.

Refer to the Vicinity Map and Site Plan in Figures 1 and 2, respectively, for the location of the new development, the layout of the site and the locations of the proposed accesses.





KAYSVILLE EXCHANGE SUBDIVISION  
FIGURE 1 - VICINITY MAP





# KAYSVILLE EXCHANGE SUBDIVISION

## FIGURE 2 - SITE PLAN





## 3.0 Existing Conditions

---

### 3.1 ROADWAYS

950 North: 950 North is a Collector Roadway that is owned and maintained by Kaysville City. 950 North runs east and west and provides connectivity for local residents to West Davis Corridor. Within this study area, 950 North consists of one lane in the eastbound direction and one lane in the westbound direction. The posted speed limit within the study area is 35 mph.

Sunset Drive: Sunset Drive is owned and maintained by Kaysville City. Currently, Sunset Drive consists of one lane in the northbound direction and one lane in the southbound direction. Sunset Drive provides connectivity for local residents onto 950 North. Sunset Drive does not have a posted speed limit, it is assumed to be 35 mph.

Devi Drive: Devi Drive is a residential road that is owned and maintained by Kaysville City. Devi Drive runs north and south and provides connectivity for local residents onto 950 North from the residential neighborhood. Within this study area, Devi Drive consists of one lane in the northbound direction and one lane in the southbound. Devi Drive does not have a posted speed limit, it is assumed to be 25 mph.

### 3.2 EXISTING TRAFFIC VOLUMES

It was determined existing traffic counts would be collected at the following intersections located adjacent to the proposed development's boundary:

- 950 North and Sunset Drive
- 950 North and Devi Drive

Existing AM and PM peak hour traffic counts were collected between 7 AM and 9 AM and 4 PM and 6 PM at Sunset Drive and Devi Drive intersections along 950 North on October 17, 2024, respectively. From the existing counts that were collected, it was determined the peak hours at these intersections are from 8:00 AM to 9:00 AM and from 5:00 PM to 6:00 PM. These peak hours represent the peak hours for a residential development as this is the time people are traveling to and from work and school. These volumes are illustrated in Figure 3.

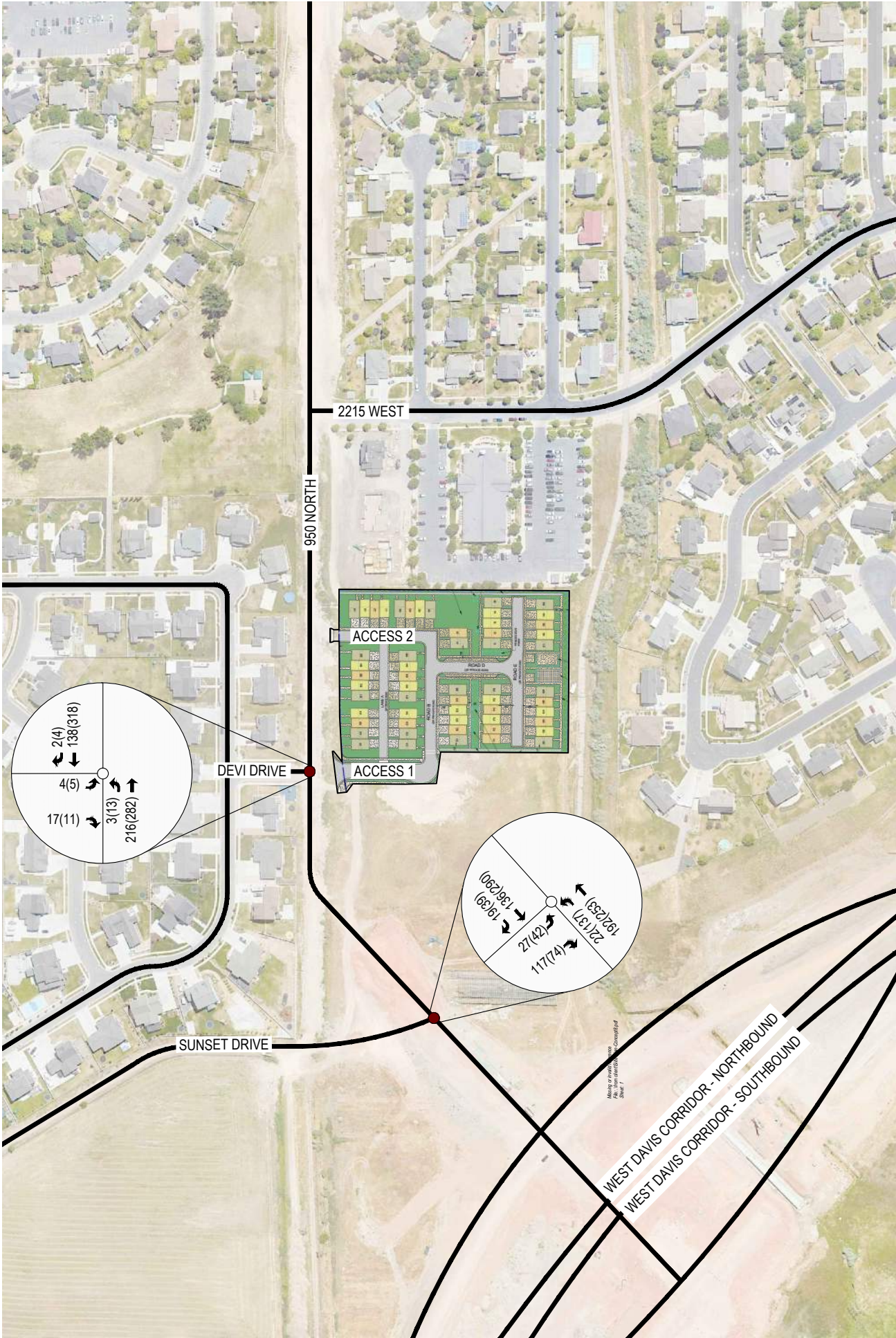




# KAYSVILLE EXCHANGE SUBDIVISION

## FIGURE 3 - 2024 EXISTING TRAFFIC VOLUMES

XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES





## 4.0 Opening Year Traffic Conditions

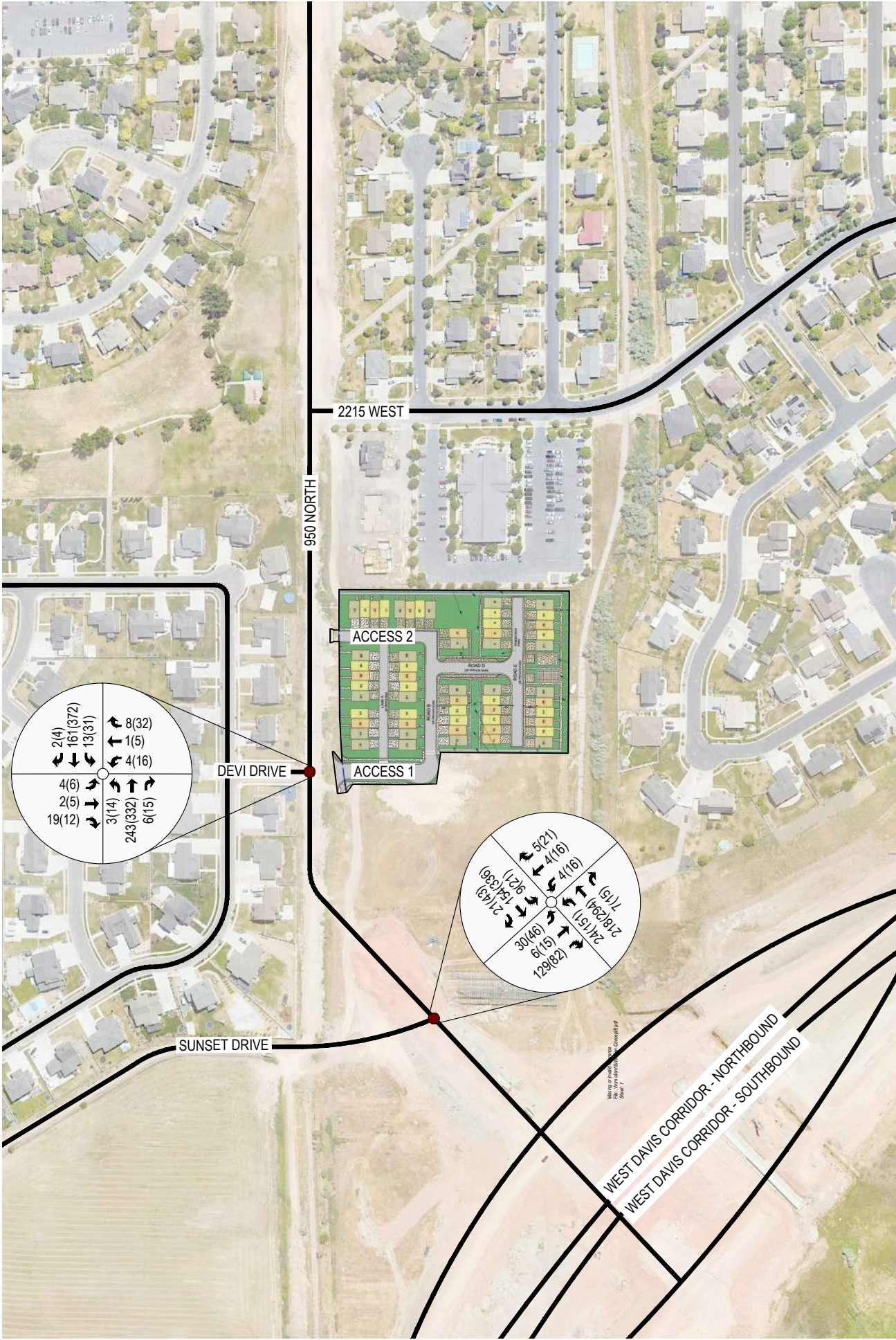
---

Opening Year traffic, also known as Background traffic, is the traffic that is on the roadways within the study area regardless if the proposed development is constructed or not. These traffic volumes are a projection of growth within the study area based on current land available and opportunities for future development within this area. The undeveloped land located west of the proposed development is planned for commercial use. It is anticipated this development will be built out by 2026 and will share Access 1 along with constructing a second access at the Sunset Drive and 950 North intersection, forming the southern leg. East of the Denver and Rio Grande Western Rail Trail crossing along 950 North there is a large portion of undeveloped land which Kaysville City has extended Innovator Drive and Maker Way in preparation for future developments and an interchange onto I-15 expected to be completed by Summer of 2026. Therefore, a higher growth rate than the average 2% to 3% was used to account for future traffic using this roadway with future development and the connection over I-15. It is assumed an average annual growth of 5% will occur within this study area from 2024 to 2026. Applying the assumed growth rate to the existing traffic volumes, the projected traffic volumes for the 2026 Opening Year are illustrated in Figure 4.





KAYSVILLE EXCHANGE SUBDIVISION  
FIGURE 4 - 2026 OPENING YEAR TRAFFIC VOLUMES  
XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES





## 5.0 Trip Generation and Trip Distribution

The full build-out of the proposed Kaysville Exchange Subdivision will consist of 56 townhomes. Using land use code 215 for Single-Family Attached Housing, trip generation rates were determined using the 11<sup>th</sup> Edition of the Trip Generation Manual. This manual is an ITE information report, published by the *Institute of Transportation Engineers*. Trips generated by the proposed development which will occur during the peak hours of the proposed development were used for the analysis. The Peak Hour of Adjacent Street Traffic rates are used to generate the AM and PM peak hour volumes based on the number of dwelling units. The trips generated from the Kaysville Exchange Subdivision are presented in Table 1.

**Table 1 - Trip Generation**

| ITE Land Use Code | Land Use                       | Land Use Description | Size | Daily (AADT) | Trip Generation (AM) |           | Trip Generation (PM) |           |
|-------------------|--------------------------------|----------------------|------|--------------|----------------------|-----------|----------------------|-----------|
|                   |                                |                      |      |              | Enter                | Exit      | Enter                | Exit      |
| 215               | Single-Family Attached Housing | Dwelling Units       | 56   | 403          | 7                    | 20        | 19                   | 13        |
| <b>Total</b>      |                                |                      |      | <b>403</b>   | <b>7</b>             | <b>20</b> | <b>19</b>            | <b>13</b> |

### 5.1 SITE TRAFFIC DISTRIBUTION

Site ingress/egress traffic at the proposed accesses were distributed based on the anticipated direction vehicles would be coming from or going to. Directional distribution was estimated based on current traffic patterns and current land uses within the proximity of the proposed development, primarily access to highways, employment districts, shopping area, schools, etc. With the new interchange at I-15 anticipated to be completed by 2026, this will also provide a connection to I-15 for vehicles traveling to the east. Traffic exiting the proposed development will likely exit turning left onto 950 North as this road provides the quickest route to reach West Davis Corridor. Figure 5 illustrates the site traffic distribution percentages throughout the study area.

Using the distribution percentages along with the projected traffic volumes outlined in Table 1, Figure 6 illustrates the site traffic volumes anticipated at the study area intersections.

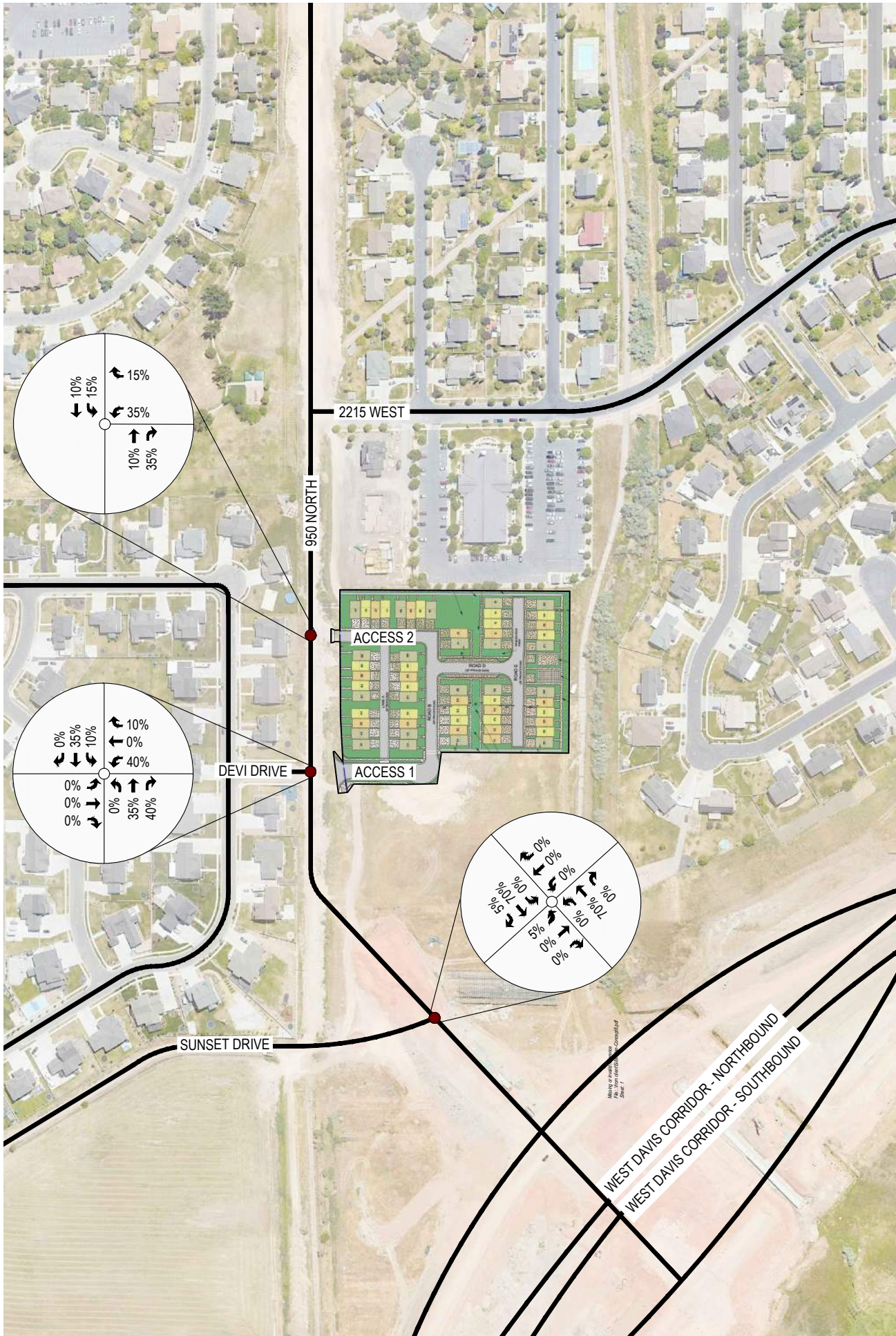




# KAYSVILLE EXCHANGE SUBDIVISION

## FIGURE 5 - PROJECT DISTRIBUTION PERCENTAGES

XX% = PROJECT DISTRIBUTION PERCENTAGES



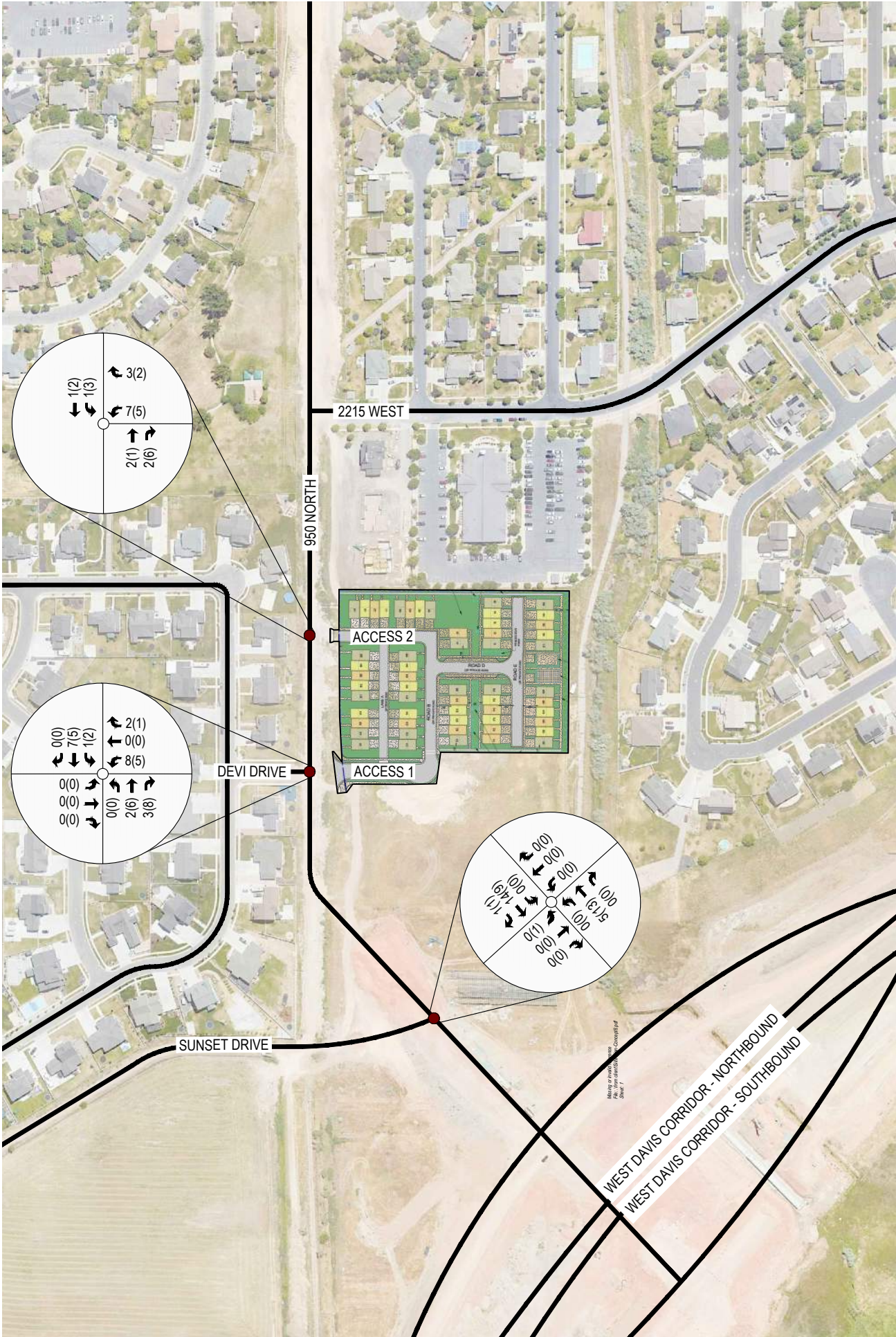




# KAYSVILLE EXCHANGE SUBDIVISION

## FIGURE 6 - TRIP DISTRIBUTION VOLUMES

XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES





## 6.0 Opening Year with Project Traffic Conditions

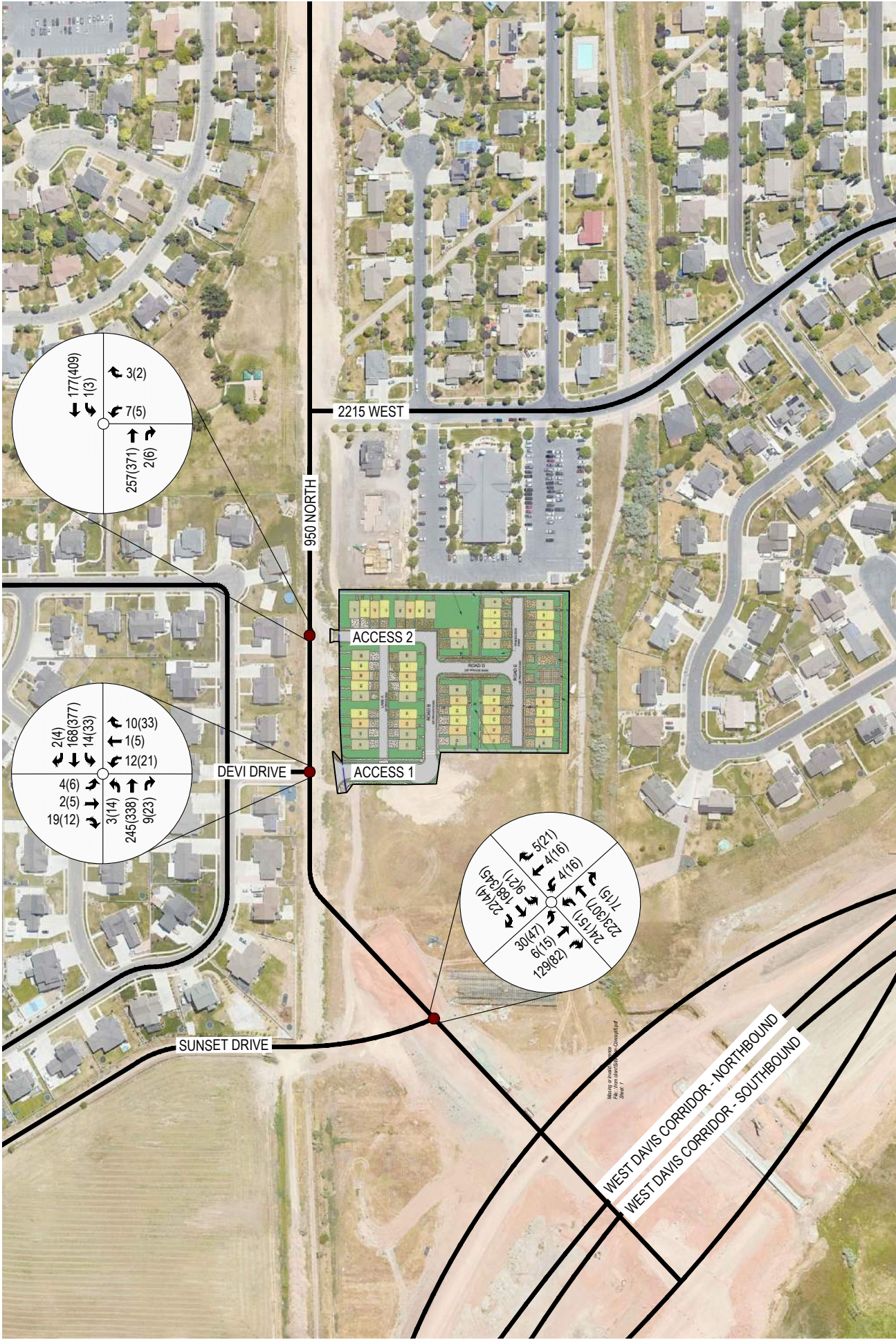
---

The 2026 Opening Year scenario with Project traffic volumes represent the traffic that will be added to the study area with the addition of the Kaysville Exchange Subdivision. Using the 2026 Opening Year traffic volumes (Figure 4) and the site generated traffic volumes (Figure 6), the 2026 Opening Year with Project traffic volumes are generated. Per the developer's schedule, it is anticipated the Kaysville Exchange Subdivision will be built out by 2026. The 2026 Opening Year with Project traffic volumes, which illustrates the full build-out of the development, are illustrated in Figure 7.





KAYSVILLE EXCHANGE SUBDIVISION  
FIGURE 7 - 2026 OPENING YEAR w/ PROJECT TRAFFIC VOLUMES  
XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES





## 7.0 Capacity Analysis

Intersection capacity analysis was performed at the study area intersections and the proposed accesses to the Kaysville Exchange Subdivision. Synchro® Version 11 was used to analyze the study intersections for the proposed trip conditions according to methods put forth by the Transportation Research Board's **Highway Capacity Manual (HCM 6<sup>th</sup> Edition)**.

The Level of Service (LOS) of an intersection range from A to F, where LOS A has a low vehicular delay indicating smooth free-flowing traffic. LOS F has a high vehicular delay and indicates the worst-case scenario with high congestion and a complete breakdown of traffic flow. Although LOS A through C are the desired levels, LOS D is considered acceptable in urban conditions. Traffic conditions with LOS of E or F are generally deemed unacceptable and represent significant travel delay, increased accident potential, and inefficient motor vehicle operation. Table 2 shows the relation between LOS and vehicular delay for signalized and unsignalized intersections.

**Table 2 - Signalized and Unsignalized intersection LOS and Delay Parameters**

| Level of Service (LOS) | Vehicular Delay (seconds/vehicle) |                          |
|------------------------|-----------------------------------|--------------------------|
|                        | Signalized Intersection           | Stop Controlled Approach |
| A                      | $0.0 \leq 10.0$                   | $0.0 < 10.0$             |
| B                      | $> 10.0 \leq 20.0$                | $> 10.0 < 15.0$          |
| C                      | $> 20.0 \leq 35.0$                | $> 15.0 < 25.0$          |
| D                      | $> 35.0 \leq 55.0$                | $> 25.0 < 35.0$          |
| E                      | $> 55.0 \leq 80.0$                | $> 35.0 < 50.0$          |
| F                      | $> 80.0$                          | $> 50.0$                 |

The 2024 Existing traffic volumes at the study area intersections were analyzed using Synchro. The levels of service at each of the turning movements can be seen in the following table.



**Table 3 – 2024 Existing Traffic LOS**

| Intersection                           | 2024 Existing Year Traffic LOS(Delay) |            |            |           |           |
|----------------------------------------|---------------------------------------|------------|------------|-----------|-----------|
|                                        | Overall LOS                           | Northbound | Southbound | Eastbound | Westbound |
| <b>1: 950 North &amp; Sunset Drive</b> |                                       |            |            |           |           |
| AM Peak Hour                           | -                                     | -          | A(9.9)     | A(0.8)    | A(0.0)    |
| PM Peak Hour                           | -                                     | -          | B(12.3)    | A(3.0)    | A(0.0)    |
| <b>2: 950 North &amp; Devi Drive</b>   |                                       |            |            |           |           |
| AM Peak Hour                           | -                                     | -          | A(9.4)     | A(0.1)    | A(0.0)    |
| PM Peak Hour                           | -                                     | -          | B(10.9)    | A(0.4)    | A(0.0)    |

As can be seen in Table 3, under the existing traffic conditions, all movements at the study area intersections function with acceptable levels of service.

With the projected 5% growth to the Opening Year of 2026, the following table illustrates the LOS for the study area intersections under these scenarios.

**Table 4 – 2026 Opening Year Traffic LOS**

| Intersection                           | 2026 Opening Year Traffic LOS(Delay) |            |            |           |           |
|----------------------------------------|--------------------------------------|------------|------------|-----------|-----------|
|                                        | Overall LOS                          | Northbound | Southbound | Eastbound | Westbound |
| <b>1: 950 North &amp; Sunset Drive</b> |                                      |            |            |           |           |
| AM Peak Hour                           | -                                    | B(12.4)    | B(10.6)    | A(0.7)    | A(0.4)    |
| PM Peak Hour                           | -                                    | C(15.5)    | B(14.6)    | A(0.8)    | A(0.4)    |
| <b>2: 950 North &amp; Devi Drive</b>   |                                      |            |            |           |           |
| AM Peak Hour                           | -                                    | B(10.9)    | B(10.1)    | A(0.1)    | A(0.6)    |
| PM Peak Hour                           | -                                    | C(15.2)    | C(15.4)    | A(0.3)    | A(0.6)    |

As can be seen in Table 4, under the 2026 Opening Year scenario, all movements at the study area intersections will continue to function with similar levels of service.

With the addition of the Kaysville Exchange Subdivision within this study area, the following tables illustrates the projected levels of service at the study area intersections under the 2026 Opening Year with Project scenario.



**Table 5 – 2026 Opening Year w/ Project Traffic LOS**

| Intersection                                  | 2026 Opening Year w/ Project Traffic LOS(Delay) |            |            |           |           |
|-----------------------------------------------|-------------------------------------------------|------------|------------|-----------|-----------|
|                                               | Overall LOS                                     | Northbound | Southbound | Eastbound | Westbound |
| <b>1: 950 North &amp; Sunset Drive</b>        |                                                 |            |            |           |           |
| AM Peak Hour                                  | -                                               | B(12.6)    | B(10.8)    | A(0.7)    | A(0.4)    |
| PM Peak Hour                                  | -                                               | D(27.6)    | D(26.1)    | A(2.8)    | A(0.4)    |
| <b>2: 950 North &amp; Devi Drive/Access 1</b> |                                                 |            |            |           |           |
| AM Peak Hour                                  | -                                               | B(11.7)    | B(10.2)    | A(0.1)    | A(0.6)    |
| PM Peak Hour                                  | -                                               | C(16.4)    | B(15.7)    | A(0.3)    | A(0.7)    |
| <b>3: 950 North &amp; Access 2</b>            |                                                 |            |            |           |           |
| AM Peak Hour                                  | -                                               | B(10.6)    | -          | A(0.0)    | A(0.0)    |
| PM Peak Hour                                  | -                                               | B(12.4)    | -          | A(0.0)    | A(0.1)    |

As can be seen in Table 5, with the addition of the Kaysville Exchange Subdivision, all movements at the study area intersections will continue to function with acceptable levels of service.



## 8.0 Recommendations

---

Based on the information and findings presented in this report, the following recommendations are proposed under the different study scenarios.

### 2024 Existing Scenario

The 950 North & Sunset Drive intersection currently functions with an acceptable level of service on all approaches. No mitigations are needed to improve the flow of traffic.

The 950 North & Devi Drive intersection also currently functions with an acceptable level of service in all approaches. No mitigations are needed.

### 2026 Opening Year Scenario

With the projected growth within this study area for the Kaysville Exchange Subdivision, all the study area intersections will continue to function at acceptable levels of service. No mitigations are needed.

### 2026 Opening Year w/ Project Scenario

With the full build-out of the Kaysville Exchange Subdivision by 2026, all intersections within the study area are anticipated to continue to function at acceptable levels of service. No mitigations are needed at the intersections.

It is recommended that both proposed accesses be constructed to meet Kaysville City's standards with curb, gutter, sidewalk. Both accesses will function with northbound stop-controlled movements and traffic along 950 North will remain free-flowing. It is recommended each access be constructed with one ingress lane and one egress lane.



## Appendix



## Existing Traffic Counts



FOCUS ENGINEERING & SURVEYING, LLC

AM PEAK HOUR VOLUMES

INTERSECTION:  
N-S STREET:  
E-W STREET:

Devi Drive and 950 North  
Devi Drive  
950 North

FOCUS PROJ. NO.:  
COUNT DATE:  
NOTES:

24-8024  
17-Oct-24

COUNT TIME:  
FROM:  
TO:

7:00 AM  
9:00 AM

|               |         |
|---------------|---------|
| PK HR VOLUME: | 380     |
| PHF:          | 0.94    |
| PEAK HOUR:    |         |
| FROM:         | TO:     |
| 8:00 AM       | 9:00 AM |

|     |       |
|-----|-------|
| 3   | 0.8%  |
| 216 | 56.8% |
| 0   | 0.0%  |

|     |       |
|-----|-------|
| 2   | 0.5%  |
| 138 | 36.3% |
| 0   | 0.0%  |

|            |      |
|------------|------|
| 0          | 0.0% |
| 0          | 0.0% |
| 0          | 0.0% |
| Devi Drive |      |
| Total= 380 |      |

COUNT DATA INPUT:

| TIME PERIOD |         | NORTHBOUND |   |   | EASTBOUND |    |   | SOUTHBOUND |   |   | WESTBOUND |    |   | TOTAL VOLUMES |
|-------------|---------|------------|---|---|-----------|----|---|------------|---|---|-----------|----|---|---------------|
| FROM:       | TO:     | L          | T | R | L         | T  | R | L          | T | R | L         | T  | R |               |
| 7:00 AM     | 7:15 AM |            |   |   | 0         | 27 |   | 0          |   | 2 |           | 19 | 0 | 48            |
| 7:15 AM     | 7:30 AM |            |   |   | 1         | 32 |   | 0          |   | 5 |           | 24 | 0 | 62            |
| 7:30 AM     | 7:45 AM |            |   |   | 0         | 43 |   | 0          |   | 2 |           | 25 | 0 | 70            |
| 7:45 AM     | 8:00 AM |            |   |   | 0         | 58 |   | 1          |   | 3 |           | 30 | 2 | 94            |
| 8:00 AM     | 8:15 AM |            |   |   | 2         | 46 |   | 0          |   | 2 |           | 30 | 0 | 80            |
| 8:15 AM     | 8:30 AM |            |   |   | 0         | 59 |   | 0          |   | 4 |           | 38 | 0 | 101           |
| 8:30 AM     | 8:45 AM |            |   |   | 1         | 51 |   | 1          |   | 8 |           | 40 | 0 | 101           |
| 8:45 AM     | 9:00 AM |            |   |   | 0         | 60 |   | 3          |   | 3 |           | 30 | 2 | 98            |

HOURLY TOTALS:

| TIME PERIOD |         | NORTHBOUND |   |   | EASTBOUND |     |   | SOUTHBOUND |   |    | WESTBOUND |     |   | TOTAL VOLUMES |
|-------------|---------|------------|---|---|-----------|-----|---|------------|---|----|-----------|-----|---|---------------|
| FROM:       | TO:     | L          | T | R | L         | T   | R | L          | T | R  | L         | T   | R |               |
| 7:00 AM     | 8:00 AM | 0          | 0 | 0 | 1         | 160 | 0 | 1          | 0 | 12 | 0         | 98  | 2 | 274           |
| 7:15 AM     | 8:15 AM | 0          | 0 | 0 | 3         | 179 | 0 | 1          | 0 | 12 | 0         | 109 | 2 | 306           |
| 7:30 AM     | 8:30 AM | 0          | 0 | 0 | 2         | 206 | 0 | 1          | 0 | 11 | 0         | 123 | 2 | 345           |
| 7:45 AM     | 8:45 AM | 0          | 0 | 0 | 3         | 214 | 0 | 2          | 0 | 17 | 0         | 138 | 2 | 376           |
| 8:00 AM     | 9:00 AM | 0          | 0 | 0 | 3         | 216 | 0 | 4          | 0 | 17 | 0         | 138 | 2 | 380           |

\*NOTE\* PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.



FOCUS ENGINEERING & SURVEYING, LLC

PM PEAK HOUR VOLUMES

INTERSECTION:  
N-S STREET:  
E-W STREET:

Devi Drive and 950 North  
Devi Drive  
950 North

PK HR VOLUME:  
PHF:  
PEAK HOUR:  
FROM:  
TO:

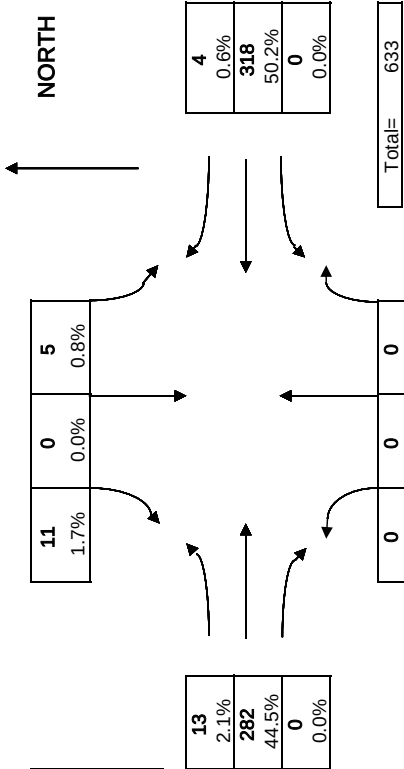
633  
0.92  
5:00 PM 6:00 PM

FOCUS PROJ. NO.:  
COUNT DATE:  
NOTES:

24-8024  
17-Oct-24

COUNT TIME:  
FROM:  
TO:

4:00 PM  
6:00 PM



COUNT DATA INPUT:

| TIME PERIOD |         | NORTHBOUND |   | EASTBOUND |    | SOUTHBOUND |   | WESTBOUND |     | TOTAL VOLUMES |
|-------------|---------|------------|---|-----------|----|------------|---|-----------|-----|---------------|
| FROM:       | TO:     | L          | T | L         | T  | L          | T | L         | T   |               |
| 4:00 PM     | 4:15 PM |            |   | 1         | 47 | 1          |   |           | 63  | 113           |
| 4:15 PM     | 4:30 PM |            |   | 7         | 45 | 0          |   | 4         | 53  | 109           |
| 4:30 PM     | 4:45 PM |            |   | 0         | 59 | 0          |   | 0         | 40  | 101           |
| 4:45 PM     | 5:00 PM |            |   | 2         | 47 | 1          |   | 2         | 57  | 110           |
| 5:00 PM     | 5:15 PM |            |   | 3         | 68 | 0          |   | 1         | 98  | 171           |
| 5:15 PM     | 5:30 PM |            |   | 4         | 66 | 1          |   | 1         | 100 | 172           |
| 5:30 PM     | 5:45 PM |            |   | 3         | 73 | 0          |   | 2         | 64  | 144           |
| 5:45 PM     | 6:00 PM |            |   | 3         | 75 | 4          |   | 7         | 56  | 146           |

HOURLY TOTALS:

| TIME PERIOD |         | NORTHBOUND |   | EASTBOUND |     | SOUTHBOUND |   | WESTBOUND |     | TOTAL VOLUMES |
|-------------|---------|------------|---|-----------|-----|------------|---|-----------|-----|---------------|
| FROM:       | TO:     | L          | T | L         | T   | L          | T | L         | T   |               |
| 4:00 PM     | 5:00 PM | 0          | 0 | 0         | 198 | 2          | 0 | 0         | 213 | 433           |
| 4:15 PM     | 5:15 PM | 0          | 0 | 12        | 219 | 1          | 0 | 0         | 248 | 491           |
| 4:30 PM     | 5:30 PM | 0          | 0 | 9         | 240 | 2          | 0 | 0         | 295 | 554           |
| 4:45 PM     | 5:45 PM | 0          | 0 | 12        | 254 | 2          | 0 | 0         | 319 | 597           |
| 5:00 PM     | 6:00 PM | 0          | 0 | 13        | 282 | 5          | 0 | 0         | 318 | 633           |

\*NOTE\* PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.



FOCUS ENGINEERING & SURVEYING, LLC

AM PEAK HOUR VOLUMES

INTERSECTION:  
N-S STREET:  
E-W STREET:

Sunset Drive and 950 North  
Sunset Drive  
950 North

FOCUS PROJ. NO.:  
COUNT DATE:  
NOTES:

24-8024  
17-Oct-24

COUNT TIME:  
FROM:  
TO:

7:00 AM  
9:00 AM

|               |         |
|---------------|---------|
| PK HR VOLUME: | 513     |
| PHF:          | 0.92    |
| PEAK HOUR:    |         |
| FROM:         | TO:     |
| 8:00 AM       | 9:00 AM |

|     |       |
|-----|-------|
| 22  | 4.3%  |
| 192 | 37.4% |
| 0   | 0.0%  |

|     |       |
|-----|-------|
| 19  | 3.7%  |
| 136 | 26.5% |
| 0   | 0.0%  |

|   |      |
|---|------|
| 0 | 0.0% |
| 0 | 0.0% |
| 0 | 0.0% |

Sunset Drive

Total= 513

COUNT DATA INPUT:

| TIME PERIOD |         | NORTHBOUND |   | EASTBOUND |   | SOUTHBOUND |   | WESTBOUND |    | TOTAL<br>VOLUMES |
|-------------|---------|------------|---|-----------|---|------------|---|-----------|----|------------------|
| FROM:       | TO:     | L          | T | R         | L | T          | R | L         | T  |                  |
| 7:00 AM     | 7:15 AM |            |   |           | 7 | 24         |   |           | 18 | 3                |
| 7:15 AM     | 7:30 AM |            |   |           | 5 | 28         |   |           | 29 | 0                |
| 7:30 AM     | 7:45 AM |            |   |           | 7 | 39         |   |           | 24 | 3                |
| 7:45 AM     | 8:00 AM |            |   |           | 9 | 57         |   |           | 30 | 3                |
| 8:00 AM     | 8:15 AM |            |   |           | 3 | 44         |   |           | 28 | 4                |
| 8:15 AM     | 8:30 AM |            |   |           | 7 | 51         |   |           | 37 | 5                |
| 8:30 AM     | 8:45 AM |            |   |           | 3 | 48         |   |           | 40 | 8                |
| 8:45 AM     | 9:00 AM |            |   |           | 9 | 49         |   |           | 31 | 2                |

HOURLY TOTALS:

| TIME PERIOD |         | NORTHBOUND |   | EASTBOUND |    | SOUTHBOUND |   | WESTBOUND |     | TOTAL<br>VOLUMES |
|-------------|---------|------------|---|-----------|----|------------|---|-----------|-----|------------------|
| FROM:       | TO:     | L          | T | R         | L  | T          | R | L         | T   |                  |
| 7:00 AM     | 8:00 AM | 0          | 0 | 0         | 28 | 148        | 0 | 0         | 101 | 9                |
| 7:15 AM     | 8:15 AM | 0          | 0 | 0         | 24 | 168        | 0 | 0         | 111 | 10               |
| 7:30 AM     | 8:30 AM | 0          | 0 | 0         | 26 | 191        | 0 | 0         | 119 | 15               |
| 7:45 AM     | 8:45 AM | 0          | 0 | 0         | 22 | 200        | 0 | 0         | 135 | 20               |
| 8:00 AM     | 9:00 AM | 0          | 0 | 0         | 22 | 192        | 0 | 0         | 136 | 19               |

\*NOTE\* PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.



FOCUS ENGINEERING & SURVEYING, LLC

PM PEAK HOUR VOLUMES

INTERSECTION:  
N-S STREET:  
E-W STREET:

Sunset Drive and 950 North  
Sunset Drive  
950 North

PK HR VOLUME:  
PHF:  
PEAK HOUR:  
FROM:  
TO:

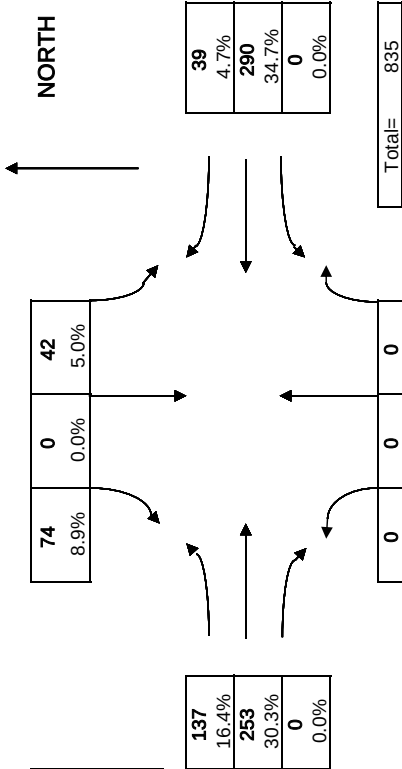
835  
0.86  
5:00 PM 6:00 PM

FOCUS PROJ. NO.:  
COUNT DATE:  
NOTES:

24-8024  
17-Oct-24

COUNT TIME:  
FROM:  
TO:

4:00 PM  
6:00 PM



|              |       |     |       |   |      |
|--------------|-------|-----|-------|---|------|
| 137          | 16.4% | 253 | 30.3% | 0 | 0.0% |
| 950 North    |       |     |       |   |      |
| 0            | 0.0%  | 0   | 0.0%  | 0 | 0.0% |
| Sunset Drive |       |     |       |   |      |
| Total= 835   |       |     |       |   |      |

COUNT DATA INPUT:

| TIME PERIOD |         | NORTHBOUND |   | EASTBOUND |    | SOUTHBOUND |    | WESTBOUND |    | TOTAL VOLUMES |
|-------------|---------|------------|---|-----------|----|------------|----|-----------|----|---------------|
| FROM:       | TO:     | L          | T | L         | T  | L          | T  | L         | T  |               |
| 4:00 PM     | 4:15 PM |            |   | 29        | 40 | 8          | 12 |           | 51 | 12            |
| 4:15 PM     | 4:30 PM |            |   | 32        | 50 | 12         | 12 |           | 49 | 8             |
| 4:30 PM     | 4:45 PM |            |   | 37        | 54 | 5          | 14 |           | 34 | 6             |
| 4:45 PM     | 5:00 PM |            |   | 35        | 45 | 4          | 16 |           | 49 | 10            |
| 5:00 PM     | 5:15 PM |            |   | 22        | 63 | 8          | 24 |           | 92 | 7             |
| 5:15 PM     | 5:30 PM |            |   | 50        | 59 | 11         | 22 |           | 93 | 8             |
| 5:30 PM     | 5:45 PM |            |   | 33        | 64 | 12         | 15 |           | 53 | 13            |
| 5:45 PM     | 6:00 PM |            |   | 32        | 67 | 11         | 13 |           | 52 | 11            |
|             |         |            |   |           |    |            |    |           |    | 186           |

HOURLY TOTALS:

| TIME PERIOD |         | NORTHBOUND |   | EASTBOUND |     | SOUTHBOUND |    | WESTBOUND |     | TOTAL VOLUMES |
|-------------|---------|------------|---|-----------|-----|------------|----|-----------|-----|---------------|
| FROM:       | TO:     | L          | T | L         | T   | L          | T  | L         | T   |               |
| 4:00 PM     | 5:00 PM | 0          | 0 | 133       | 189 | 0          | 54 | 0         | 183 | 36            |
| 4:15 PM     | 5:15 PM | 0          | 0 | 126       | 212 | 0          | 66 | 0         | 224 | 31            |
| 4:30 PM     | 5:30 PM | 0          | 0 | 144       | 221 | 0          | 76 | 0         | 268 | 31            |
| 4:45 PM     | 5:45 PM | 0          | 0 | 140       | 231 | 0          | 77 | 0         | 287 | 38            |
| 5:00 PM     | 6:00 PM | 0          | 0 | 137       | 253 | 0          | 74 | 0         | 290 | 39            |

\*NOTE\* PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.



## **Trip Generation Reports**



# Single-Family Attached Housing

## (215)

Vehicle Trip Ends vs:

Dwelling Units

On a:

Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 7 and 9 a.m.

Setting/Location:

General Urban/Suburban

Number of Studies:

46

Avg. Num. of Dwelling Units:

135

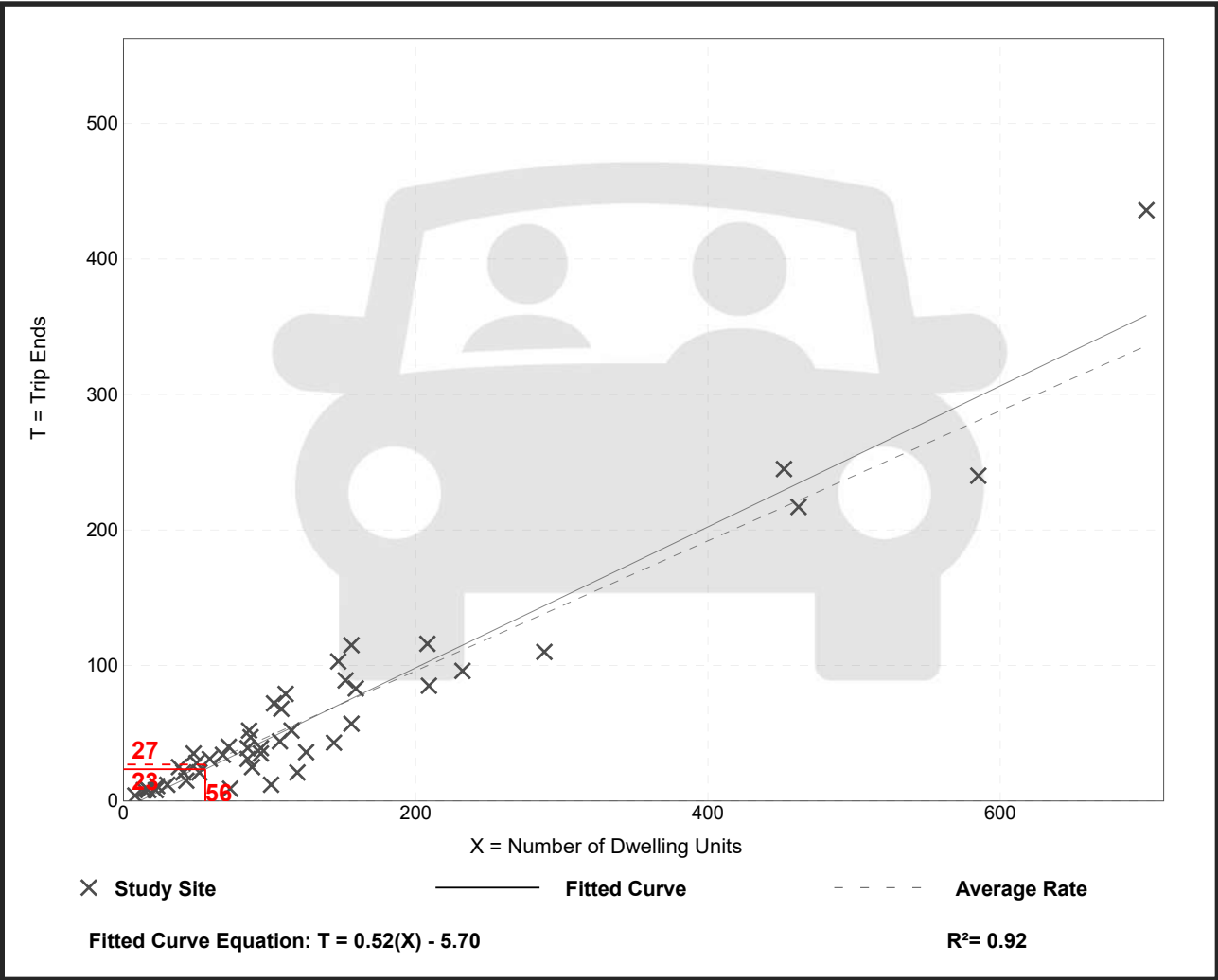
Directional Distribution:

25% entering, 75% exiting

### Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.48         | 0.12 - 0.74    | 0.14               |

### Data Plot and Equation





# Single-Family Attached Housing

## (215)

Vehicle Trip Ends vs:

Dwelling Units

On a:

Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 4 and 6 p.m.

Setting/Location:

General Urban/Suburban

Number of Studies:

51

Avg. Num. of Dwelling Units:

136

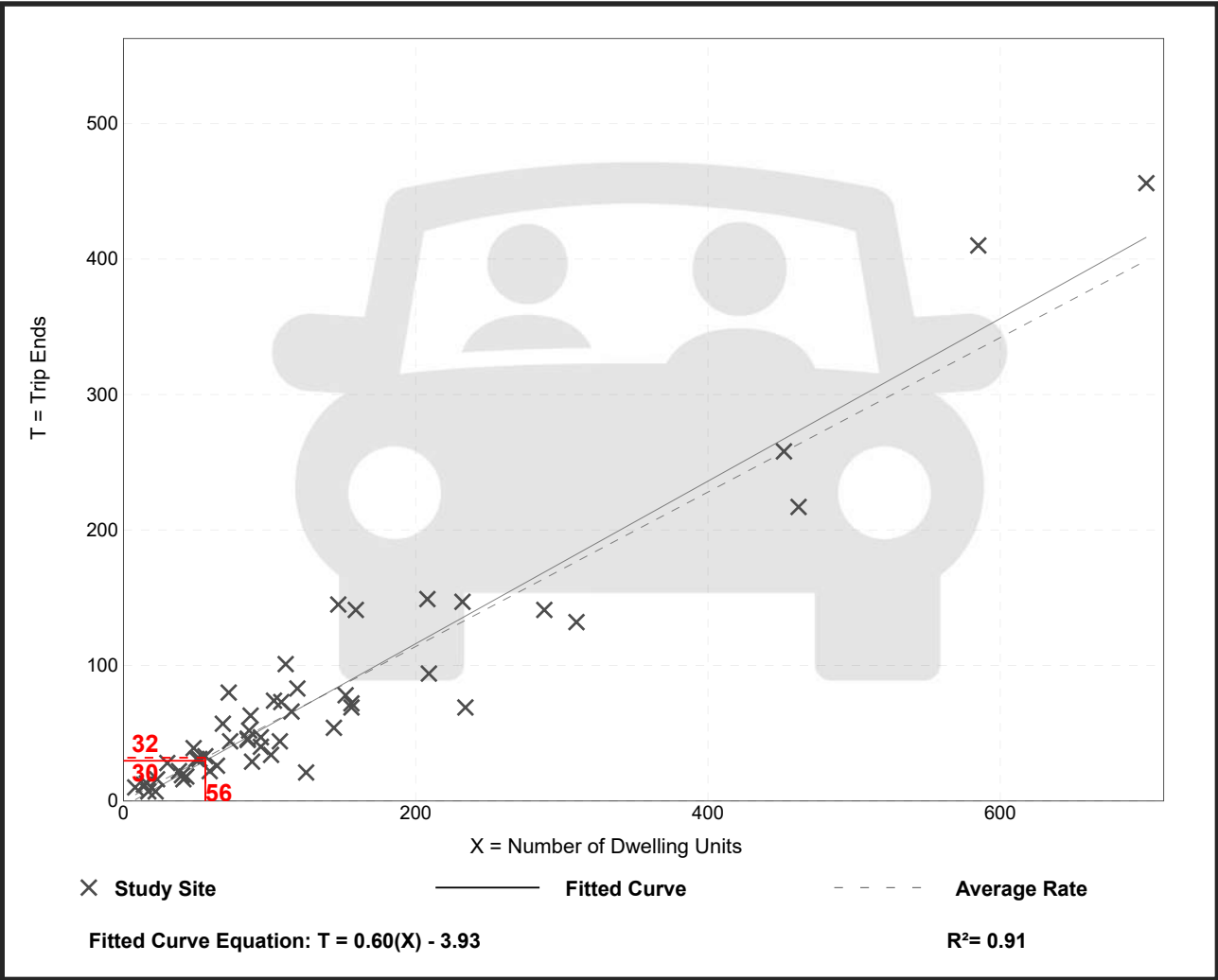
Directional Distribution:

59% entering, 41% exiting

### Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.57         | 0.17 - 1.25    | 0.18               |

### Data Plot and Equation





# Single-Family Attached Housing

## (215)

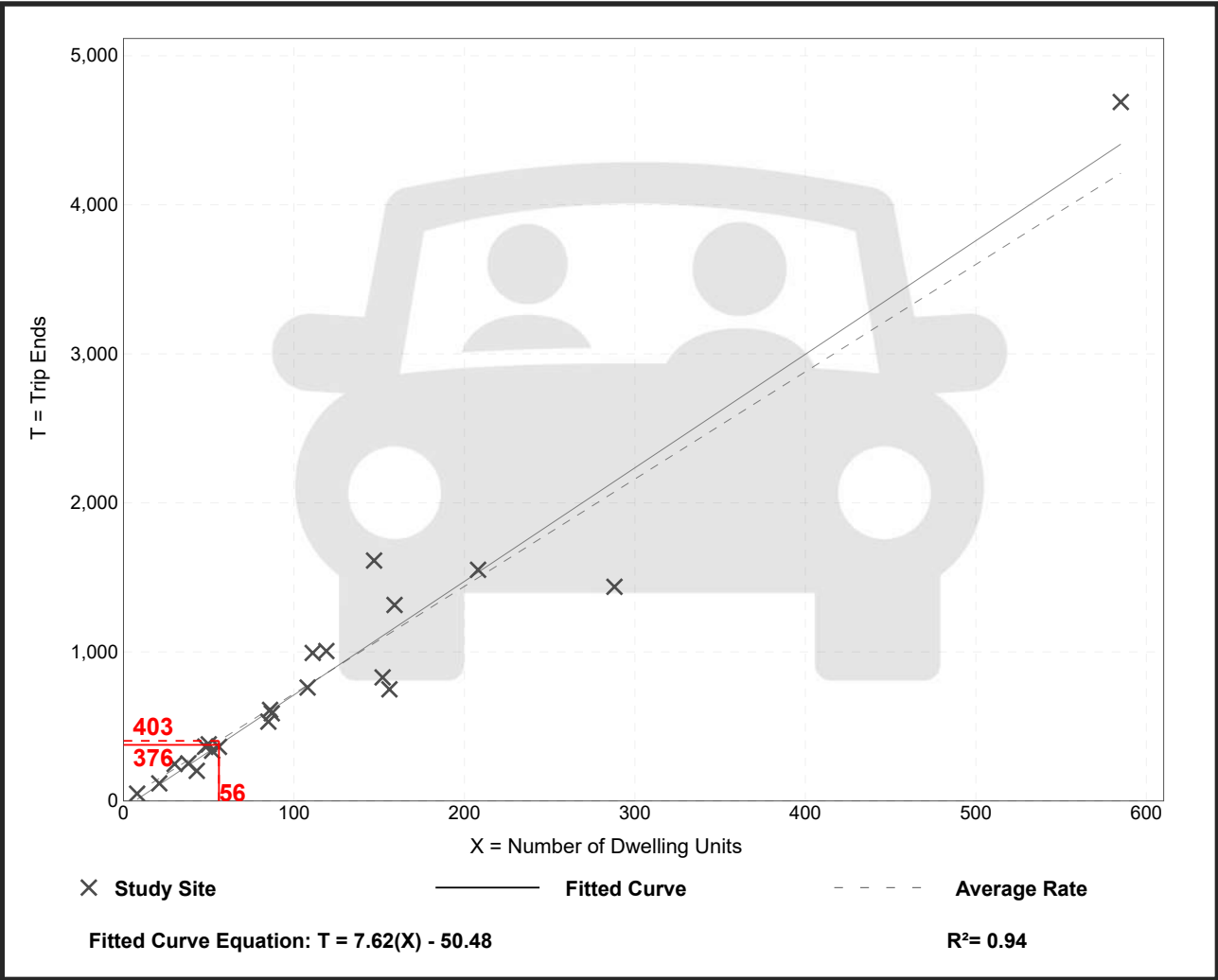
Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 22  
Avg. Num. of Dwelling Units: 120  
Directional Distribution: 50% entering, 50% exiting

### Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 7.20         | 4.70 - 10.97   | 1.61               |

### Data Plot and Equation





## Traffic Analysis Reports



## 2024 Existing Traffic Analysis



| Intersection             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 3.1                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Movement                 | SEL                                                                               | SER                                                                               | NEL                                                                               | NET                                                                               | SWT                                                                               | SWR                                                                               |
| Lane Configurations      |  |  |  |  |  |  |
| Traffic Vol, veh/h       | 27                                                                                | 117                                                                               | 22                                                                                | 192                                                                               | 136                                                                               | 19                                                                                |
| Future Vol, veh/h        | 27                                                                                | 117                                                                               | 22                                                                                | 192                                                                               | 136                                                                               | 19                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop                                                                              | Free                                                                              | Free                                                                              | Free                                                                              | Free                                                                              |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None                                                                              | -                                                                                 | None                                                                              |
| Storage Length           | 0                                                                                 | 100                                                                               | 100                                                                               | -                                                                                 | -                                                                                 | 100                                                                               |
| Veh in Median Storage, # | 0                                                                                 | -                                                                                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Grade, %                 | 0                                                                                 | -                                                                                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92                                                                                | 92                                                                                | 92                                                                                | 92                                                                                | 92                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 29                                                                                | 127                                                                               | 24                                                                                | 209                                                                               | 148                                                                               | 21                                                                                |
| Major/Minor              | Minor2                                                                            | Major1                                                                            |                                                                                   | Major2                                                                            |                                                                                   |                                                                                   |
| Conflicting Flow All     | 405                                                                               | 148                                                                               | 169                                                                               | 0                                                                                 | -                                                                                 | 0                                                                                 |
| Stage 1                  | 148                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 257                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy            | 6.42                                                                              | 6.22                                                                              | 4.12                                                                              | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 1      | 5.42                                                                              | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 2      | 5.42                                                                              | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Follow-up Hdwy           | 3.518                                                                             | 3.318                                                                             | 2.218                                                                             | -                                                                                 | -                                                                                 | -                                                                                 |
| Pot Cap-1 Maneuver       | 602                                                                               | 899                                                                               | 1409                                                                              | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                  | 880                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 786                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Platoon blocked, %       |                                                                                   |                                                                                   |                                                                                   | -                                                                                 | -                                                                                 | -                                                                                 |
| Mov Cap-1 Maneuver       | 592                                                                               | 899                                                                               | 1409                                                                              | -                                                                                 | -                                                                                 | -                                                                                 |
| Mov Cap-2 Maneuver       | 644                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                  | 865                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 786                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Approach                 | SE                                                                                | NE                                                                                |                                                                                   | SW                                                                                |                                                                                   |                                                                                   |
| HCM Control Delay, s     | 9.9                                                                               | 0.8                                                                               |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |
| HCM LOS                  | A                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | NEL                                                                               | NET                                                                               | SELn1                                                                             | SELn2                                                                             | SWT                                                                               | SWR                                                                               |
| Capacity (veh/h)         | 1409                                                                              | -                                                                                 | 644                                                                               | 899                                                                               | -                                                                                 | -                                                                                 |
| HCM Lane V/C Ratio       | 0.017                                                                             | -                                                                                 | 0.046                                                                             | 0.141                                                                             | -                                                                                 | -                                                                                 |
| HCM Control Delay (s)    | 7.6                                                                               | -                                                                                 | 10.9                                                                              | 9.7                                                                               | -                                                                                 | -                                                                                 |
| HCM Lane LOS             | A                                                                                 | -                                                                                 | B                                                                                 | A                                                                                 | -                                                                                 | -                                                                                 |
| HCM 95th %tile Q(veh)    | 0.1                                                                               | -                                                                                 | 0.1                                                                               | 0.5                                                                               | -                                                                                 | -                                                                                 |



| Intersection             |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.6                                                                               |                                                                                   |                                                                                   |      |                                                                                   |      |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
| Lane Configurations      |  |  |  |      |  |      |
| Traffic Vol, veh/h       | 3                                                                                 | 216                                                                               | 138                                                                               | 2    | 4                                                                                 | 17   |
| Future Vol, veh/h        | 3                                                                                 | 216                                                                               | 138                                                                               | 2    | 4                                                                                 | 17   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0    |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None | -                                                                                 | None |
| Storage Length           | 100                                                                               | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -    |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -    |
| Peak Hour Factor         | 92                                                                                | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2    |
| Mvmt Flow                | 3                                                                                 | 235                                                                               | 150                                                                               | 2    | 4                                                                                 | 18   |

| Major/Minor          | Major1 | Major2 | Minor2 |       |       |
|----------------------|--------|--------|--------|-------|-------|
| Conflicting Flow All | 152    | 0      | 0      | 392   | 151   |
| Stage 1              | -      | -      | -      | 151   | -     |
| Stage 2              | -      | -      | -      | 241   | -     |
| Critical Hdwy        | 4.12   | -      | -      | 6.42  | 6.22  |
| Critical Hdwy Stg 1  | -      | -      | -      | 5.42  | -     |
| Critical Hdwy Stg 2  | -      | -      | -      | 5.42  | -     |
| Follow-up Hdwy       | 2.218  | -      | -      | 3.518 | 3.318 |
| Pot Cap-1 Maneuver   | 1429   | -      | -      | 612   | 895   |
| Stage 1              | -      | -      | -      | 877   | -     |
| Stage 2              | -      | -      | -      | 799   | -     |
| Platoon blocked, %   | -      | -      | -      | -     | -     |
| Mov Cap-1 Maneuver   | 1429   | -      | -      | 611   | 895   |
| Mov Cap-2 Maneuver   | -      | -      | -      | 658   | -     |
| Stage 1              | -      | -      | -      | 875   | -     |
| Stage 2              | -      | -      | -      | 799   | -     |

| Approach             | EB  | WB | SB  |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 0.1 | 0  | 9.4 |
| HCM LOS              |     |    | A   |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 1429  | -   | -   | -   | 838   |
| HCM Lane V/C Ratio    | 0.002 | -   | -   | -   | 0.027 |
| HCM Control Delay (s) | 7.5   | -   | -   | -   | 9.4   |
| HCM Lane LOS          | A     | -   | -   | -   | A     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0.1   |



| Intersection             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 3.1                                                                               |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Movement                 | SEL                                                                               | SER                                                                               | NEL                                                                               | NET                                                                               | SWT                                                                               | SWR                                                                               |
| Lane Configurations      |  |  |  |  |  |  |
| Traffic Vol, veh/h       | 42                                                                                | 74                                                                                | 137                                                                               | 253                                                                               | 290                                                                               | 39                                                                                |
| Future Vol, veh/h        | 42                                                                                | 74                                                                                | 137                                                                               | 253                                                                               | 290                                                                               | 39                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop                                                                              | Free                                                                              | Free                                                                              | Free                                                                              | Free                                                                              |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None                                                                              | -                                                                                 | None                                                                              |
| Storage Length           | 0                                                                                 | 100                                                                               | 100                                                                               | -                                                                                 | -                                                                                 | 100                                                                               |
| Veh in Median Storage, # | 0                                                                                 | -                                                                                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Grade, %                 | 0                                                                                 | -                                                                                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92                                                                                | 92                                                                                | 92                                                                                | 92                                                                                | 92                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 46                                                                                | 80                                                                                | 149                                                                               | 275                                                                               | 315                                                                               | 42                                                                                |
| Major/Minor              | Minor2                                                                            | Major1                                                                            |                                                                                   | Major2                                                                            |                                                                                   |                                                                                   |
| Conflicting Flow All     | 888                                                                               | 315                                                                               | 357                                                                               | 0                                                                                 | -                                                                                 | 0                                                                                 |
| Stage 1                  | 315                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 573                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy            | 6.42                                                                              | 6.22                                                                              | 4.12                                                                              | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 1      | 5.42                                                                              | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 2      | 5.42                                                                              | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Follow-up Hdwy           | 3.518                                                                             | 3.318                                                                             | 2.218                                                                             | -                                                                                 | -                                                                                 | -                                                                                 |
| Pot Cap-1 Maneuver       | 314                                                                               | 725                                                                               | 1202                                                                              | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                  | 740                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 564                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Platoon blocked, %       |                                                                                   |                                                                                   |                                                                                   | -                                                                                 | -                                                                                 | -                                                                                 |
| Mov Cap-1 Maneuver       | 275                                                                               | 725                                                                               | 1202                                                                              | -                                                                                 | -                                                                                 | -                                                                                 |
| Mov Cap-2 Maneuver       | 400                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 1                  | 648                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Stage 2                  | 564                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 |
| Approach                 | SE                                                                                | NE                                                                                |                                                                                   | SW                                                                                |                                                                                   |                                                                                   |
| HCM Control Delay, s     | 12.3                                                                              | 3                                                                                 |                                                                                   | 0                                                                                 |                                                                                   |                                                                                   |
| HCM LOS                  | B                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | NEL                                                                               | NET                                                                               | SELn1                                                                             | SELn2                                                                             | SWT                                                                               | SWR                                                                               |
| Capacity (veh/h)         | 1202                                                                              | -                                                                                 | 400                                                                               | 725                                                                               | -                                                                                 | -                                                                                 |
| HCM Lane V/C Ratio       | 0.124                                                                             | -                                                                                 | 0.114                                                                             | 0.111                                                                             | -                                                                                 | -                                                                                 |
| HCM Control Delay (s)    | 8.4                                                                               | -                                                                                 | 15.2                                                                              | 10.6                                                                              | -                                                                                 | -                                                                                 |
| HCM Lane LOS             | A                                                                                 | -                                                                                 | C                                                                                 | B                                                                                 | -                                                                                 | -                                                                                 |
| HCM 95th %tile Q(veh)    | 0.4                                                                               | -                                                                                 | 0.4                                                                               | 0.4                                                                               | -                                                                                 | -                                                                                 |



| Intersection             |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.5                                                                               |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR                                                                               |
| Lane Configurations      |  |  |  |      |  |  |
| Traffic Vol, veh/h       | 13                                                                                | 282                                                                               | 318                                                                               | 4    | 5                                                                                 | 11                                                                                |
| Future Vol, veh/h        | 13                                                                                | 282                                                                               | 318                                                                               | 4    | 5                                                                                 | 11                                                                                |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | None | -                                                                                 | None                                                                              |
| Storage Length           | 100                                                                               | -                                                                                 | -                                                                                 | -    | 0                                                                                 | -                                                                                 |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -                                                                                 |
| Grade, %                 | -                                                                                 | 0                                                                                 | 0                                                                                 | -    | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 14                                                                                | 307                                                                               | 346                                                                               | 4    | 5                                                                                 | 12                                                                                |
| Major/Minor              | Major1                                                                            | Major2                                                                            | Minor2                                                                            |      |                                                                                   |                                                                                   |
| Conflicting Flow All     | 350                                                                               | 0                                                                                 | -                                                                                 | 0    | 683                                                                               | 348                                                                               |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -    | 348                                                                               | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -    | 335                                                                               | -                                                                                 |
| Critical Hdwy            | 4.12                                                                              | -                                                                                 | -                                                                                 | -    | 6.42                                                                              | 6.22                                                                              |
| Critical Hdwy Stg 1      | -                                                                                 | -                                                                                 | -                                                                                 | -    | 5.42                                                                              | -                                                                                 |
| Critical Hdwy Stg 2      | -                                                                                 | -                                                                                 | -                                                                                 | -    | 5.42                                                                              | -                                                                                 |
| Follow-up Hdwy           | 2.218                                                                             | -                                                                                 | -                                                                                 | -    | 3.518                                                                             | 3.318                                                                             |
| Pot Cap-1 Maneuver       | 1209                                                                              | -                                                                                 | -                                                                                 | -    | 415                                                                               | 695                                                                               |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -    | 715                                                                               | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -    | 725                                                                               | -                                                                                 |
| Platoon blocked, %       |                                                                                   | -                                                                                 | -                                                                                 | -    |                                                                                   |                                                                                   |
| Mov Cap-1 Maneuver       | 1209                                                                              | -                                                                                 | -                                                                                 | -    | 410                                                                               | 695                                                                               |
| Mov Cap-2 Maneuver       | -                                                                                 | -                                                                                 | -                                                                                 | -    | 514                                                                               | -                                                                                 |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -    | 706                                                                               | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -    | 725                                                                               | -                                                                                 |
| Approach                 | EB                                                                                | WB                                                                                |                                                                                   | SB   |                                                                                   |                                                                                   |
| HCM Control Delay, s     | 0.4                                                                               | 0                                                                                 |                                                                                   | 10.9 |                                                                                   |                                                                                   |
| HCM LOS                  |                                                                                   |                                                                                   |                                                                                   | B    |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | EBL                                                                               | EBT                                                                               | WBT                                                                               | WBR  | SBLn1                                                                             |                                                                                   |
| Capacity (veh/h)         | 1209                                                                              | -                                                                                 | -                                                                                 | -    | 626                                                                               |                                                                                   |
| HCM Lane V/C Ratio       | 0.012                                                                             | -                                                                                 | -                                                                                 | -    | 0.028                                                                             |                                                                                   |
| HCM Control Delay (s)    | 8                                                                                 | -                                                                                 | -                                                                                 | -    | 10.9                                                                              |                                                                                   |
| HCM Lane LOS             | A                                                                                 | -                                                                                 | -                                                                                 | -    | B                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -                                                                                 | -                                                                                 | -    | 0.1                                                                               |                                                                                   |



## 2026 Opening Year Traffic Analysis



| Intersection             |        |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                     |                                                                                     |                                                                                     |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Int Delay, s/veh         | 3.5    |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                     |                                                                                     |                                                                                     |
| Movement                 | SEL    | SET                                                                               | SER                                                                               | NWL   | NWT                                                                               | NWR                                                                               | NEL                                                                               | NET                                                                               | NER  | SWL                                                                                 | SWT                                                                                 | SWR                                                                                 |
| Lane Configurations      |        |  |  |       |  |  |  |  |      |  |  |  |
| Traffic Vol, veh/h       | 30     | 6                                                                                 | 129                                                                               | 4     | 4                                                                                 | 5                                                                                 | 24                                                                                | 218                                                                               | 7    | 9                                                                                   | 154                                                                                 | 21                                                                                  |
| Future Vol, veh/h        | 30     | 6                                                                                 | 129                                                                               | 4     | 4                                                                                 | 5                                                                                 | 24                                                                                | 218                                                                               | 7    | 9                                                                                   | 154                                                                                 | 21                                                                                  |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0     | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Sign Control             | Stop   | Stop                                                                              | Stop                                                                              | Stop  | Stop                                                                              | Stop                                                                              | Free                                                                              | Free                                                                              | Free | Free                                                                                | Free                                                                                | Free                                                                                |
| RT Channelized           | -      | -                                                                                 | None                                                                              | -     | -                                                                                 | None                                                                              | -                                                                                 | -                                                                                 | None | -                                                                                   | -                                                                                   | None                                                                                |
| Storage Length           | -      | -                                                                                 | 100                                                                               | -     | -                                                                                 | 100                                                                               | 100                                                                               | -                                                                                 | -    | 100                                                                                 | -                                                                                   | 100                                                                                 |
| Veh in Median Storage, # | -      | 0                                                                                 | -                                                                                 | -     | 0                                                                                 | -                                                                                 | -                                                                                 | 0                                                                                 | -    | -                                                                                   | 0                                                                                   | -                                                                                   |
| Grade, %                 | -      | 0                                                                                 | -                                                                                 | -     | 0                                                                                 | -                                                                                 | -                                                                                 | 0                                                                                 | -    | -                                                                                   | 0                                                                                   | -                                                                                   |
| Peak Hour Factor         | 92     | 92                                                                                | 92                                                                                | 92    | 92                                                                                | 92                                                                                | 92                                                                                | 92                                                                                | 92   | 92                                                                                  | 92                                                                                  | 92                                                                                  |
| Heavy Vehicles, %        | 2      | 2                                                                                 | 2                                                                                 | 2     | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Mvmt Flow                | 33     | 7                                                                                 | 140                                                                               | 4     | 4                                                                                 | 5                                                                                 | 26                                                                                | 237                                                                               | 8    | 10                                                                                  | 167                                                                                 | 23                                                                                  |
|                          |        |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                     |                                                                                     |                                                                                     |
| Major/Minor              | Minor2 |                                                                                   | Minor1                                                                            |       | Major1                                                                            |                                                                                   | Major2                                                                            |                                                                                   |      |                                                                                     |                                                                                     |                                                                                     |
| Conflicting Flow All     | 485    | 484                                                                               | 167                                                                               | 565   | 503                                                                               | 241                                                                               | 190                                                                               | 0                                                                                 | 0    | 245                                                                                 | 0                                                                                   | 0                                                                                   |
| Stage 1                  | 187    | 187                                                                               | -                                                                                 | 293   | 293                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -    | -                                                                                   | -                                                                                   | -                                                                                   |
| Stage 2                  | 298    | 297                                                                               | -                                                                                 | 272   | 210                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -    | -                                                                                   | -                                                                                   | -                                                                                   |
| Critical Hdwy            | 7.12   | 6.52                                                                              | 6.22                                                                              | 7.12  | 6.52                                                                              | 6.22                                                                              | 4.12                                                                              | -                                                                                 | -    | 4.12                                                                                | -                                                                                   | -                                                                                   |
| Critical Hdwy Stg 1      | 6.12   | 5.52                                                                              | -                                                                                 | 6.12  | 5.52                                                                              | -                                                                                 | -                                                                                 | -                                                                                 | -    | -                                                                                   | -                                                                                   | -                                                                                   |
| Critical Hdwy Stg 2      | 6.12   | 5.52                                                                              | -                                                                                 | 6.12  | 5.52                                                                              | -                                                                                 | -                                                                                 | -                                                                                 | -    | -                                                                                   | -                                                                                   | -                                                                                   |
| Follow-up Hdwy           | 3.518  | 4.018                                                                             | 3.318                                                                             | 3.518 | 4.018                                                                             | 3.318                                                                             | 2.218                                                                             | -                                                                                 | -    | 2.218                                                                               | -                                                                                   | -                                                                                   |
| Pot Cap-1 Maneuver       | 492    | 483                                                                               | 877                                                                               | 436   | 471                                                                               | 798                                                                               | 1384                                                                              | -                                                                                 | -    | 1321                                                                                | -                                                                                   | -                                                                                   |
| Stage 1                  | 815    | 745                                                                               | -                                                                                 | 715   | 670                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -    | -                                                                                   | -                                                                                   | -                                                                                   |
| Stage 2                  | 711    | 668                                                                               | -                                                                                 | 734   | 728                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -    | -                                                                                   | -                                                                                   | -                                                                                   |
| Platoon blocked, %       |        |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |                                                                                   | -                                                                                 | -    |                                                                                     | -                                                                                   | -                                                                                   |
| Mov Cap-1 Maneuver       | 475    | 470                                                                               | 877                                                                               | 355   | 458                                                                               | 798                                                                               | 1384                                                                              | -                                                                                 | -    | 1321                                                                                | -                                                                                   | -                                                                                   |
| Mov Cap-2 Maneuver       | 475    | 470                                                                               | -                                                                                 | 355   | 458                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -    | -                                                                                   | -                                                                                   | -                                                                                   |
| Stage 1                  | 800    | 739                                                                               | -                                                                                 | 701   | 657                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -    | -                                                                                   | -                                                                                   | -                                                                                   |
| Stage 2                  | 688    | 655                                                                               | -                                                                                 | 607   | 722                                                                               | -                                                                                 | -                                                                                 | -                                                                                 | -    | -                                                                                   | -                                                                                   | -                                                                                   |
|                          |        |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                     |                                                                                     |                                                                                     |
|                          |        |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                     |                                                                                     |                                                                                     |
| Approach                 | SE     |                                                                                   | NW                                                                                |       | NE                                                                                |                                                                                   | SW                                                                                |                                                                                   |      |                                                                                     |                                                                                     |                                                                                     |
| HCM Control Delay, s     | 10.6   |                                                                                   | 12.4                                                                              |       | 0.7                                                                               |                                                                                   | 0.4                                                                               |                                                                                   |      |                                                                                     |                                                                                     |                                                                                     |
| HCM LOS                  | B      |                                                                                   | B                                                                                 |       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                     |                                                                                     |                                                                                     |
|                          |        |                                                                                   |                                                                                   |       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                     |                                                                                     |                                                                                     |
| Minor Lane/Major Mvmt    | NEL    | NET                                                                               | NERNWLn1                                                                          | NWLn2 | SELn1                                                                             | SELn2                                                                             | SWL                                                                               | SWT                                                                               | SWR  |                                                                                     |                                                                                     |                                                                                     |
| Capacity (veh/h)         | 1384   | -                                                                                 | -                                                                                 | 400   | 798                                                                               | 474                                                                               | 877                                                                               | 1321                                                                              | -    | -                                                                                   |                                                                                     |                                                                                     |
| HCM Lane V/C Ratio       | 0.019  | -                                                                                 | -                                                                                 | 0.022 | 0.007                                                                             | 0.083                                                                             | 0.16                                                                              | 0.007                                                                             | -    | -                                                                                   |                                                                                     |                                                                                     |
| HCM Control Delay (s)    | 7.7    | -                                                                                 | -                                                                                 | 14.2  | 9.5                                                                               | 13.3                                                                              | 9.9                                                                               | 7.7                                                                               | -    | -                                                                                   |                                                                                     |                                                                                     |
| HCM Lane LOS             | A      | -                                                                                 | -                                                                                 | B     | A                                                                                 | B                                                                                 | A                                                                                 | A                                                                                 | -    | -                                                                                   |                                                                                     |                                                                                     |
| HCM 95th %tile Q(veh)    | 0.1    | -                                                                                 | -                                                                                 | 0.1   | 0                                                                                 | 0.3                                                                               | 0.6                                                                               | 0                                                                                 | -    | -                                                                                   |                                                                                     |                                                                                     |



| Intersection             |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |      |                                                                                   |      |      |                                                                                     |      |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1.1                                                                               |                                                                                   |      |                                                                                   |                                                                                   |      |      |                                                                                   |      |      |                                                                                     |      |
| Movement                 | EBL                                                                               | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | WBR  | NBL  | NBT                                                                               | NBR  | SBL  | SBT                                                                                 | SBR  |
| Lane Configurations      |  |  |      |  |  |      |      |  |      |      |  |      |
| Traffic Vol, veh/h       | 3                                                                                 | 243                                                                               | 6    | 13                                                                                | 161                                                                               | 2    | 4    | 1                                                                                 | 8    | 4    | 2                                                                                   | 19   |
| Future Vol, veh/h        | 3                                                                                 | 243                                                                               | 6    | 13                                                                                | 161                                                                               | 2    | 4    | 1                                                                                 | 8    | 4    | 2                                                                                   | 19   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0    | 0                                                                                 | 0    | 0    | 0                                                                                   | 0    |
| Sign Control             | Free                                                                              | Free                                                                              | Free | Free                                                                              | Free                                                                              | Free | Stop | Stop                                                                              | Stop | Stop | Stop                                                                                | Stop |
| RT Channelized           | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None | -    | -                                                                                 | None | -    | -                                                                                   | None |
| Storage Length           | 100                                                                               | -                                                                                 | -    | 100                                                                               | -                                                                                 | -    | -    | -                                                                                 | -    | -    | -                                                                                   | -    |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -    | 0                                                                                 | -    | -    | 0                                                                                   | -    |
| Grade, %                 | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -    | 0                                                                                 | -    | -    | 0                                                                                   | -    |
| Peak Hour Factor         | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92                                                                                | 92   | 92   | 92                                                                                | 92   | 92   | 92                                                                                  | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2    | 2    | 2                                                                                 | 2    | 2    | 2                                                                                   | 2    |
| Mvmt Flow                | 3                                                                                 | 264                                                                               | 7    | 14                                                                                | 175                                                                               | 2    | 4    | 1                                                                                 | 9    | 4    | 2                                                                                   | 21   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |       |       | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 177    | 0 | 0 | 271    | 0 | 0 | 490    | 479   | 268   | 483    | 481   | 176   |
| Stage 1              | -      | - | - | -      | - | - | 274    | 274   | -     | 204    | 204   | -     |
| Stage 2              | -      | - | - | -      | - | - | 216    | 205   | -     | 279    | 277   | -     |
| Critical Hdwy        | 4.12   | - | - | 4.12   | - | - | 7.12   | 6.52  | 6.22  | 7.12   | 6.52  | 6.22  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Follow-up Hdwy       | 2.218  | - | - | 2.218  | - | - | 3.518  | 4.018 | 3.318 | 3.518  | 4.018 | 3.318 |
| Pot Cap-1 Maneuver   | 1399   | - | - | 1292   | - | - | 489    | 486   | 771   | 494    | 485   | 867   |
| Stage 1              | -      | - | - | -      | - | - | 732    | 683   | -     | 798    | 733   | -     |
| Stage 2              | -      | - | - | -      | - | - | 786    | 732   | -     | 728    | 681   | -     |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -     | -     | -      | -     | -     |
| Mov Cap-1 Maneuver   | 1399   | - | - | 1292   | - | - | 471    | 480   | 771   | 483    | 479   | 867   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 471    | 480   | -     | 483    | 479   | -     |
| Stage 1              | -      | - | - | -      | - | - | 731    | 682   | -     | 796    | 725   | -     |
| Stage 2              | -      | - | - | -      | - | - | 757    | 724   | -     | 717    | 680   | -     |

| Approach             | EB  |  |  | WB  |  |  | NB   |  |  | SB   |  |  |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.1 |  |  | 0.6 |  |  | 10.9 |  |  | 10.1 |  |  |
| HCM LOS              |     |  |  |     |  |  | B    |  |  | B    |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 620   | 1399  | -   | -   | 1292  | -   | -   | 727   |
| HCM Lane V/C Ratio    | 0.023 | 0.002 | -   | -   | 0.011 | -   | -   | 0.037 |
| HCM Control Delay (s) | 10.9  | 7.6   | -   | -   | 7.8   | -   | -   | 10.1  |
| HCM Lane LOS          | B     | A     | -   | -   | A     | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0.1   | 0     | -   | -   | 0     | -   | -   | 0.1   |



| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 3.9  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | SEL  | SET  | SER  | NWL  | NWT  | NWR  | NEL  | NET  | NER  | SWL  | SWT  | SWR  |
| Lane Configurations      |      | ↔    | ↔    |      | ↔    | ↔    | ↔    | ↔    |      | ↔    | ↔    | ↔    |
| Traffic Vol, veh/h       | 46   | 15   | 82   | 16   | 16   | 21   | 24   | 218  | 7    | 21   | 336  | 43   |
| Future Vol, veh/h        | 46   | 15   | 82   | 16   | 16   | 21   | 24   | 218  | 7    | 21   | 336  | 43   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | 100  | -    | -    | 100  | 100  | -    | -    | 100  | -    | 100  |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 50   | 16   | 89   | 17   | 17   | 23   | 26   | 237  | 8    | 23   | 365  | 47   |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 724    | 708   | 365    | 780   | 751    | 241   | 412    | 0 | 0 | 245   | 0 | 0 |
| Stage 1              | 411    | 411   | -      | 293   | 293    | -     | -      | - | - | -     | - | - |
| Stage 2              | 313    | 297   | -      | 487   | 458    | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | - | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 341    | 360   | 680    | 313   | 340    | 798   | 1147   | - | - | 1321  | - | - |
| Stage 1              | 618    | 595   | -      | 715   | 670    | -     | -      | - | - | -     | - | - |
| Stage 2              | 698    | 668   | -      | 562   | 567    | -     | -      | - | - | -     | - | - |
| Platoon blocked, %   |        |       |        |       |        |       |        | - | - | -     | - | - |
| Mov Cap-1 Maneuver   | 308    | 346   | 680    | 254   | 326    | 798   | 1147   | - | - | 1321  | - | - |
| Mov Cap-2 Maneuver   | 308    | 346   | -      | 254   | 326    | -     | -      | - | - | -     | - | - |
| Stage 1              | 604    | 585   | -      | 699   | 655    | -     | -      | - | - | -     | - | - |
| Stage 2              | 645    | 653   | -      | 466   | 557    | -     | -      | - | - | -     | - | - |

| Approach             | SE   |  | NW   |  | NE  |  | SW  |  |
|----------------------|------|--|------|--|-----|--|-----|--|
| HCM Control Delay, s | 14.6 |  | 15.5 |  | 0.8 |  | 0.4 |  |
| HCM LOS              | B    |  | C    |  |     |  |     |  |

| Minor Lane/Major Mvmt | NEL   | NET | NERNWLn1 | NWLn2 | SELn1 | SELn2 | SWL   | SWT   | SWR |
|-----------------------|-------|-----|----------|-------|-------|-------|-------|-------|-----|
| Capacity (veh/h)      | 1147  | -   | -        | 286   | 798   | 317   | 680   | 1321  | -   |
| HCM Lane V/C Ratio    | 0.023 | -   | -        | 0.122 | 0.029 | 0.209 | 0.131 | 0.017 | -   |
| HCM Control Delay (s) | 8.2   | -   | -        | 19.3  | 9.6   | 19.3  | 11.1  | 7.8   | -   |
| HCM Lane LOS          | A     | -   | -        | C     | A     | C     | B     | A     | -   |
| HCM 95th %tile Q(veh) | 0.1   | -   | -        | 0.4   | 0.1   | 0.8   | 0.5   | 0.1   | -   |



| Intersection             |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |      |                                                                                   |      |      |                                                                                     |      |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1.8                                                                               |                                                                                   |      |                                                                                   |                                                                                   |      |      |                                                                                   |      |      |                                                                                     |      |
| Movement                 | EBL                                                                               | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | WBR  | NBL  | NBT                                                                               | NBR  | SBL  | SBT                                                                                 | SBR  |
| Lane Configurations      |  |  |      |  |  |      |      |  |      |      |  |      |
| Traffic Vol, veh/h       | 14                                                                                | 332                                                                               | 15   | 31                                                                                | 372                                                                               | 4    | 16   | 5                                                                                 | 32   | 6    | 5                                                                                   | 12   |
| Future Vol, veh/h        | 14                                                                                | 332                                                                               | 15   | 31                                                                                | 372                                                                               | 4    | 16   | 5                                                                                 | 32   | 6    | 5                                                                                   | 12   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0    | 0                                                                                 | 0    | 0    | 0                                                                                   | 0    |
| Sign Control             | Free                                                                              | Free                                                                              | Free | Free                                                                              | Free                                                                              | Free | Stop | Stop                                                                              | Stop | Stop | Stop                                                                                | Stop |
| RT Channelized           | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None | -    | -                                                                                 | None | -    | -                                                                                   | None |
| Storage Length           | 100                                                                               | -                                                                                 | -    | 100                                                                               | -                                                                                 | -    | -    | -                                                                                 | -    | -    | -                                                                                   | -    |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -    | 0                                                                                 | -    | -    | 0                                                                                   | -    |
| Grade, %                 | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -    | 0                                                                                 | -    | -    | 0                                                                                   | -    |
| Peak Hour Factor         | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92                                                                                | 92   | 92   | 92                                                                                | 92   | 92   | 92                                                                                  | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2    | 2    | 2                                                                                 | 2    | 2    | 2                                                                                   | 2    |
| Mvmt Flow                | 15                                                                                | 361                                                                               | 16   | 34                                                                                | 404                                                                               | 4    | 17   | 5                                                                                 | 35   | 7    | 5                                                                                   | 13   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |       |       | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 408    | 0 | 0 | 377    | 0 | 0 | 882    | 875   | 369   | 893    | 881   | 406   |
| Stage 1              | -      | - | - | -      | - | - | 399    | 399   | -     | 474    | 474   | -     |
| Stage 2              | -      | - | - | -      | - | - | 483    | 476   | -     | 419    | 407   | -     |
| Critical Hdwy        | 4.12   | - | - | 4.12   | - | - | 7.12   | 6.52  | 6.22  | 7.12   | 6.52  | 6.22  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Follow-up Hdwy       | 2.218  | - | - | 2.218  | - | - | 3.518  | 4.018 | 3.318 | 3.518  | 4.018 | 3.318 |
| Pot Cap-1 Maneuver   | 1151   | - | - | 1181   | - | - | 267    | 288   | 677   | 262    | 285   | 645   |
| Stage 1              | -      | - | - | -      | - | - | 627    | 602   | -     | 571    | 558   | -     |
| Stage 2              | -      | - | - | -      | - | - | 565    | 557   | -     | 612    | 597   | -     |
| Platoon blocked, %   |        | - | - |        | - | - |        |       |       |        |       |       |
| Mov Cap-1 Maneuver   | 1151   | - | - | 1181   | - | - | 249    | 276   | 677   | 237    | 273   | 645   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 249    | 276   | -     | 237    | 273   | -     |
| Stage 1              | -      | - | - | -      | - | - | 619    | 594   | -     | 564    | 542   | -     |
| Stage 2              | -      | - | - | -      | - | - | 532    | 541   | -     | 568    | 589   | -     |

| Approach             | EB  |  |  | WB  |  |  | NB   |  |  | SB   |  |  |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.3 |  |  | 0.6 |  |  | 15.2 |  |  | 15.4 |  |  |
| HCM LOS              |     |  |  |     |  |  | C    |  |  | C    |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 409   | 1151  | -   | -   | 1181  | -   | -   | 370   |
| HCM Lane V/C Ratio    | 0.141 | 0.013 | -   | -   | 0.029 | -   | -   | 0.068 |
| HCM Control Delay (s) | 15.2  | 8.2   | -   | -   | 8.1   | -   | -   | 15.4  |
| HCM Lane LOS          | C     | A     | -   | -   | A     | -   | -   | C     |
| HCM 95th %tile Q(veh) | 0.5   | 0     | -   | -   | 0.1   | -   | -   | 0.2   |



## 2026 Opening Year with Project Traffic Analysis



| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 3.5  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | SEL  | SET  | SER  | NWL  | NWT  | NWR  | NEL  | NET  | NER  | SWL  | SWT  | SWR  |
| Lane Configurations      |      | ↔    | ↔    |      | ↔    | ↔    | ↔    | ↔    |      | ↔    | ↔    | ↔    |
| Traffic Vol, veh/h       | 30   | 6    | 129  | 4    | 4    | 5    | 24   | 223  | 7    | 9    | 168  | 22   |
| Future Vol, veh/h        | 30   | 6    | 129  | 4    | 4    | 5    | 24   | 223  | 7    | 9    | 168  | 22   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | 100  | -    | -    | 100  | 100  | -    | -    | 100  | -    | 100  |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 33   | 7    | 140  | 4    | 4    | 5    | 26   | 242  | 8    | 10   | 183  | 24   |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 506    | 505   | 183    | 587   | 525    | 246   | 207    | 0 | 0 | 250   | 0 | 0 |
| Stage 1              | 203    | 203   | -      | 298   | 298    | -     | -      | - | - | -     | - | - |
| Stage 2              | 303    | 302   | -      | 289   | 227    | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | - | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 477    | 470   | 859    | 421   | 458    | 793   | 1364   | - | - | 1316  | - | - |
| Stage 1              | 799    | 733   | -      | 711   | 667    | -     | -      | - | - | -     | - | - |
| Stage 2              | 706    | 664   | -      | 719   | 716    | -     | -      | - | - | -     | - | - |
| Platoon blocked, %   |        |       |        |       |        |       |        | - | - | -     | - | - |
| Mov Cap-1 Maneuver   | 461    | 457   | 859    | 341   | 446    | 793   | 1364   | - | - | 1316  | - | - |
| Mov Cap-2 Maneuver   | 461    | 457   | -      | 341   | 446    | -     | -      | - | - | -     | - | - |
| Stage 1              | 784    | 727   | -      | 697   | 654    | -     | -      | - | - | -     | - | - |
| Stage 2              | 683    | 651   | -      | 592   | 710    | -     | -      | - | - | -     | - | - |

| Approach             | SE   | NW   | NE  | SW  |
|----------------------|------|------|-----|-----|
| HCM Control Delay, s | 10.8 | 12.6 | 0.7 | 0.4 |
| HCM LOS              | B    | B    |     |     |

| Minor Lane/Major Mvmt | NEL   | NET | NERNWLn1 | NWLn2 | SELn1 | SELn2 | SWL   | SWT   | SWR |
|-----------------------|-------|-----|----------|-------|-------|-------|-------|-------|-----|
| Capacity (veh/h)      | 1364  | -   | -        | 386   | 793   | 460   | 859   | 1316  | -   |
| HCM Lane V/C Ratio    | 0.019 | -   | -        | 0.023 | 0.007 | 0.085 | 0.163 | 0.007 | -   |
| HCM Control Delay (s) | 7.7   | -   | -        | 14.5  | 9.6   | 13.6  | 10    | 7.8   | -   |
| HCM Lane LOS          | A     | -   | -        | B     | A     | B     | B     | A     | -   |
| HCM 95th %tile Q(veh) | 0.1   | -   | -        | 0.1   | 0     | 0.3   | 0.6   | 0     | -   |



| Intersection             |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |      |                                                                                   |      |      |                                                                                     |      |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|------|------|-------------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1.4                                                                               |                                                                                   |      |                                                                                   |                                                                                   |      |      |                                                                                   |      |      |                                                                                     |      |
| Movement                 | EBL                                                                               | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | WBR  | NBL  | NBT                                                                               | NBR  | SBL  | SBT                                                                                 | SBR  |
| Lane Configurations      |  |  |      |  |  |      |      |  |      |      |  |      |
| Traffic Vol, veh/h       | 3                                                                                 | 245                                                                               | 9    | 14                                                                                | 168                                                                               | 2    | 12   | 1                                                                                 | 10   | 4    | 2                                                                                   | 19   |
| Future Vol, veh/h        | 3                                                                                 | 245                                                                               | 9    | 14                                                                                | 168                                                                               | 2    | 12   | 1                                                                                 | 10   | 4    | 2                                                                                   | 19   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0    | 0                                                                                 | 0    | 0    | 0                                                                                   | 0    |
| Sign Control             | Free                                                                              | Free                                                                              | Free | Free                                                                              | Free                                                                              | Free | Stop | Stop                                                                              | Stop | Stop | Stop                                                                                | Stop |
| RT Channelized           | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None | -    | -                                                                                 | None | -    | -                                                                                   | None |
| Storage Length           | 100                                                                               | -                                                                                 | -    | 1                                                                                 | -                                                                                 | -    | -    | -                                                                                 | -    | -    | -                                                                                   | -    |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -    | 0                                                                                 | -    | -    | 0                                                                                   | -    |
| Grade, %                 | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -    | 0                                                                                 | -    | -    | 0                                                                                   | -    |
| Peak Hour Factor         | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92                                                                                | 92   | 92   | 92                                                                                | 92   | 92   | 92                                                                                  | 92   |
| Heavy Vehicles, %        | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2    | 2    | 2                                                                                 | 2    | 2    | 2                                                                                   | 2    |
| Mvmt Flow                | 3                                                                                 | 266                                                                               | 10   | 15                                                                                | 183                                                                               | 2    | 13   | 1                                                                                 | 11   | 4    | 2                                                                                   | 21   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |       |       | Minor2 |       |       |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 185    | 0 | 0 | 276    | 0 | 0 | 503    | 492   | 271   | 497    | 496   | 184   |
| Stage 1              | -      | - | - | -      | - | - | 277    | 277   | -     | 214    | 214   | -     |
| Stage 2              | -      | - | - | -      | - | - | 226    | 215   | -     | 283    | 282   | -     |
| Critical Hdwy        | 4.12   | - | - | 4.12   | - | - | 7.12   | 6.52  | 6.22  | 7.12   | 6.52  | 6.22  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.12   | 5.52  | -     | 6.12   | 5.52  | -     |
| Follow-up Hdwy       | 2.218  | - | - | 2.218  | - | - | 3.518  | 4.018 | 3.318 | 3.518  | 4.018 | 3.318 |
| Pot Cap-1 Maneuver   | 1390   | - | - | 1287   | - | - | 479    | 478   | 768   | 483    | 475   | 858   |
| Stage 1              | -      | - | - | -      | - | - | 729    | 681   | -     | 788    | 725   | -     |
| Stage 2              | -      | - | - | -      | - | - | 777    | 725   | -     | 724    | 678   | -     |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -     | -     | -      | -     | -     |
| Mov Cap-1 Maneuver   | 1390   | - | - | 1287   | - | - | 461    | 471   | 768   | 470    | 468   | 858   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 461    | 471   | -     | 470    | 468   | -     |
| Stage 1              | -      | - | - | -      | - | - | 728    | 680   | -     | 786    | 716   | -     |
| Stage 2              | -      | - | - | -      | - | - | 747    | 716   | -     | 711    | 677   | -     |

| Approach             | EB  |  |  | WB  |  |  | NB   |  |  | SB   |  |  |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.1 |  |  | 0.6 |  |  | 11.7 |  |  | 10.2 |  |  |
| HCM LOS              |     |  |  |     |  |  | B    |  |  | B    |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 559   | 1390  | -   | -   | 1287  | -   | -   | 716   |
| HCM Lane V/C Ratio    | 0.045 | 0.002 | -   | -   | 0.012 | -   | -   | 0.038 |
| HCM Control Delay (s) | 11.7  | 7.6   | -   | -   | 7.8   | -   | -   | 10.2  |
| HCM Lane LOS          | B     | A     | -   | -   | A     | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0.1   | 0     | -   | -   | 0     | -   | -   | 0.1   |



| Intersection             |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |       |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 0.2                                                                               |      |                                                                                   |                                                                                   |                                                                                   |       |
| Movement                 | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR   |
| Lane Configurations      |  |      |  |  |  |       |
| Traffic Vol, veh/h       | 257                                                                               | 2    | 1                                                                                 | 177                                                                               | 7                                                                                 | 3     |
| Future Vol, veh/h        | 257                                                                               | 2    | 1                                                                                 | 177                                                                               | 7                                                                                 | 3     |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0     |
| Sign Control             | Free                                                                              | Free | Free                                                                              | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized           | -                                                                                 | None | -                                                                                 | None                                                                              | -                                                                                 | None  |
| Storage Length           | -                                                                                 | -    | 1                                                                                 | -                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, # | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | 0                                                                                 | -     |
| Grade, %                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor         | 92                                                                                | 92   | 92                                                                                | 92                                                                                | 92                                                                                | 92    |
| Heavy Vehicles, %        | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2     |
| Mvmt Flow                | 279                                                                               | 2    | 1                                                                                 | 192                                                                               | 8                                                                                 | 3     |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |       |
| Major/Minor              | Major1                                                                            |      | Major2                                                                            |                                                                                   | Minor1                                                                            |       |
| Conflicting Flow All     | 0                                                                                 | 0    | 281                                                                               | 0                                                                                 | 474                                                                               | 280   |
| Stage 1                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 280                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 194                                                                               | -     |
| Critical Hdwy            | -                                                                                 | -    | 4.12                                                                              | -                                                                                 | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -                                                                                 | -                                                                                 | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -                                                                                 | -                                                                                 | 5.42                                                                              | -     |
| Follow-up Hdwy           | -                                                                                 | -    | 2.218                                                                             | -                                                                                 | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1282                                                                              | -                                                                                 | 549                                                                               | 759   |
| Stage 1                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 767                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 839                                                                               | -     |
| Platoon blocked, %       | -                                                                                 | -    |                                                                                   | -                                                                                 |                                                                                   |       |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1282                                                                              | -                                                                                 | 548                                                                               | 759   |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -                                                                                 | -                                                                                 | 614                                                                               | -     |
| Stage 1                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 767                                                                               | -     |
| Stage 2                  | -                                                                                 | -    | -                                                                                 | -                                                                                 | 838                                                                               | -     |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |       |
| Approach                 | EB                                                                                |      | WB                                                                                |                                                                                   | NB                                                                                |       |
| HCM Control Delay, s     | 0                                                                                 |      | 0                                                                                 |                                                                                   | 10.6                                                                              |       |
| HCM LOS                  |                                                                                   |      |                                                                                   |                                                                                   | B                                                                                 |       |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |       |
|                          |                                                                                   |      |                                                                                   |                                                                                   |                                                                                   |       |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR                                                                               | WBL                                                                               | WBT                                                                               |       |
| Capacity (veh/h)         | 651                                                                               | -    | -                                                                                 | 1282                                                                              | -                                                                                 |       |
| HCM Lane V/C Ratio       | 0.017                                                                             | -    | -                                                                                 | 0.001                                                                             | -                                                                                 |       |
| HCM Control Delay (s)    | 10.6                                                                              | -    | -                                                                                 | 7.8                                                                               | -                                                                                 |       |
| HCM Lane LOS             | B                                                                                 | -    | -                                                                                 | A                                                                                 | -                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0.1                                                                               | -    | -                                                                                 | 0                                                                                 | -                                                                                 |       |



| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 6.2  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | SEL  | SET  | SER  | NWL  | NWT  | NWR  | NEL  | NET  | NER  | SWL  | SWT  | SWR  |
| Lane Configurations      |      | ↔    | ↔    |      | ↔    | ↔    | ↔    | ↔    |      | ↔    | ↔    | ↔    |
| Traffic Vol, veh/h       | 47   | 15   | 82   | 16   | 16   | 21   | 151  | 307  | 15   | 21   | 345  | 44   |
| Future Vol, veh/h        | 47   | 15   | 82   | 16   | 16   | 21   | 151  | 307  | 15   | 21   | 345  | 44   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | 100  | -    | -    | 100  | 100  | -    | -    | 100  | -    | 100  |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 51   | 16   | 89   | 17   | 17   | 23   | 164  | 334  | 16   | 23   | 375  | 48   |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 1111   | 1099  | 375    | 1168  | 1139   | 342   | 423    | 0 | 0 | 350   | 0 | 0 |
| Stage 1              | 421    | 421   | -      | 670   | 670    | -     | -      | - | - | -     | - | - |
| Stage 2              | 690    | 678   | -      | 498   | 469    | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | - | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 186    | 212   | 671    | 170   | 201    | 701   | 1136   | - | - | 1209  | - | - |
| Stage 1              | 610    | 589   | -      | 446   | 455    | -     | -      | - | - | -     | - | - |
| Stage 2              | 435    | 452   | -      | 554   | 561    | -     | -      | - | - | -     | - | - |
| Platoon blocked, %   |        |       |        |       |        |       |        | - | - | -     | - | - |
| Mov Cap-1 Maneuver   | 146    | 178   | 671    | 120   | 169    | 701   | 1136   | - | - | 1209  | - | - |
| Mov Cap-2 Maneuver   | 146    | 178   | -      | 120   | 169    | -     | -      | - | - | -     | - | - |
| Stage 1              | 522    | 578   | -      | 382   | 389    | -     | -      | - | - | -     | - | - |
| Stage 2              | 344    | 387   | -      | 458   | 550    | -     | -      | - | - | -     | - | - |

| Approach             | SE   |  | NW   |  | NE  |  | SW  |  |
|----------------------|------|--|------|--|-----|--|-----|--|
| HCM Control Delay, s | 26.1 |  | 27.6 |  | 2.8 |  | 0.4 |  |
| HCM LOS              | D    |  | D    |  |     |  |     |  |

| Minor Lane/Major Mvmt | NEL   | NET | NERNWLn1 | NWLn2 | SELn1 | SELn2 | SWL   | SWT   | SWR |
|-----------------------|-------|-----|----------|-------|-------|-------|-------|-------|-----|
| Capacity (veh/h)      | 1136  | -   | -        | 140   | 701   | 153   | 671   | 1209  | -   |
| HCM Lane V/C Ratio    | 0.144 | -   | -        | 0.248 | 0.033 | 0.44  | 0.133 | 0.019 | -   |
| HCM Control Delay (s) | 8.7   | -   | -        | 39    | 10.3  | 45.9  | 11.2  | 8     | -   |
| HCM Lane LOS          | A     | -   | -        | E     | B     | E     | B     | A     | -   |
| HCM 95th %tile Q(veh) | 0.5   | -   | -        | 0.9   | 0.1   | 2     | 0.5   | 0.1   | -   |



| Intersection             |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-------|--------|-------------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 2                                                                                 |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
| Movement                 | EBL                                                                               | EBT                                                                               | EBR  | WBL                                                                               | WBT                                                                               | WBR  | NBL    | NBT                                                                               | NBR   | SBL    | SBT                                                                                 | SBR   |
| Lane Configurations      |  |  |      |  |  |      |        |  |       |        |  |       |
| Traffic Vol, veh/h       | 14                                                                                | 338                                                                               | 23   | 33                                                                                | 377                                                                               | 4    | 21     | 5                                                                                 | 33    | 6      | 5                                                                                   | 12    |
| Future Vol, veh/h        | 14                                                                                | 338                                                                               | 23   | 33                                                                                | 377                                                                               | 4    | 21     | 5                                                                                 | 33    | 6      | 5                                                                                   | 12    |
| Conflicting Peds, #/hr   | 0                                                                                 | 0                                                                                 | 0    | 0                                                                                 | 0                                                                                 | 0    | 0      | 0                                                                                 | 0     | 0      | 0                                                                                   | 0     |
| Sign Control             | Free                                                                              | Free                                                                              | Free | Free                                                                              | Free                                                                              | Free | Stop   | Stop                                                                              | Stop  | Stop   | Stop                                                                                | Stop  |
| RT Channelized           | -                                                                                 | -                                                                                 | None | -                                                                                 | -                                                                                 | None | -      | -                                                                                 | None  | -      | -                                                                                   | None  |
| Storage Length           | 100                                                                               | -                                                                                 | -    | 1                                                                                 | -                                                                                 | -    | -      | -                                                                                 | -     | -      | -                                                                                   | -     |
| Veh in Median Storage, # | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -      | 0                                                                                 | -     | -      | 0                                                                                   | -     |
| Grade, %                 | -                                                                                 | 0                                                                                 | -    | -                                                                                 | 0                                                                                 | -    | -      | 0                                                                                 | -     | -      | 0                                                                                   | -     |
| Peak Hour Factor         | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92                                                                                | 92   | 92     | 92                                                                                | 92    | 92     | 92                                                                                  | 92    |
| Heavy Vehicles, %        | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 | 2    | 2      | 2                                                                                 | 2     | 2      | 2                                                                                   | 2     |
| Mvmt Flow                | 15                                                                                | 367                                                                               | 25   | 36                                                                                | 410                                                                               | 4    | 23     | 5                                                                                 | 36    | 7      | 5                                                                                   | 13    |
|                          |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
| Major/Minor              | Major1                                                                            |                                                                                   |      | Major2                                                                            |                                                                                   |      | Minor1 |                                                                                   |       | Minor2 |                                                                                     |       |
| Conflicting Flow All     | 414                                                                               | 0                                                                                 | 0    | 392                                                                               | 0                                                                                 | 0    | 903    | 896                                                                               | 380   | 914    | 906                                                                                 | 412   |
| Stage 1                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 410    | 410                                                                               | -     | 484    | 484                                                                                 | -     |
| Stage 2                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 493    | 486                                                                               | -     | 430    | 422                                                                                 | -     |
| Critical Hdwy            | 4.12                                                                              | -                                                                                 | -    | 4.12                                                                              | -                                                                                 | -    | 7.12   | 6.52                                                                              | 6.22  | 7.12   | 6.52                                                                                | 6.22  |
| Critical Hdwy Stg 1      | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 6.12   | 5.52                                                                              | -     | 6.12   | 5.52                                                                                | -     |
| Critical Hdwy Stg 2      | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 6.12   | 5.52                                                                              | -     | 6.12   | 5.52                                                                                | -     |
| Follow-up Hdwy           | 2.218                                                                             | -                                                                                 | -    | 2.218                                                                             | -                                                                                 | -    | 3.518  | 4.018                                                                             | 3.318 | 3.518  | 4.018                                                                               | 3.318 |
| Pot Cap-1 Maneuver       | 1145                                                                              | -                                                                                 | -    | 1167                                                                              | -                                                                                 | -    | 258    | 280                                                                               | 667   | 254    | 276                                                                                 | 640   |
| Stage 1                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 619    | 595                                                                               | -     | 564    | 552                                                                                 | -     |
| Stage 2                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 558    | 551                                                                               | -     | 603    | 588                                                                                 | -     |
| Platoon blocked, %       |                                                                                   | -                                                                                 | -    |                                                                                   | -                                                                                 | -    |        |                                                                                   |       |        |                                                                                     |       |
| Mov Cap-1 Maneuver       | 1145                                                                              | -                                                                                 | -    | 1167                                                                              | -                                                                                 | -    | 240    | 268                                                                               | 667   | 229    | 264                                                                                 | 640   |
| Mov Cap-2 Maneuver       | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 240    | 268                                                                               | -     | 229    | 264                                                                                 | -     |
| Stage 1                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 611    | 587                                                                               | -     | 557    | 535                                                                                 | -     |
| Stage 2                  | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 | -    | 524    | 534                                                                               | -     | 558    | 580                                                                                 | -     |
|                          |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
| Approach                 | EB                                                                                |                                                                                   |      | WB                                                                                |                                                                                   |      | NB     |                                                                                   |       | SB     |                                                                                     |       |
| HCM Control Delay, s     | 0.3                                                                               |                                                                                   |      | 0.7                                                                               |                                                                                   |      | 16.4   |                                                                                   |       | 15.7   |                                                                                     |       |
| HCM LOS                  |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      | C      |                                                                                   |       | C      |                                                                                     |       |
|                          |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |      |        |                                                                                   |       |        |                                                                                     |       |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBL                                                                               | EBT  | EBR                                                                               | WBL                                                                               | WBT  | WBR    | SBLn1                                                                             |       |        |                                                                                     |       |
| Capacity (veh/h)         | 379                                                                               | 1145                                                                              | -    | -                                                                                 | 1167                                                                              | -    | -      | 360                                                                               |       |        |                                                                                     |       |
| HCM Lane V/C Ratio       | 0.169                                                                             | 0.013                                                                             | -    | -                                                                                 | 0.031                                                                             | -    | -      | 0.069                                                                             |       |        |                                                                                     |       |
| HCM Control Delay (s)    | 16.4                                                                              | 8.2                                                                               | -    | -                                                                                 | 8.2                                                                               | -    | -      | 15.7                                                                              |       |        |                                                                                     |       |
| HCM Lane LOS             | C                                                                                 | A                                                                                 | -    | -                                                                                 | A                                                                                 | -    | -      | C                                                                                 |       |        |                                                                                     |       |
| HCM 95th %tile Q(veh)    | 0.6                                                                               | 0                                                                                 | -    | -                                                                                 | 0.1                                                                               | -    | -      | 0.2                                                                               |       |        |                                                                                     |       |

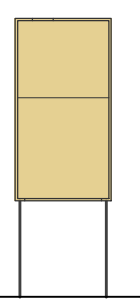
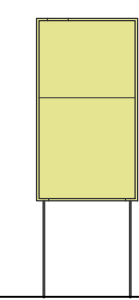
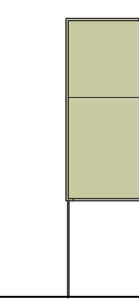


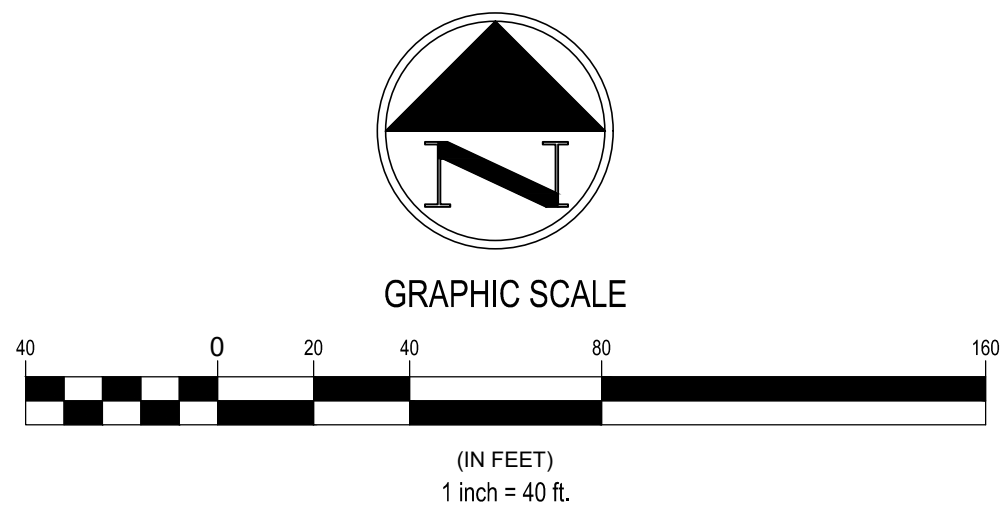
| Intersection             |                                                                                   |        |                                                                                   |                                                                                   |                                                                                   |       |
|--------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------|
| Int Delay, s/veh         | 0.2                                                                               |        |                                                                                   |                                                                                   |                                                                                   |       |
| Movement                 | EBT                                                                               | EBR    | WBL                                                                               | WBT                                                                               | NBL                                                                               | NBR   |
| Lane Configurations      |  |        |  |  |  |       |
| Traffic Vol, veh/h       | 371                                                                               | 6      | 3                                                                                 | 409                                                                               | 5                                                                                 | 2     |
| Future Vol, veh/h        | 371                                                                               | 6      | 3                                                                                 | 409                                                                               | 5                                                                                 | 2     |
| Conflicting Peds, #/hr   | 0                                                                                 | 0      | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0     |
| Sign Control             | Free                                                                              | Free   | Free                                                                              | Free                                                                              | Stop                                                                              | Stop  |
| RT Channelized           | -                                                                                 | None   | -                                                                                 | None                                                                              | -                                                                                 | None  |
| Storage Length           | -                                                                                 | -      | 1                                                                                 | -                                                                                 | 0                                                                                 | -     |
| Veh in Median Storage, # | 0                                                                                 | -      | -                                                                                 | 0                                                                                 | 0                                                                                 | -     |
| Grade, %                 | 0                                                                                 | -      | -                                                                                 | 0                                                                                 | 0                                                                                 | -     |
| Peak Hour Factor         | 92                                                                                | 92     | 92                                                                                | 92                                                                                | 92                                                                                | 92    |
| Heavy Vehicles, %        | 2                                                                                 | 2      | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2     |
| Mvmt Flow                | 403                                                                               | 7      | 3                                                                                 | 445                                                                               | 5                                                                                 | 2     |
| Major/Minor              | Major1                                                                            | Major2 |                                                                                   | Minor1                                                                            |                                                                                   |       |
| Conflicting Flow All     | 0                                                                                 | 0      | 410                                                                               | 0                                                                                 | 858                                                                               | 407   |
| Stage 1                  | -                                                                                 | -      | -                                                                                 | -                                                                                 | 407                                                                               | -     |
| Stage 2                  | -                                                                                 | -      | -                                                                                 | -                                                                                 | 451                                                                               | -     |
| Critical Hdwy            | -                                                                                 | -      | 4.12                                                                              | -                                                                                 | 6.42                                                                              | 6.22  |
| Critical Hdwy Stg 1      | -                                                                                 | -      | -                                                                                 | -                                                                                 | 5.42                                                                              | -     |
| Critical Hdwy Stg 2      | -                                                                                 | -      | -                                                                                 | -                                                                                 | 5.42                                                                              | -     |
| Follow-up Hdwy           | -                                                                                 | -      | 2.218                                                                             | -                                                                                 | 3.518                                                                             | 3.318 |
| Pot Cap-1 Maneuver       | -                                                                                 | -      | 1149                                                                              | -                                                                                 | 327                                                                               | 644   |
| Stage 1                  | -                                                                                 | -      | -                                                                                 | -                                                                                 | 672                                                                               | -     |
| Stage 2                  | -                                                                                 | -      | -                                                                                 | -                                                                                 | 642                                                                               | -     |
| Platoon blocked, %       | -                                                                                 | -      | -                                                                                 | -                                                                                 | -                                                                                 | -     |
| Mov Cap-1 Maneuver       | -                                                                                 | -      | 1149                                                                              | -                                                                                 | 326                                                                               | 644   |
| Mov Cap-2 Maneuver       | -                                                                                 | -      | -                                                                                 | -                                                                                 | 448                                                                               | -     |
| Stage 1                  | -                                                                                 | -      | -                                                                                 | -                                                                                 | 672                                                                               | -     |
| Stage 2                  | -                                                                                 | -      | -                                                                                 | -                                                                                 | 640                                                                               | -     |
| Approach                 | EB                                                                                |        | WB                                                                                |                                                                                   | NB                                                                                |       |
| HCM Control Delay, s     | 0                                                                                 |        | 0.1                                                                               |                                                                                   | 12.4                                                                              |       |
| HCM LOS                  |                                                                                   |        |                                                                                   |                                                                                   | B                                                                                 |       |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT    | EBR                                                                               | WBL                                                                               | WBT                                                                               |       |
| Capacity (veh/h)         | 491                                                                               | -      | -                                                                                 | 1149                                                                              | -                                                                                 |       |
| HCM Lane V/C Ratio       | 0.015                                                                             | -      | -                                                                                 | 0.003                                                                             | -                                                                                 |       |
| HCM Control Delay (s)    | 12.4                                                                              | -      | -                                                                                 | 8.1                                                                               | -                                                                                 |       |
| HCM Lane LOS             | B                                                                                 | -      | -                                                                                 | A                                                                                 | -                                                                                 |       |
| HCM 95th %tile Q(veh)    | 0                                                                                 | -      | -                                                                                 | 0                                                                                 | -                                                                                 |       |



KAYSVILLE EXCHANGE SUBDIVISION  
SITE PLAN

|                                               |
|-----------------------------------------------|
| LAND USE TABLE                                |
| RESIDENTIAL LOT "THE HOLLY"                   |
| TOTAL AREA = 3.77 ACRES                       |
| 56 UNITS                                      |
| TOWNHOME PARKING = 224 STALLS                 |
| 4.0 STALLS/UNIT (2 CAR GARAGE, 2 IN DRIVEWAY) |
| GUEST PARKING = 12 STALLS                     |
| TOTAL PARKING = 236 STALLS                    |
| OPEN SPACE AREA                               |
| REQUIRED = 32,000 SF                          |
| PROVIDED = 42,000 SF                          |

| UNIT TABULATION                                                                     |                                                                                     |                                                                                     |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| CAMBRIA C                                                                           | CAMBRIA+ C                                                                          | CAMBRIA+ D                                                                          |
| 1,764 SF                                                                            | 1,822 SF                                                                            | 2,073 SF                                                                            |
| 20'x38'                                                                             | 21'x38'                                                                             | 23'x38'                                                                             |
| 21 UNITS                                                                            | 15 UNITS                                                                            | 20 UNITS                                                                            |
| 38%                                                                                 | 26%                                                                                 | 36%                                                                                 |
|  |  |  |
| DRIVEWAYS<br>20'-22' DEEP x 18' WIDE                                                |                                                                                     |                                                                                     |



KAYSVILLE EXCHANGE  
RESIDENTIAL SITE PLAN  
KAYSVILLE CITY, DAVIS COUNTY, UTAH

Scott R. McFarland, PE  
Project Manager  
347 East 1375 South  
Kaysville, Utah 84037  
801.726.6797 (M)  
srmc@yahoo.com



DESIGN: SPM  
DRAWN: SPM  
DATE: 4-21-25

SHEET:  
SP1



**Kaysville City Planning Commission Meeting Minutes**  
**March 13, 2025**

The Planning Commission meeting was held on Thursday, March 13, 2025, at 7:00 pm in the Kaysville City Hall located at 23 East Center Street.

**Planning Commission Members in Attendance:** Chair Mike Packer, Commissioners Paul Toller, Wilf Sommerkorn, Erin Young, Megan Sevy, Katie Ellis and Rachel Lott

**Planning Commissioners Absent:** Commissioners Paul Allred and Debora Shepard

**Staff Present:** Anne McNamara and Melinda Greenwood

**Public Attendees:** City Councilmember Abbi Hunt, Hannah Clark, and Cole Stephens

**1- WELCOME AND MEETING ORDER**

Chair Packer welcomed all in attendance to the Kaysville City Planning Commission meeting.

**2- DECLARATION OF CONFLICTS OF INTEREST**

There were no conflicts of interest.

**3- CONDITIONAL USE PERMIT FOR AN ELECTRONIC MESSAGE CENTER SIGN FOR BARNES PARK LOCATED AT APPROXIMATELY 950 WEST 200 NORTH**

Anne McNamara presented the request from the Parks and Recreation Department to install a new electronic message center sign at Barnes Park, replacing a previously demolished sign. The proposed sign has already been reviewed by the City Council through the Architectural Review Committee because it is in the Kaysville Business Park. The sign is planned for placement at the southeastern corner of Barnes Park, near the intersection of 200 North and Flint Drive. Since electronic message signs are a conditional use in the Public Utility zone, staff reviewed the request and determined that it meets all necessary requirements for EMC signs. No additional conditions were deemed necessary, and staff recommended approval of the request. Ms. McNamara shared her willingness to answer any questions from the commission.

Commissioner Wilf Sommerkorn inquired about the type of sign being proposed.

Ms. McNamara confirmed that it would be an electronic message sign, similar to an existing one in the city in front of city hall.

Commissioner Sommerkorn asked whether the previous sign at Barnes Park was also electronic.

Ms. McNamara clarified that the demolished sign was static and not electronic. She also noted that the city had received one phone call regarding the notification for the new sign, but the caller had no concerns—only a general inquiry about the project.

Chair Packer asked whether the new sign would be similar in size and style to the previous one,



noting that the former sign was a monument-style structure set in rock.

Cole Stephens, the Parks and Recreation Director, confirmed that the primary difference would be its orientation. The new sign would be positioned north-south to ensure visibility for eastbound and westbound traffic. He also mentioned that the electronic message center (EMC) portion of the sign would be identical to the one currently installed in front of City Hall on Main Street, and would be manufactured by the same company.

Commissioner Young asked whether the new sign would be illuminated on both sides. Parks and Recreation Director Cole Stephens confirmed that it would be, allowing visibility for both eastbound and westbound traffic.

Commissioner Young asked for clarification on whether the sign proposal had already been reviewed by the City Council.

Ms. McNamara explained that since Barnes Park is technically located within the Kaysville City Business Park, the proposal first had to go through the Architectural Review Committee for approval. This review was required as part of the Business Park's regulations before the request could proceed to the Planning Commission for conditional use approval.

Ms. Greenwood provided additional context regarding the approval process for the sign. She explained that approximately 20 years ago, the city purchased the property where the Kaysville City Business Park is located and acted as its developer. As part of that process, the city established Covenants, Conditions, and Restrictions and the City Council has since functioned as the Architectural Review Committee for all developments within the business park, including new buildings, additions, and signage. Ms. Greenwood noted that the City is working on removing Barnes Park from the Business Park designation. She also confirmed that the sign proposal was reviewed and approved by the City Council during its last meeting. She remarked that this sign had undergone an extensive approval process, requiring multiple steps, including a revision to the Public Use zone to permit electronic message center (EMC) signs. Following that change, the proposal was reviewed by the Architectural Review Committee before reaching the Planning Commission for conditional use approval.

Commissioner Lott inquired whether the RAMP tax was used to fund the new sign.

Parks and Recreation Director Cole Stephens confirmed that the sign's construction is entirely funded by RAMP tax revenue. While the RAMP tax acknowledgment will not appear directly on the sign itself, it will be recognized within the surrounding landscaped area. Mr. Stephens also took the opportunity to highlight the historical significance of Barnes Memorial Park. He noted that many people are unaware of the story of Rulon and Emily Barnes and how the park was established in their memory. Currently, there is one interpretive sign on site, but given the park's 45-acre size, additional signage is planned. These will include small interpretive signs providing historical context about the Barnes family and the park's origins.



Commissioner Young made a motion to approve the Conditional Use Permit for the electronic message center sign at Barnes Park, located at 950 West 200 North. The motion was based on the staff's findings in the staff report and confirmation that the proposal met all necessary requirements.

Commissioner Lott seconded the motion and the vote was unanimous in favor of the motion (7-0).

Commissioner Packer: Yay  
Commissioner Young: Yay  
Commissioner Ellis: Yay  
Commissioner Sommerkorn: Yay  
Commissioner Toller: Yay  
Commissioner Lott: Yay  
Commissioner Sevy: Yay

#### 4- APPROVAL OF THE MINUTES FROM THE FEBRUARY 13, 2025 PLANNING COMMISSION MEETING

Commissioner Toller made a motion to approve the minutes for the February 13, 2025, Planning Commission meeting and Commissioner Ellis seconded the motion. The vote was unanimously approved in favor of the motion.

Commissioner Packer: Yay  
Commissioner Young: Yay  
Commissioner Ellis: Yay  
Commissioner Sommerkorn: Yay  
Commissioner Toller: Yay  
Commissioner Lott: Yay  
Commissioner Sevy: Yay

#### 7- OTHER MATTERS THAT PROPERLY COME BEFORE THE PLANNING COMMISSION

Ms. Greenwood provided an update on the draft Master Planned Community ordinance, which she had been working on and suggested presenting the draft as a discussion item at the next meeting, with a public hearing potentially scheduled for the following meeting in April.

Ms. Greenwood said the zone is intended to accommodate larger development projects for properties over 20 acres, including the Symphony property near Sunset Equestrian and the Hirschi property off Angel Street, both of which she had been working with the property owners on for about a year. The idea is to create a community with a mixture of lot sizes and home types, providing more flexibility than the city's current zoning allows.

The application process for projects in this zone would include a pre-application meeting and a set of required materials, including traffic analysis, landscape design, and a draft Development Agreement.



Ms. Greenwood informed the Commission that April would have a unique meeting schedule due to spring break. The Planning Commission will only have one meeting on April 24, as the City Council traditionally cancels their first meeting in the month of April and holds their meeting on the second Thursday of the month.

Ms. Greenwood then discussed upcoming items for the April 24 meeting. One significant item is a rezone request from the Holland Group, who purchased property from UDOT near the 950 North and West Davis Corridor exit, previously known as the Mink farm. The property, just under eight acres, is proposed to have the eastern half will be rezoned to Residential Multifamily (RM) for townhomes, with a Development Agreement specifying the number of units. The western half will be rezoned to Light Industrial (LI), providing slightly more flexibility than the General Commercial zone. Public notices for this proposal will be sent to both Kaysville and Farmington residents within 500 feet of the property. Ms. Greenwood mentioned that a Farmington resident had already expressed concerns about the townhomes, which is a common reaction to such developments.

Ms. Greenwood also mentioned that a Conditional Use Permit for a farm stand would be on the next agenda, as the City Council had adopted the farm stand ordinance at their last meeting.

Commissioner Sommerkorn provided a legislative update discussed the challenges surrounding the state's land use policies and the ongoing impact of new legislative changes. He highlighted how legislative attention to land use processes has increased due to concerns over housing affordability. He stated many bills that were passed will add complexity to land use administration and require continued attention and adaptation from local governments.

Commissioner Sommerkorn recalls his extensive experience in the creation and revisions of the Land Use, Development, and Management Act (LUDMA). He explained LUDMA was once a few hundred lines long but now spans thousands of lines and has become increasingly detailed. Each legislative sessions introduces amendments which makes compliance more complicated. He notes that several new bills added hundreds of lines to LUDMA, with some being particularly intricate and difficult to interpret.

Mr. Sommerkorn shared key updates, including:

**Connectivity in General Plans:** A provision mandates that by July 1, 2027, communities must consider street connectivity in their General Plans, specifically regarding incomplete streets and connections across obstacles like canals. This will require cost estimates, funding sources, and an evaluation of construction impediments—something new to general plan processes.

**Energy Development Zones:** The Utah Energy Council was established to support electrical energy development, including the creation of designated zones for energy facilities. Projects are required to show consistency with local land use regulations when such zones are proposed, but they do not have a veto over these designations.



**University Development:** State Universities can designate areas for development without local coordination, though public hearings must be held, and the trustees of the university must address any concerns raised.

**Moderate-Income Housing:** There have been changes to moderate-income housing plans, introducing new options like "FHIZ" and "HOPS" zones, Transit Development zones, and density options. These changes are meant to simplify compliance, but the complexity of their implementation remains high, requiring extensive interpretation.

**Gravel Pit Regulations:** New provisions regarding gravel pits grant them more operational flexibility, including the right to expand their operations with minimal local regulation. While gravel pits are necessary for construction, this change could create conflicts with nearby residents.

**Public Notice and Appeal Processes:** Changes to public notice requirements now prevent overly burdensome individual notices for broad land use changes. Additionally, the State Code now prohibits public hearings for appeals and variances, which are now handled in a quasi-judicial manner without public hearings.

**Property Line Adjustments:** A new bill has streamlined the process for adjusting property lines, making it more consistent and clearer, particularly for parcels and lots within subdivisions.

**Zoning and Use Variances:** A new bill requires communities to create processes for determining whether new uses can be allowed in existing zones. This is essentially a use variance, which allows businesses to seek approval to operate outside the specific uses listed in a zone. This provision does not amend the zoning code but allows the City Council to decide on a case-by-case basis.

Overall, Commissioner Sommerkorn stressed that the continued growth of legislation and its intricacies requires a specialized focus on interpreting and administering these laws. The changes, while not always easing the regulatory process, push communities toward more standardized, detailed planning and regulation.

## 9- ADJOURNMENT

Commissioner Young motioned to adjourn the meeting at 8:04 pm.



**Kaysville City Planning Commission Meeting Minutes**  
**March 27, 2025**

The Planning Commission meeting was held on Thursday, March 27, 2025, at 7:00 pm in the Kaysville City Hall located at 23 East Center Street.

**Planning Commission Members in Attendance:** Chair Mike Packer, Commissioners Megan Sevy, Katie Ellis and Debora Shepard

**Planning Commissioners Absent:** Commissioners Paul Allred and Wilf Sommerkorn and Erin Young

**Staff Present:** Anne McNamara and Mindi Edstrom

**Public Attendees:** City Councilmember Abbi Hunt, Hannah Clark, Brittin Van Brocklin, and Angie Archibald

**1- WELCOME AND MEETING ORDER**

Chair Packer welcomed all in attendance to the Kaysville City Planning Commission meeting.

**2- DECLARATION OF CONFLICTS OF INTEREST**

There were no conflicts of interest.

**3- CONDITIONAL USE PERMIT FOR A FARM STAND AT 50 SOUTH 500 EAST CENTER STREET**

Ms. McNamara introduced the application for Cherry Petal Flower Farms at 50 South 500 East. The applicant intends to sell flowers, produce, and baked goods, and plans to operate from April 18, 2025, to October 11, 2025, adhering to the 180-day restriction. A site plan has been provided showing the location of the stand, which will be moved at the end of each day, ensuring it does not remain out front overnight. No comments or calls have been received regarding the application.

Chair Packer expressed that the application appeared to meet all requirements and asked if there were any questions for the applicant or staff.

Commissioner Shepard inquired about a sign in front of the applicant's property, asking if there had been any concerns from neighbors.

Brittin VanBrocklin, the applicant, explained that some neighbors had initially been curious about the sign but were excited once they learned it was for the farm stand. There were no negative reactions, and the feedback was positive overall.

Angie Archibald, a neighbor, shared that she had difficulty finding information about the sign and had only seen it on Facebook. She praised Brittin for her beautiful flowers and expressed confidence that the farm stand would be just as lovely. Ms. Archibald also wanted to ensure that children would still be well-cared for in the area, which Ms. VanBrocklin assured her would



be the case, given her attention to detail.

Chair Packer agreed that the application seemed fine and noted that everything appeared to be in order.

Commissioner Ellis made a motion to approve the Conditional Use Permit for a Farm Stand located at 50 South 500 East Center Street with no additional conditions. Commissioner Shepard seconded the motion and the vote was unanimous in favor of the motion (4-0).

Commissioner Packer: Yay

Commissioner Ellis: Yay

Commissioner Shepard: Yay

Commissioner Sevy: Yay

#### **4- APPROVAL OF THE MINUTES FROM THE MARCH 13, 2025 PLANNING COMMISSION MEETING**

There were not enough Commissioners to vote on the March 13, 2025 minutes so they will be moved to the April 24, 2025 agenda.

#### **5- OTHER MATTERS THAT PROPERLY COME BEFORE THE PLANNING COMMISSION**

Ms. Edstrom reminded the Commissioners about the upcoming APA (American Planning Association) Conference in May and invited them to attend. She also informed them that the next meeting is scheduled for April 24, 2025.

#### **9- ADJOURNMENT**

Commissioner Sevy motioned to adjourn the meeting at 7:14 pm.