



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

The Kaysville City Planning Commission will hold a regular meeting on May 8, 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.

1. Welcome and Meeting Order
2. Declaration of Conflict of Interest
3. Consideration of a rezone application for 13 West 950 North (parcel# 08-065-0079) from R-A to LI
4. Public Hearing for a Rezone for 388 North Angel from R-1-14 Single Family Residential to GC General Commercial
5. Approval of the minutes from the March 13, 2025 Planning Commission Meeting
6. Approval of the minutes from the March 27, 2025 Planning Commission Meeting
7. Approval of the minutes from the April 24, 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: Anne McNamara, Senior Planner
Date: May 1, 2025

Agenda Item #4: Rezone request 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.

Meeting Date	May 8, 2025
Application Type	Rezone
Applicant Owner	Phil Holland The Holland Group
Address Parcel ID Number	13 West 950 North 08-065-0079
Lot Size	4.88 acres 212,572.8 ft ²
Current Use	R-A undeveloped
Current Zoning	R-A Agricultural Residential District
Density Entitlement	7 dwelling units (21,780 ft ² min. lot size)
Requested Zoning	LI Light Industrial District
Density Entitlement	N/A

1. BACKGROUND

This item was continued from the April 24, 2025 Planning Commission meeting. The Planning Commission requested the applicant and staff to work together to draft a Development Agreement to address several concerns raised during discussion, and to provide a site plan from the applicant outlining potential layouts for the intended uses.

2. ZONING & DEVELOPMENT AGREEMENT

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.*

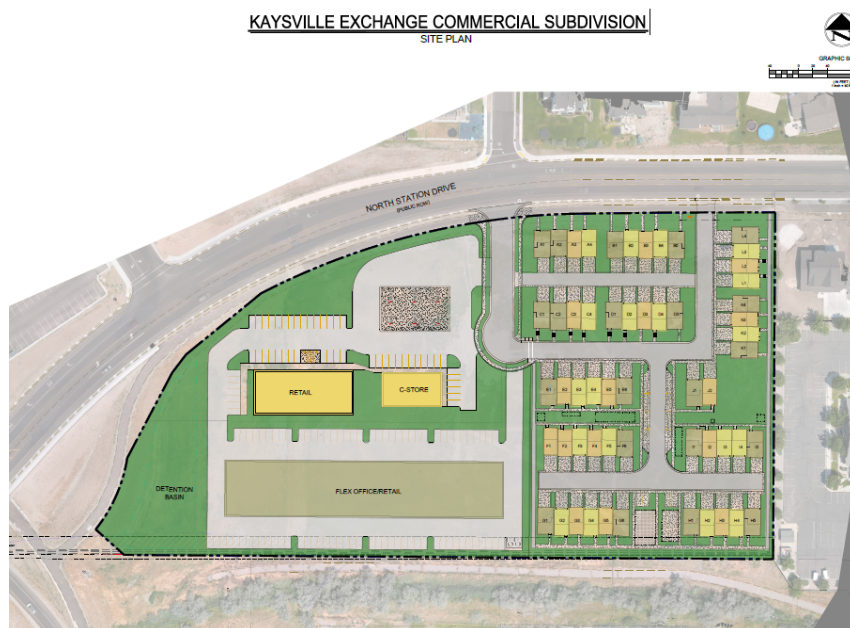
Development Agreement

During the meeting, Commissioner Allred made a motion to continue the item to the May 8th meeting, to allow the developer to meet requests from the Commission regarding the details of the application. These changes were requested to provide the clarity the Commission felt necessary, before providing a positive recommendation to City Council. However, staff notes that on a procedural level, Planning Commission is only providing a recommendation on the zoning change, as site plan review takes place at the staff level. The administrative process for site plan reviews is not subject to additional approvals from the Planning Commission and City Council.

The two primary requests made of the applicant aim to allow the Planning Commission to have a clearer idea of the project that would require the LI rezone application. The first was that Commissioner Allred requested the applicant provide a site plan to show potential layouts through either a sketch or bubble diagram, and suggested potentially including land divisions, access points, and the relationship to the adjacent proposed residential area on the neighboring parcel.

One of the conceptual site plans provided to staff by the applicant is included in this report to help articulate the potential uses for the property.

Commissioner Allred further requested that uses for the property be restricted by a development agreement to eliminate more intensive manufacturing and industrial use types that might be less compatible with the surrounding residential areas.



Listed below are the permitted and conditional uses that are allowed in the LI zone, with strikethroughs added to indicate which uses have been removed from consideration of the property through the stipulations of the Development Agreement:

17-21-3 Permitted Uses

1. Experimental research and testing laboratories.
- ~~2. Utility substations and offices.~~
3. Manufacturing, compounding, processing, assembling, or packaging of articles or merchandise of the following products:
 1. Cameras and photographic equipment.
 2. Ceramics.
 3. Electrical appliances and electronic instruments, devices, small objects, and handicrafts.
 4. Jewelry, art objects, and handicrafts.
 5. Medical and dental instruments.
 6. Pens, pencils, and artists' materials.
 7. Scientific instruments.
 - ~~8. Small tools and light metal products.~~
 9. Sporting and athletic goods.
 10. Wearing apparel.
4. Offices.
5. Printing and publishing industries.
6. Warehousing and storage services.
7. Wholesale trade and distribution.
8. Resident quarters for a watchman or caretaker on the same premises on which employed.
9. Retail sales and services, not including sale of beer for consumption on the premises and sale of liquor for consumption on the premises.

17-21-4 Conditional Uses

1. Food and kindred product manufacturing or processing.
2. Textile products manufacturing.
- ~~3. Furniture and fixtures manufacturing.~~
- ~~4. Stone, clay and glass products manufacturing.~~
- ~~5. Fabricated metal products industries (not to include primary metal industries).~~
6. Contract construction services.
7. Buildings of height greater than thirty-five feet (35') or less than ten feet (10').
8. Sale of beer for consumption on the premises of a full-service restaurant, limited-service restaurant, beer-only restaurant, banquet or reception center.
9. Sale of liquor for consumption on the premises of a full-service restaurant, limited-service restaurant, banquet or reception center.

Per the terms of the development agreement, certain uses have been excluded from use in this zone. The permitted uses removed include utility substations, and manufacturing, compounding, processing, assembling, or packaging of articles or merchandise of small tools and light metal

products. The conditional uses removed included furniture and fixtures manufacturing, stone/clay/glass manufacturing, and fabricated metal product industries.

3. RECOMMENDATION

Based on the factors Staff has outlined in the prior report for the April 24, 2025 Planning Commission meeting 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.

**DEVELOPMENT AGREEMENT FOR
PARCEL ID 08-065-0079 AT APPROXIMATELY 13 WEST 950 NORTH
AND CONSISTING OF 4.88 ACRES FOR LI LIGHT INDUSTRIAL DISTRICT**

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 LI Light Industrial District (the "Project") on certain real property located at approximately 13 West 950 North, in the City of Kaysville, County of Davis, State of Utah and more particularly described as parcel number 08-065-0079 which is 4.88 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 LI Light Industrial rezone for the limited purposes of a 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 13 West 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 08-065-0079 is 4.88 acres in size.

- B. Project Description. The proposed Project is for an unknown user(s) to be limited to uses outlined in section 2.A.i.

- C. Substantial Conformance. Developer shall complete the 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.

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. Allowed uses. Developer voluntarily agrees that while LI Light Industrial allows for certain permitted and conditional uses, allowed uses for the site shall be limited to:
- a. Permitted uses:
 - i. Experimental research and testing laboratories.
 - ii. Manufacturing, compounding, processing, assembling, or packaging of articles or merchandise of the following products:
 - 1. Cameras and photographic equipment.
 - 2. Ceramics.
 - 3. Electrical appliances and electronic instruments, devices, small objects, and handicrafts.
 - 4. Jewelry, art objects, and handicrafts.
 - 5. Medical and dental instruments.
 - 6. Pens, pencils, and artists' materials.
 - 7. Scientific instruments.
 - 8. Sporting and athletic goods.
 - 9. Wearing apparel.
 - iii. Offices
 - iv. Printing and publishing industries
 - v. Warehousing and storage services.
 - vi. Wholesale trade and distribution.
 - vii. Resident quarters for a watchman or caretaker on the same premises on which employed.
 - viii. Retail sales and services, not including sale of beer for consumption on the premises and sale of liquor for consumption on the premises.
 - b. Conditional uses:
 - i. Food and kindred product manufacturing or processing.
 - ii. Textile products manufacturing.
 - iii. Contract construction services.
 - iv. Buildings of height greater than thirty-five feet (35') or less than ten feet (10').

- v. Sale of beer for consumption on the premises of a full-service restaurant, limited-service restaurant, beer-only restaurant, banquet or reception center.
 - vi. Sale of liquor for consumption on the premises of a full-service restaurant, limited-service restaurant, banquet or reception center.
- ii. Compliance with Approved Site Plans. Developer has submitted concept site plans for the Project. City and Developer agree the site plans may change when a final user(s) is identified. Developer agrees to develop the site in general conformance with the concept site plan outlined in section 1.B and attached to this Agreement as Exhibit C.
- iii. Parking. Developer agrees to meet all off-street parking requirements as listed in KCC 17-32 Off-Street Parking And Loading.
- iv. Subdivision. Development of the Project may require a subdivision of the Property. The future subdivision shall be processed as City Code and State of Utah law requires.
- 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
- C. Vesting. 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.

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.

Commented [MG1]: Nic, on the last DA with Phil for the townhome project, they asked me what this particular section means. Do you have insight I can pass along?

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.]

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 HG Kays LLC.

NOTARY PUBLIC

(SEAL)

STATE OF UTAH)
 : ss.
COUNTY OF DAVIS)

DRAFT

Exhibit A – Property Location Map
388 North Angel Street
Kaysville, UT 84037

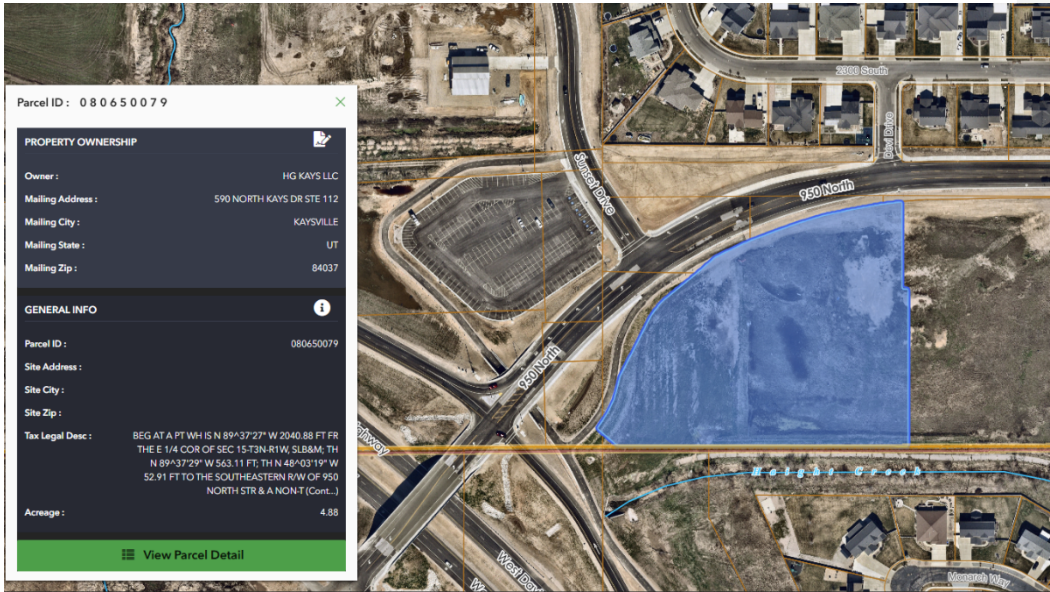


Exhibit B – Legal Description of the Project property
Tax Parcel ID 08-064-0033

BEG AT A PT WH IS N 0°09'58" W 572.73 FT & S 86°39'02" W 133.81 FT FR THE CENTER OF SEC 15-T3N-R1W, SLM; & RUN TH N 458.06 FT; TH N 31°27'49" W 73.14 FT, M/L, TO THE SE COR OF THE PPTY CONV TO CENTRAL DAVIS COUNTY SEWER DISTRICT IN BK 1191, PG 517; TH N 89°45' W 2108.13 FT, M/L, ALG THE S'LY LINE OF SD PPTY TO A PT S 10° E OF A PT 478.50 FT N 80° E OF THE SW COR OF THE NW 1/4 OF THE NW 1/4 OF SD SEC 15; TH S 10° E 743.79 FT, M/L, TO A PT S 86°39'02" W OF THE POB; TH N 86°39'02" E 2029.08 FT, M/L, TO THE POB. CONT. 34.71 ACRES

DRAFT

Exhibit C – Applicable Ordinances

Chapter 21 LI Light Industrial District

DRAFT

**Exhibit D
Sample Site Plan**

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KAYSVILLE EXCHANGE SUBDIVISION

TRAFFIC IMPACT STUDY



KAYSVILLE, UT



APRIL 16, 2025

24-8024

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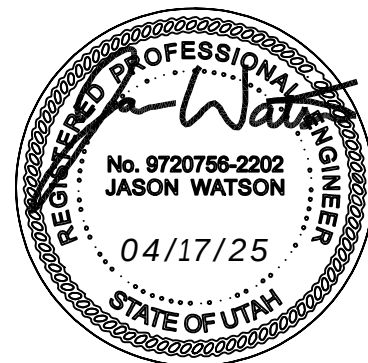
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1.0 Executive Summary

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
950 North & Sunset Drive	a(9.9)	b(12.3)	b(12.4)	c(15.5)
950 North & Devi Drive	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
950 North & Sunset Drive	b(12.6)	d(27.6)
950 North & Devi Drive/Access 1	b(11.7)	c(16.4)
950 North & Access 2	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.

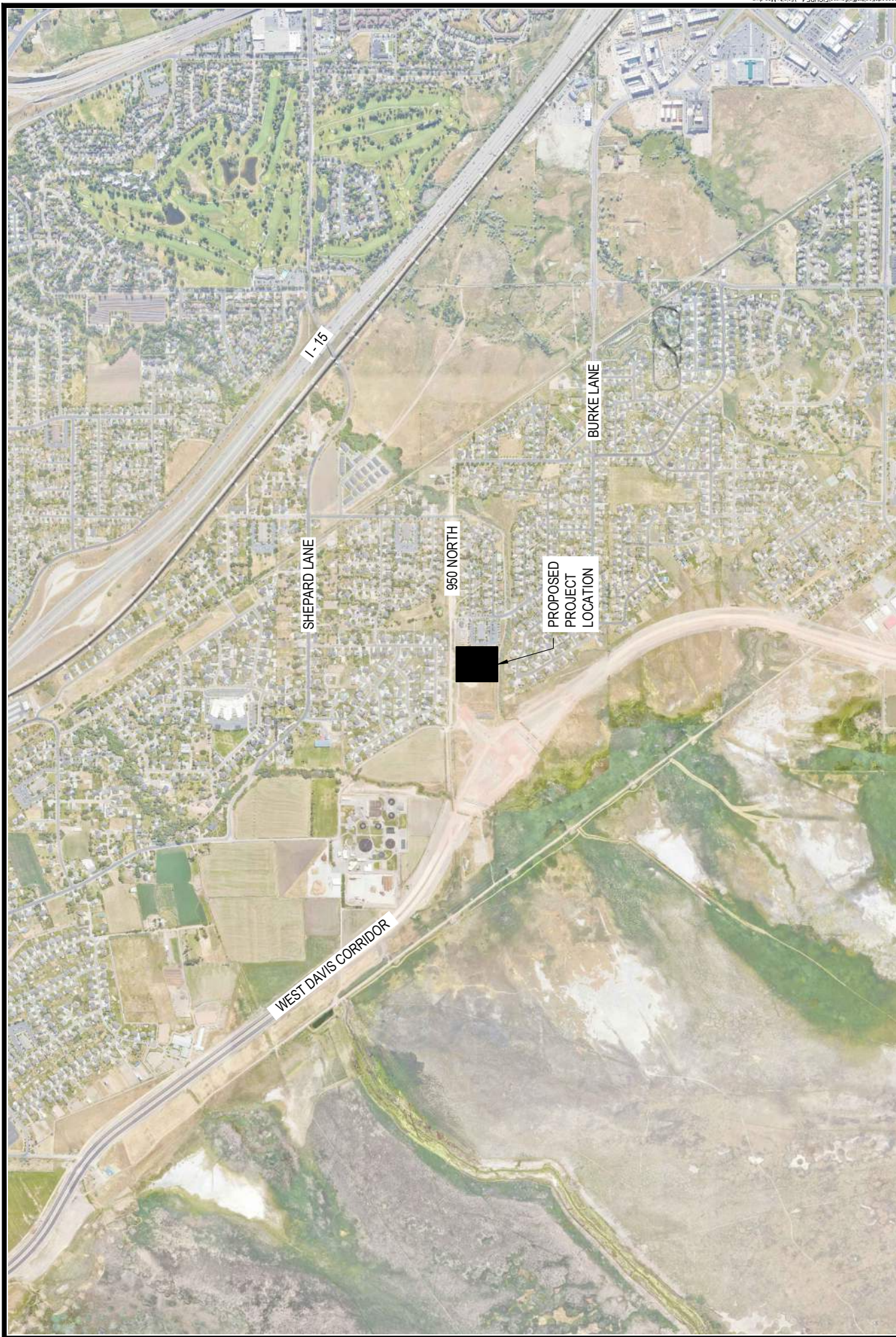
2.0 Introduction

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.

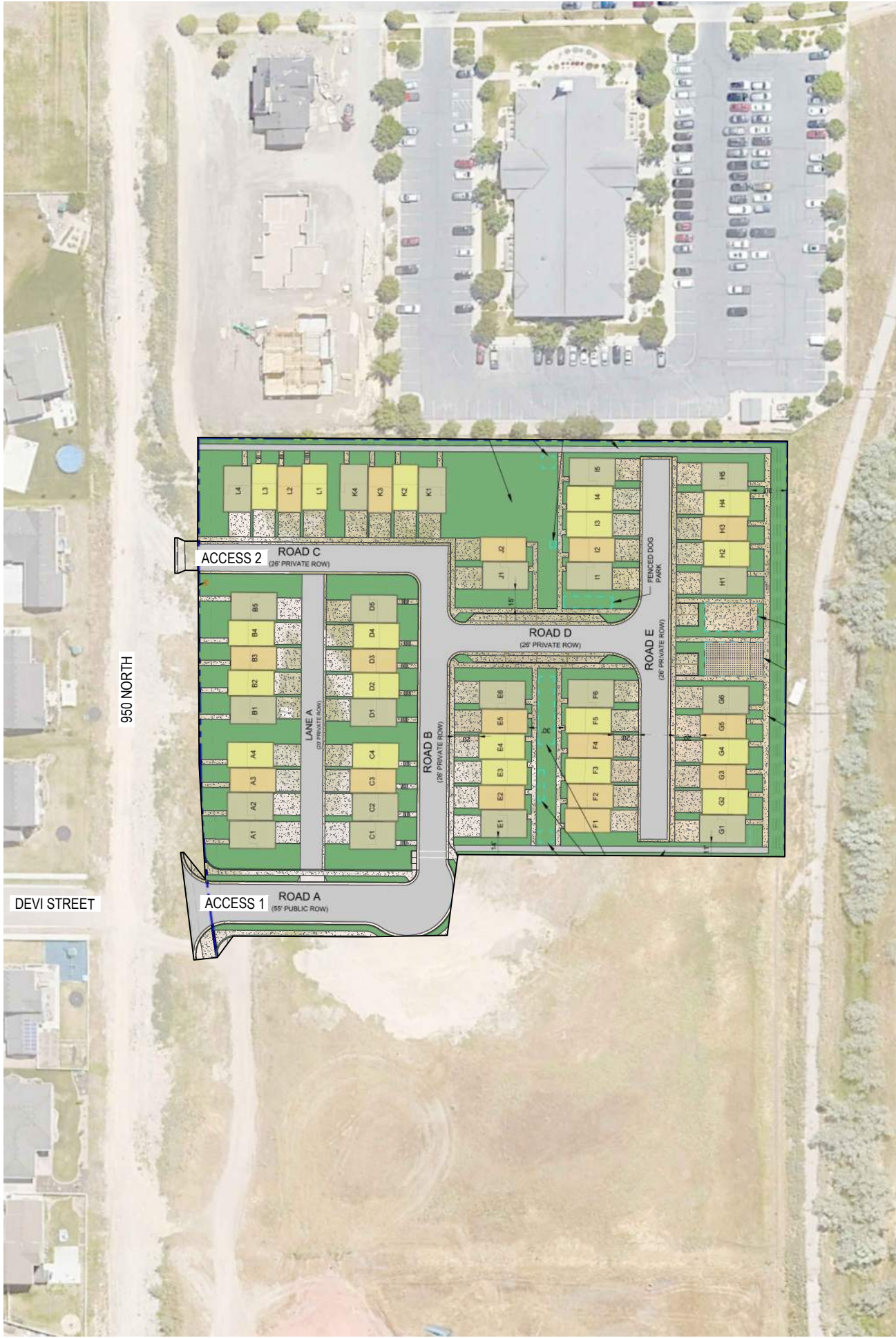


KAYSVILLE EXCHANGE SUBDIVISION
FIGURE 1 - VICINITY MAP



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

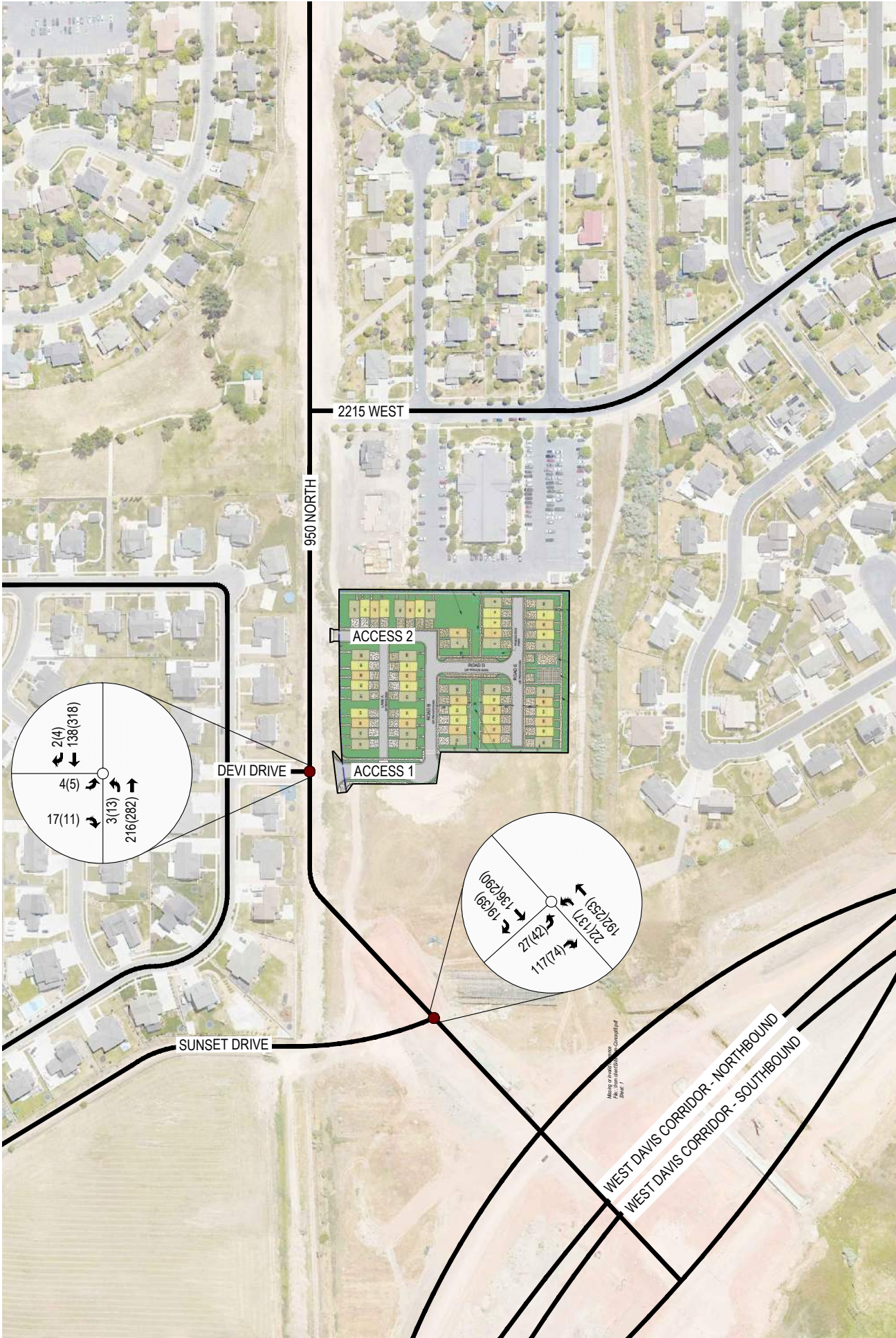
Existing AM and PM peak hour traffic counts were collected between 7 AM and 9 AM and 4 PM and 6 PM at Sunset Drive and Devi Drive intersections along 950 North on October 17, 2024, respectively. From the existing counts that were collected, it was determined the peak hours at these intersections are 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

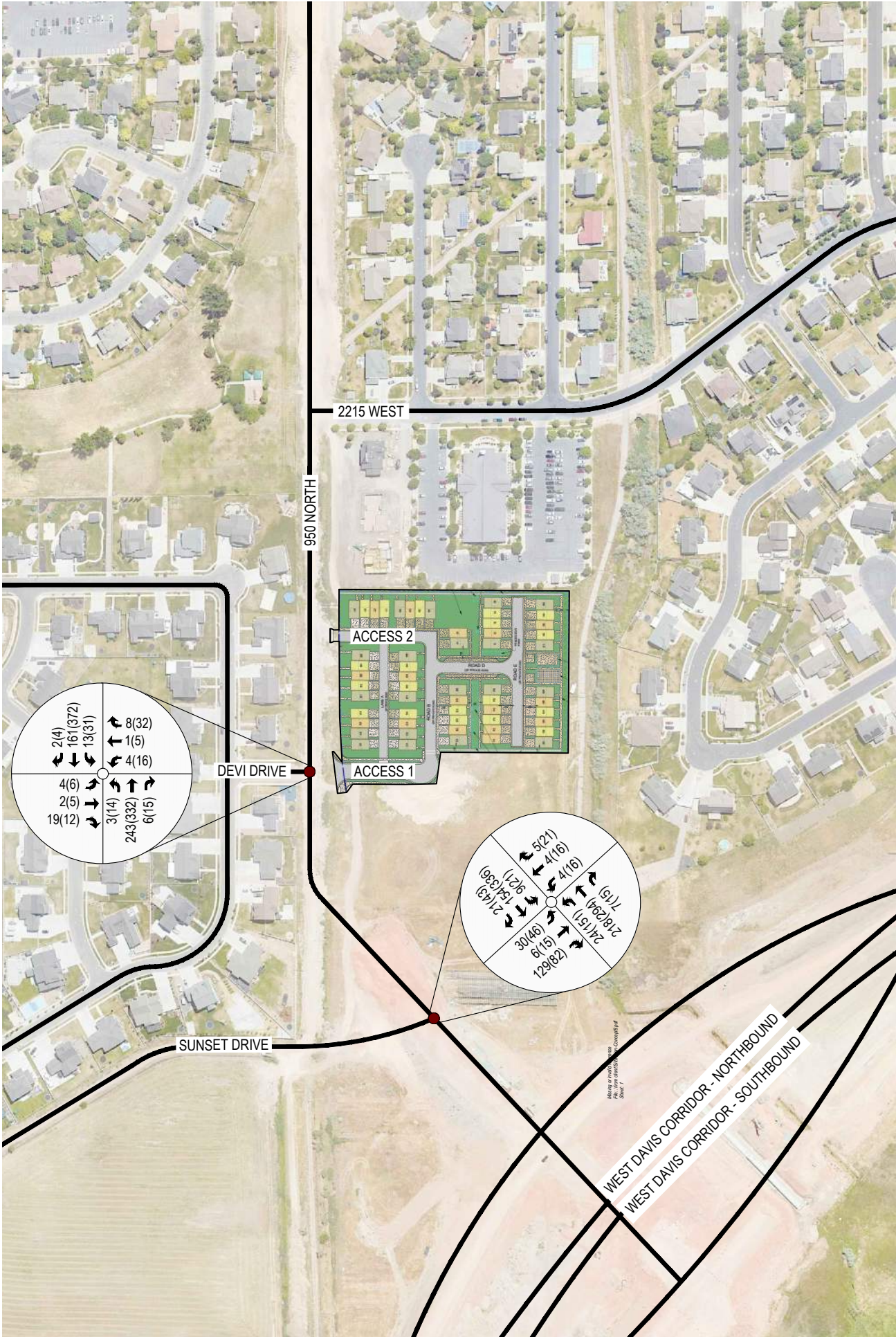


4.0 Opening Year Traffic Conditions

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 11th 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.

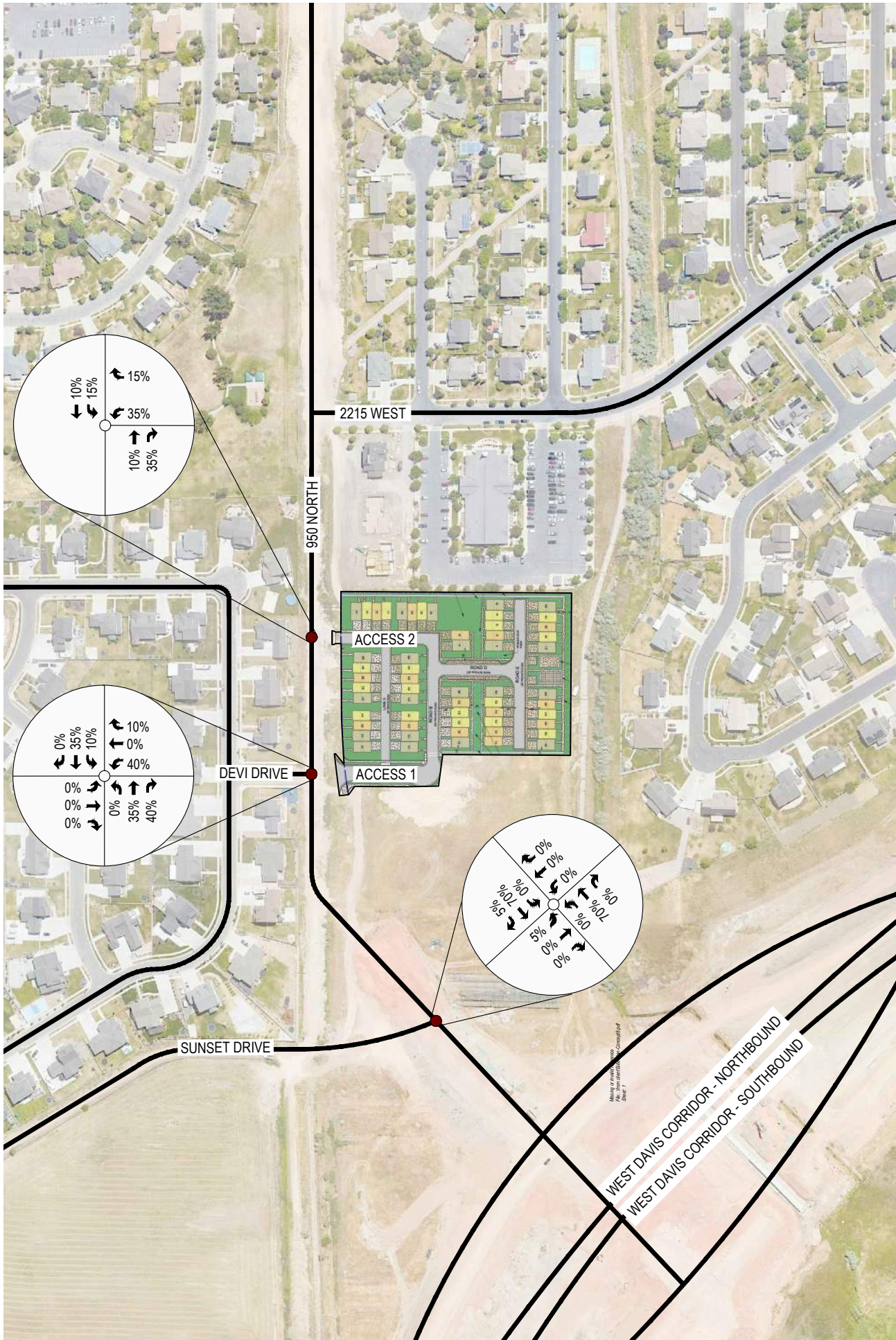
Table 1 - Trip Generation

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
Total				403	7	20	19	13

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.



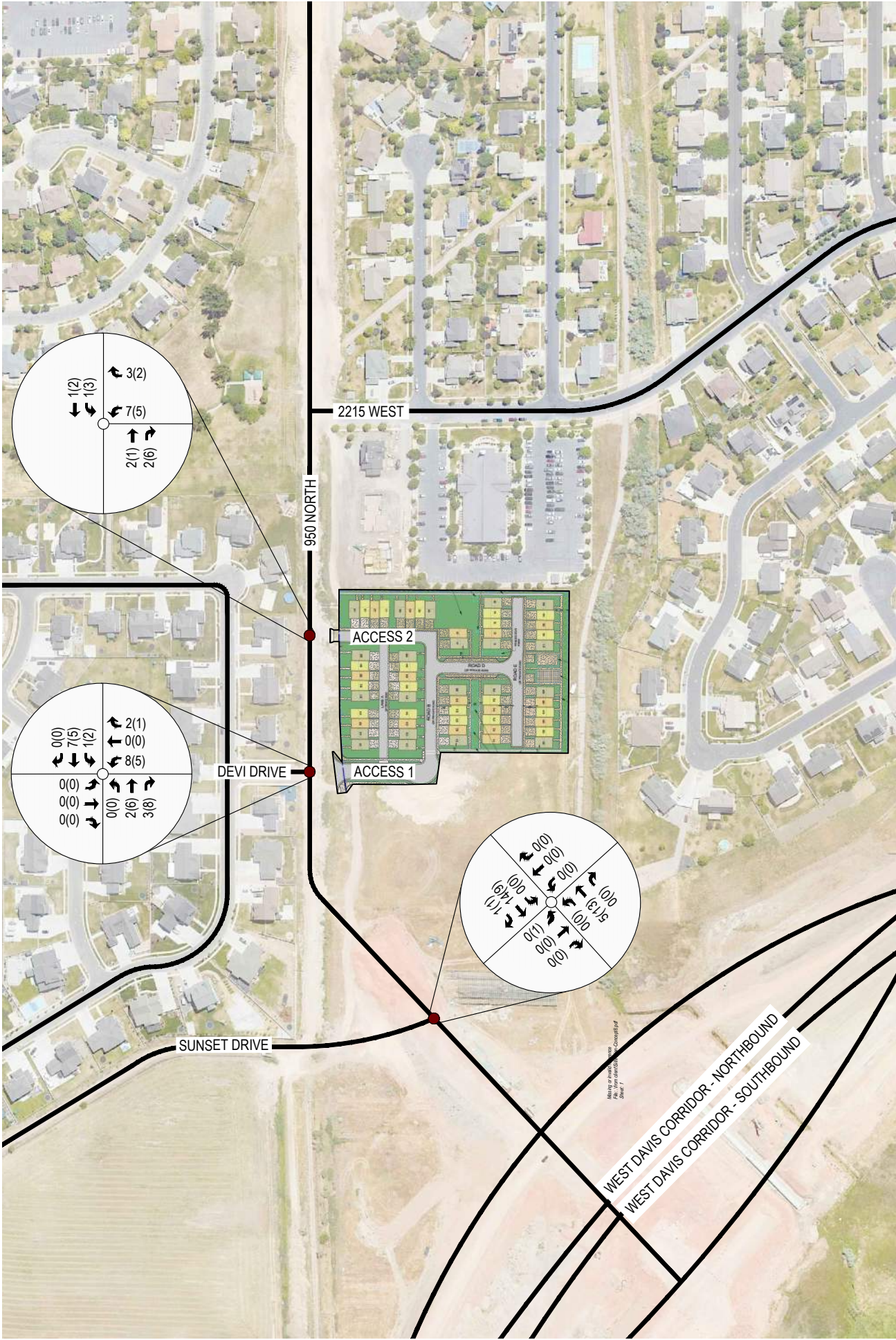
KAYSVILLE EXCHANGE SUBDIVISION
FIGURE 5 - PROJECT DISTRIBUTION PERCENTAGES
XX% = PROJECT DISTRIBUTION PERCENTAGES



KAYSVILLE EXCHANGE SUBDIVISION

FIGURE 6 - TRIP DISTRIBUTION VOLUMES

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

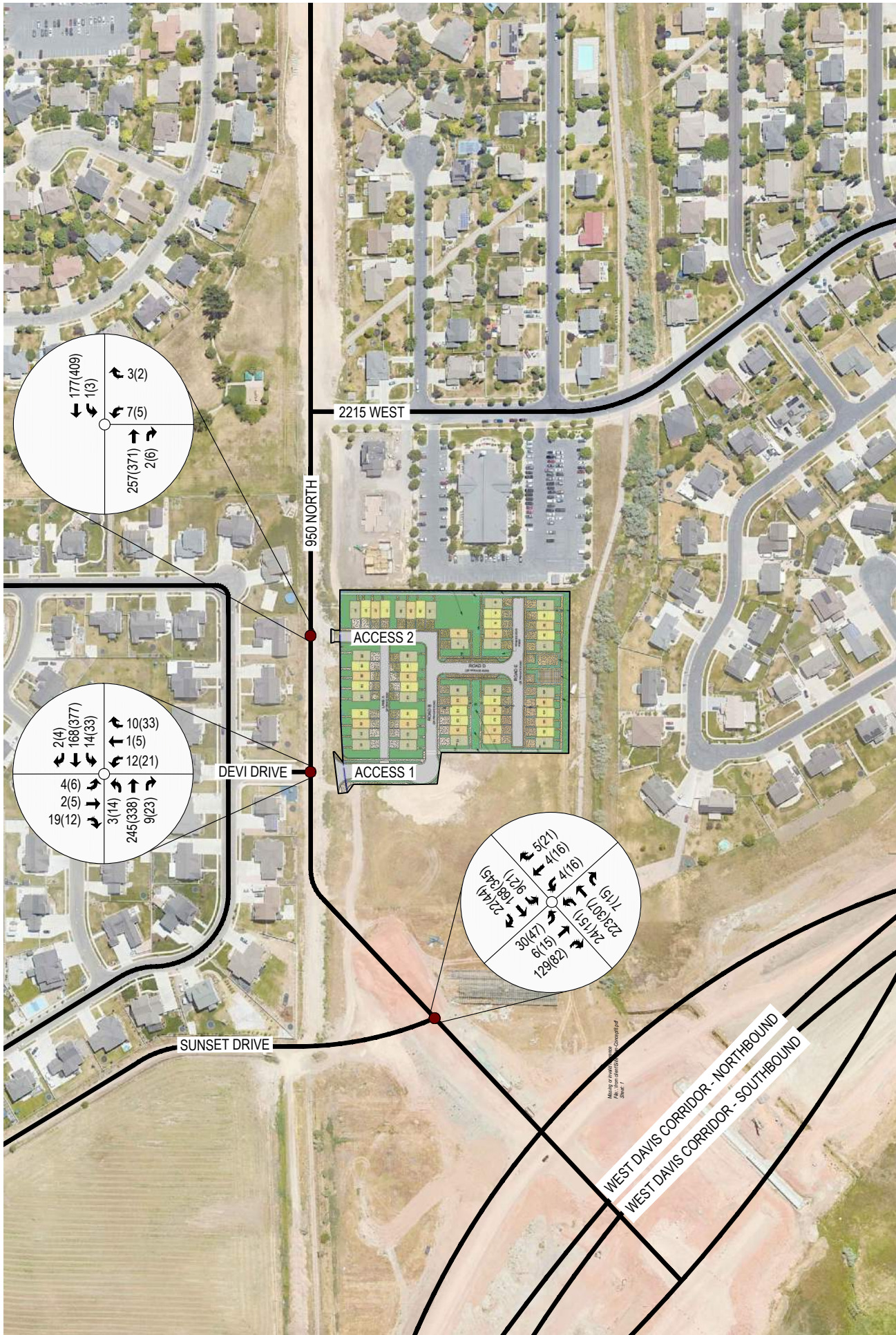


6.0 Opening Year with Project Traffic Conditions

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 6th 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
1: 950 North & Sunset Drive					
AM Peak Hour	-	-	A(9.9)	A(0.8)	A(0.0)
PM Peak Hour	-	-	B(12.3)	A(3.0)	A(0.0)
2: 950 North & Devi Drive					
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
1: 950 North & Sunset Drive					
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)
2: 950 North & Devi Drive					
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
1: 950 North & Sunset Drive					
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)
2: 950 North & Devi Drive/Access 1					
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)
3: 950 North & Access 2					
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

COUNT DATA INPUT:

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

HOURLY TOTALS:

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

FOCUS PROJ. NO.:
COUNT DATE:
NOTES:

24-8024
17-Oct-24

COUNT TIME:
FROM:
TO:

4:00 PM
6:00 PM

PK HR VOLUME:	633
PHF:	0.92
PEAK HOUR:	
FROM:	TO:
5:00 PM	6:00 PM

13	2.1%
282	44.5%
0	0.0%

4	0.6%
318	50.2%
0	0.0%

0	0.0%
0	0.0%
0	0.0%

Devi Drive

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 VOLUMES
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM				7	24		3				18	3	79
7:15 AM	7:30 AM				5	28		5				29	0	104
7:30 AM	7:45 AM				7	39		4				24	3	106
7:45 AM	8:00 AM				9	57		1				30	3	121
8:00 AM	8:15 AM				3	44		4				28	4	116
8:15 AM	8:30 AM				7	51		8				37	5	139
8:30 AM	8:45 AM				3	48		4				40	8	130
8:45 AM	9:00 AM				9	49		11				31	2	128

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	28	148	0	13	0	111	0	101	9	410
7:15 AM	8:15 AM	0	0	0	24	168	0	14	0	120	0	111	10	447
7:30 AM	8:30 AM	0	0	0	26	191	0	17	0	114	0	119	15	482
7:45 AM	8:45 AM	0	0	0	22	200	0	17	0	112	0	135	20	506
8:00 AM	9:00 AM	0	0	0	22	192	0	27	0	117	0	136	19	513

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:

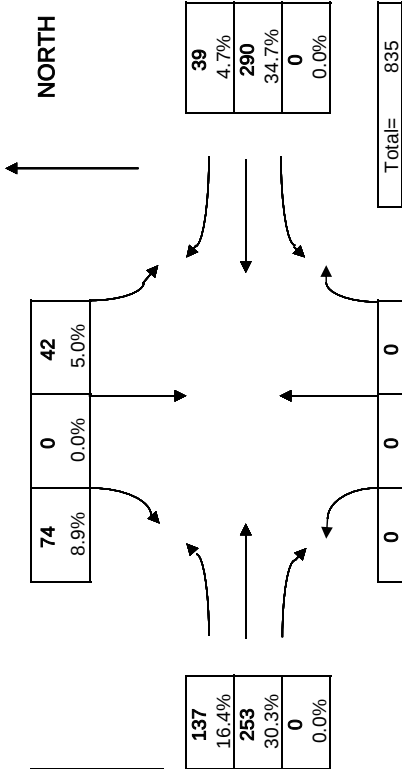
835
0.86
5:00 PM 6:00 PM

FOCUS PROJ. NO.:
COUNT DATE:
NOTES:

24-8024
17-Oct-24

COUNT TIME:
FROM:
TO:

4:00 PM
6:00 PM



COUNT DATA INPUT:

TIME PERIOD		NORTHBOUND		EASTBOUND		SOUTHBOUND		WESTBOUND		TOTAL VOLUMES
FROM:	TO:	L	T	R	L	T	R	L	T	R
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

HOURLY TOTALS:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	5:00 PM	0	0	0	133	189	0	29	0	54	0	183	36	624
4:15 PM	5:15 PM	0	0	0	126	212	0	29	0	66	0	224	31	688
4:30 PM	5:30 PM	0	0	0	144	221	0	28	0	76	0	268	31	768
4:45 PM	5:45 PM	0	0	0	140	231	0	35	0	77	0	287	38	808
5:00 PM	6:00 PM	0	0	0	137	253	0	42	0	74	0	290	39	835

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

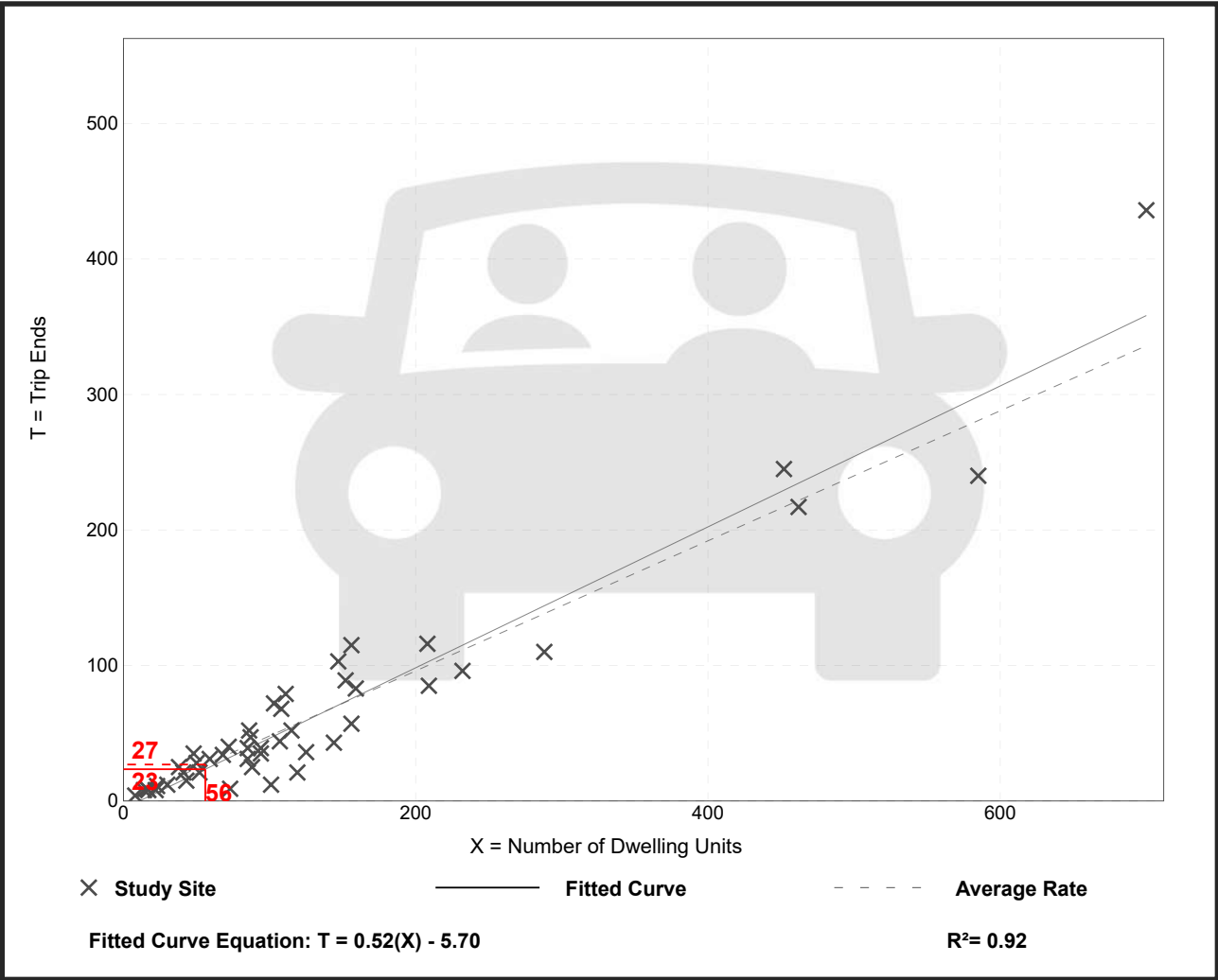
Directional Distribution:

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

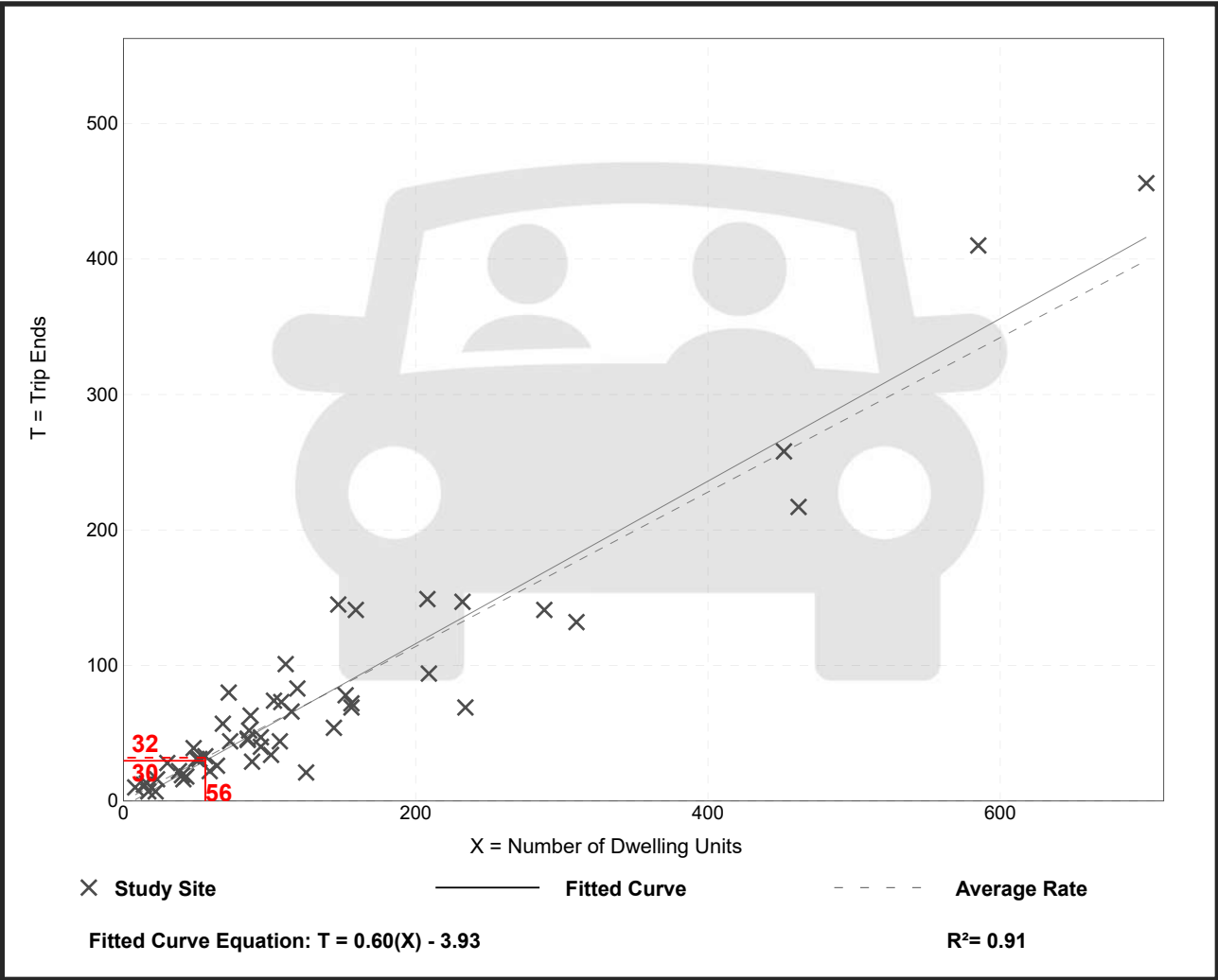
Directional Distribution:

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)

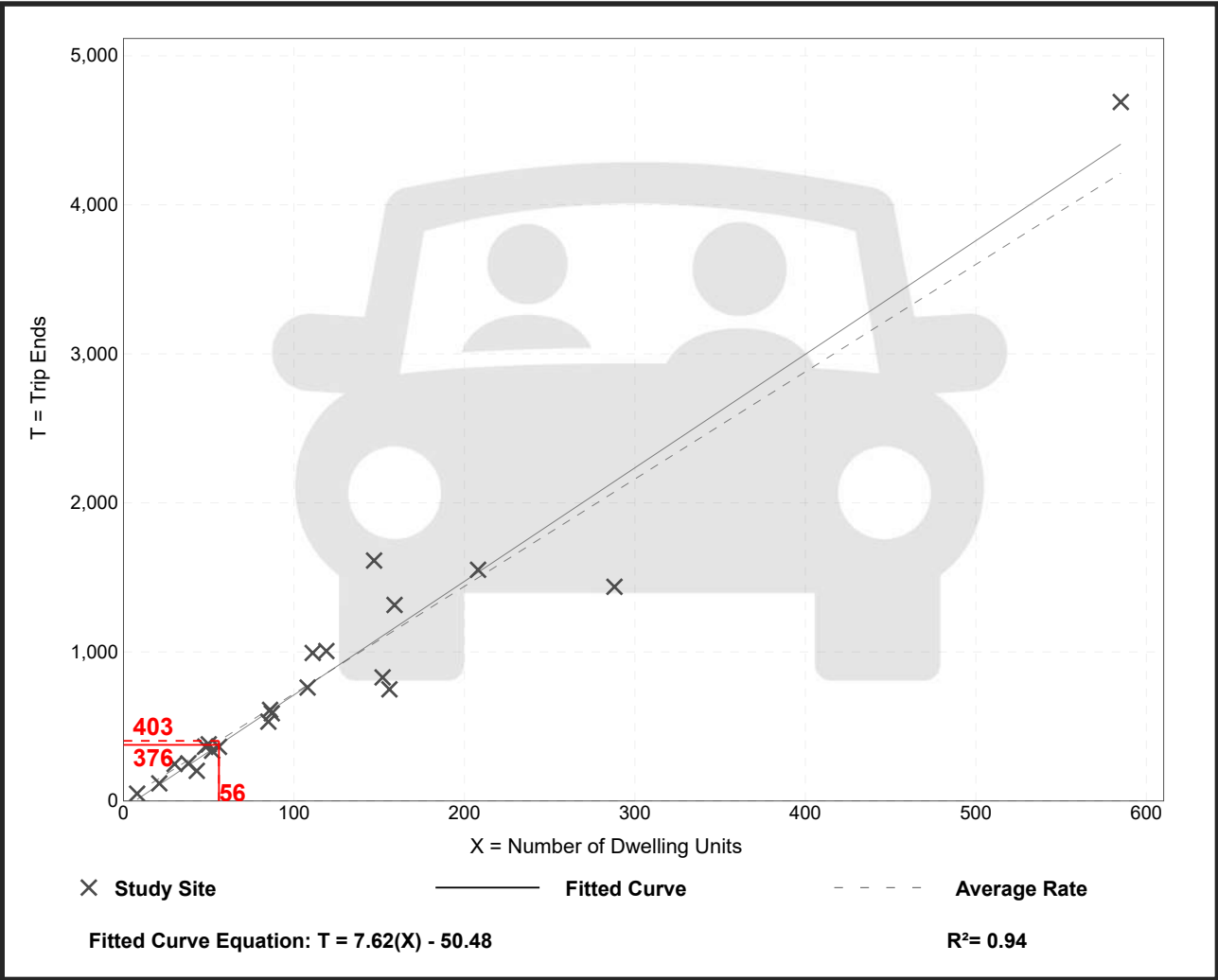
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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	-	

To:	City of Kaysville	From:	Jason Watson, P.E., P.T.O.E FOCUS Engineering & Surveying, LLC
File:	Kaysville Exchange TIS Review Comment Response	Date:	April 16, 2025

Reference: Kaysville Exchange TIS Review – Comment Response

FOCUS Engineering and Surveying has addressed the comments provided by the City of Kaysville as outlined in the Kaysville Exchange TIS Review Memorandum dated April 3, 2025. Below are our responses and how we have addressed the comments provided. An updated traffic impact study is also provided.

- The parcel of the development and all study streets and intersections are located within the city of Kaysville.
 - TIS has been updated to City of Kaysville
- It was noted that the counts at the Sunset Drive / 950 North intersection were lower for all approaches and turning movements, especially the SEL and SWR, compared to counts collected in November, 2024 by Hales Engineering. This should not make much difference on the analysis and the LOS results were approximately the same as for the Hales Engineering study.
 - We discussed this with Hales Engineering and will keep the counts we collected on October for purposes of this traffic study. As was mentioned in the comment, there wouldn't be much difference between Hales numbers and our numbers and the Levels of Service were approximately the same.
- How was the 5% future growth rate arrived at? It mentions undeveloped land and new developments in the area, but nothing regarding why 5% was chosen. Are there any historical counts, or traffic data, or travel demand models that can be used? With the completion of the Shepherd Lane interchange east of the development, it seems like traffic volumes could increase significantly in the area.
 - Section 4.0 of the traffic study was updated to add more clarification on the 5% growth rate. With available land in this area, the new interchange with I-15, a higher growth rate than the average 2% or 3% is assumed.

- For the trip distribution, it could be noted that the I-15 interchange is also going to be completed Summer 2026, which will provide another easy access to the interstate system. Due to the low trip generation numbers, switching the trip assignment is unnecessary, and the assumption in the report that there are more left turns out of the access likely provides a conservative estimate for the LOS.
 - Section 5.1 has been updated to include the future connection to I-15 with this interchange.
- Including the commercial development in the parcel to the west, which is anticipated to share access with the west access, would help better understand the LOS of that access and the recommended roadway design and lane configuration of the intersection.
 - Section 4.0 has been updated to include the commercial parcel traffic into this analysis. Figure 4 has also been updated to include this traffic. At this time, we don't have a site plan so we aren't exactly sure what is planned for this site. We made some assumptions based on the acreage of this parcel and it being planned for commercial. We ran a trip generation based on roughly 40,000 SF of specialty retail and split that between this access and assuming they would have second access that would align with Sunset Drive. Section 7.0 has also been updated with the levels of service and delay times. Everything still functions with an acceptable LOS.

All the comments have been addressed and updated in the revised traffic impact study. Please let us know if you have any addition questions.

Sincerely,

FOCUS ENGINEERING & SURVEYING, LLC



Jason Watson, PE, PTOE
801.352.0075
jwatson@focus-es.com

PLANNING COMMISSION STAFF REPORT

To: Kaysville City Planning Commission
From: Melinda Greenwood, Community Development Director
Date: May 1, 2025

Agenda Item #4: Rezone request and Public Hearing for a Rezone for 388 North Angel from R-1-14 Single Family Residential to General Commercial for applicant Drew Hill

Meeting Date	May 8, 2025
Application Type	Rezone
Applicant Owner	Drew Hill Joseph Brent Hill Trustee
Address Parcel ID Number	388 North Angel 11-797-0240
Lot Size	1.81 acres 78,843 ft ²
Current Use	Single Family Home
Current Zoning	R-1-14 Single Family Residential
Density Entitlement	1 dwelling unit
Requested Zoning	General Commercial
Density Entitlement	N/A

1. BACKGROUND

Drew Hill submitted a rezone application for his parents' property, which is located at 388 North Angel Street. The 1.81-acre property is currently vacant, zoned R-1-14, and developed as a single-family residence. In addition to the home, the site includes a pool, an old silo, a basketball court, and two outbuildings. The rezone application is for GC General Commercial, and the applicant would like to use the property for an interior design business and a swimming school.



The Hill family doesn't desire to sell the property, nor do any of the family members want to live in the home. The rezone application is based on their wish to keep ownership of the property and generate income to pay for the grounds maintenance, building upkeep and property taxes.

In 2019, the Planning Commission approved a conditional use permit for the property to operate a swimming school under the city's home occupation provisions. Because the home is vacant, it is no longer eligible for the [Major Home Occupations B](#) status and the swim school can't continue under those provisions. The rezone would allow the swim school to continue and would be classified under a permitted use in the GC zone of "retail sales and services."

If the rezone is approved, Andrea West Design, which has an interior design business currently located in Kaysville Business Park, would relocate to the subject property and use the home for the business.

2. SURROUNDING LAND USE AND ZONING

When considering a rezone application, it is important to take the surrounding land uses and neighborhood character into consideration. The subject property is located on the east side of Angel Street in a residential neighborhood known as Hill Farms. The property has frontage on Angel Street, Phillips Street and Peach Blossom Drive. The following bullet points give greater insight into the existing zoning and character of the area.

- **Adjacent** – Right next door to the east are two single-family homes, which are zoned R-1-14.
- **North** – Across Phillips Street to the north are single-family homes with R-1-14, R-1-20 and R-A zoning.
- **South** – To the south of the property, across Peach Blossom Drive, is R-1-14 zoning with properties that are all developed as single-family homes.
- **East** – To the east of the subject property is R-1-20, which is single-family zoning.
- **West** – Across Angel Street to the west are properties developed as single-family homes and zoned A-1, R-1-20 and R-1-14. Further southwest, there are two acres of property that are zoned General Commercial, located at the northwest corner of 200 North and Angel Street, which is about ¼ of a mile away.

3. 2022 GENERAL PLAN

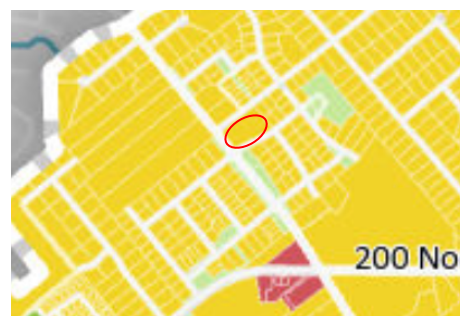
A review of the 2022 General Plan has been conducted to determine if the rezone application is supported by the document.

A. FUTURE LAND USE MAP

The Future Land Use Map (page 25) for the 2022 General Plan indicates this property is to remain residential and does not support the rezone application.

B. GUIDING PRINCIPLES

The five guiding principles listed in the 2022 General Plan neither support nor oppose the rezone application.



C. GOALS, OBJECTIVES, AND IMPLEMENTATION MEASURES

The 2022 General Plan has a section of goals, objectives and implementation measures which solidifies and concludes the content of each chapter. After a detailed review of each chapter, **Chapter 1 Land Use & Placemaking Plan** outlines goals which object to the rezone request.

Specifically, Goal 1 directly opposes the rezone request and states the city should: *Preserve and protect Kaysville's "small town" atmosphere by limiting change in functioning neighborhoods and districts.* Apart from the future land use map, this is perhaps the strongest argument against the proposed zone change.

In that same chapter, Goal 6 says the city should: *Preserve the established character of Kaysville.* Furthering the goal, objective 6.1 declares the city should "Continue the established focus on single-family residential uses." The rezone of single-family property to General Commercial is in opposition to the established goal and objective.

Last, Goal 10 states the city should "Ensure commercial, civic, school, park, open space, industrial, utility and other non-residential uses are provided in a manner that meets the established land use vision and future needs." With the established residential area and the future land use map showing the property to remain residential, this particular goal offers further objection to the rezone application.

While Chapter 3 Housing & Neighborhoods doesn't include information contrary to the rezone application, given the focus on the housing shortage in Utah, it's worth considering that rezoning a functioning residential property to General Commercial a loss of a housing unit within the city.

Overall, the 2022 General Plan does not support the rezone request. However, in Utah, General Plans are largely considered advisory documents, which means the City is not required to follow the guidance outlined in the General Plan. The advisory nature of the General Plan allows land use decisions to be based on individual merit that can account for changing needs of a community, the economy or any other criteria that may make an argument substantial enough to allow an application to overcome development ideals outlined in the General Plan.

4. ZONING & DEVELOPMENT AGREEMENT

The purpose statement included in [KCC 17-19 GC General Commercial District](#) states:

To provide for appropriate uses in locations in which business, commercial, industrial, entertainment, and related activities may be established. The regulations of this district are designed to provide for a suitable environment for those uses which are vital to the economic life of the city.

The Planning Commission needs to determine whether this is an appropriate location for the GC zone and make a recommendation to the City Council on approval or denial of the application.

In discussions with the application prior to the submittal of the rezone application, staff conveyed concerns about the permitted and conditional uses allowed in the GC zone and how that may

impact the neighborhood. Based on those concerns, the applicant volunteered to have the rezone accompanied by a development agreement which would limit uses on the property to a swimming school and an interior design business. The development agreement includes that limitation, as well as the following provisions and protections for the neighborhood should the rezone application be approved:

- Uses and businesses will be limited to Hill Farms Swimming and Andrea West Design.
- Building heights are limited to 30 feet. Otherwise, the GC zone would permit 35 feet, and anything over 35 feet would be allowed as a conditional use.
- No signage will be allowed except what is permitted by the home occupation provisions in KCC 17-26, which is a nameplate that is one square foot in size. Without this limitation, a 30-foot-tall sign would be permitted based on the proximity to West Davis Corridor.
- Any buildings used for the interior design business will have to be brought up to commercial building code requirements, including ADA accommodations.
- The pool will have to be brought up to commercial building code requirements, including ADA accommodations.
- The pool will have to maintain the 5-foot tall fence and keep the cover in place when the pool isn't in use.
- A 20-foot yard setback will have to be maintained on the east side of the property where it abuts a residential zone.
- Adequate off-street parking will have to be provided as required in [KCC 17-32 Off-Street Parking And Loading](#).
- Any changes in the users would require an amendment to the development agreement and a public hearing notice process.

The Planning Commission should debate whether the proposed development agreement provides adequate protection to mitigate the potential negative impacts of rezoning a residential property to GC in the middle of a residential zoning district.

5. PUBLIC COMMENT

A total of 75 public notices were mailed to property owners within 800' of the subject property and a sign was placed on the property on Friday, May 2, 2025. As of the date of this report, one comment from the applicant has been received.

6. RECOMMENDATION

As previously noted, the 2022 General Plan does not support this rezone application. The proposed development agreement is drafted to mitigate most of the negative impacts a GC zone would have on the existing neighborhood, which may provide a comfort level to the Planning Commission to recommend approval.

Rezone applications are legislative decisions which are fully discretionary, meaning the City Council can approve or deny a rezone based on any number of reasons or criteria they deem appropriate. Based on that discretionary authority, in general, staff doesn't speak to concerns about setting a

precedence on rezoning properties. However, in this instance, given lack of support in the 2022 General Plan, staff feels some consideration should be taken into account about the necessity of the rezone and how having GC zone property in the residential area may influence future rezoning requests.

Additionally, under Utah law, spot zoning occurs when a zoning authority grants a special privilege or imposes a restriction on a particular small property that is not otherwise granted or imposed on surrounding properties in the larger area, without regard to a unified plan. Because of the lack of support from the 2022 General Plan, if approved, this application could fall under the concept of spot zoning. With how land use laws work in Utah, this is not illegal but is more of a philosophical consideration versus a consideration of placing the City at risk for litigation.

While there are justifications and considerations on both sides of the application, given the lack of support from the General Plan, staff recommends the Planning Commission send a recommendation of denial to the City Council for the rezone request.

**DEVELOPMENT AGREEMENT FOR
PARCEL ID 11-797-0240 AT 388 NORTH ANGEL STREET
AND CONSISTING OF 1.81 ACRES FOR GC GENERAL COMMERCIAL DISTRICT**

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 Joseph Brent Hill Trustee (hereinafter the “Developer”).

RECITALS

WHEREAS, Developer is desirous of rezoning and developing the property as GC General Commercial District consisting of a swim school and an interior design business (the “Project”) on certain real property located at 388 North Angel Street, in the City of Kaysville, County of Davis, State of Utah and more particularly described as parcel number 11-797-0240 which is 1.81 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 GC General Commercial rezone for the limited purposes of a Project to include an interior design studio and a swim school 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 388 North Angel Street, 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 11-797-0240 is 1.81 acres in size.

- B. Project Description. The proposed Project is an interior design studio for Andrea West Design and a swim school for Hill Farms Swimming.
- C. Substantial Conformance. Developer shall complete the 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.

2. DEVELOPMENT STANDARDS AND GUIDELINES

- A. Adoption of Development Standards. This site is unique in nature as it is located in a residential area and is a conversion of residential property to a commercial use. Because of this unique scenario, certain commercial uses are not compatible with the surrounding area. Therefore, the City hereby adopts the following development standards (the “Development Standards”) to serve as regulations, standards and guidelines for the Project in addition to all other applicable City Ordinances:
 - i. Allowed uses. Developer voluntarily agrees that while GC General Commercial allows for certain permitted and conditional uses, allowed uses for the site shall be limited to:
 - a. Interior design studio for Andrea West Design
 - b. Swim school for Hill Farms Swimming
 - ii. Compliance with Approved Site Plans. Developer shall develop the site and Project in general conformance with the concept site plan outlined in section 1.B and attached to this Agreement as Exhibit D.
 - iii. Building Modifications, Renovations, Additions and Architecture. Developer understands the nature of converting a residential property to a commercial use and shall construct the Project in compliance and conformance with the following:
 - a. All buildings are limited to 30’ in height.
 - b. All buildings and premises shall meet all appropriate commercial building codes as required by the State of Utah and Kaysville City prior to issuance of occupancy and issuance of any business licenses.
 - c. Prior to occupancy and issuance of business licenses, all buildings and premises shall receive and pass all required inspections for commercial occupancy including building inspections, fire inspections, health department and any other legally required inspections.
 - iv. Setbacks. A minimum yard of 20’ between the residential property to the east shall be maintained. City agrees the existing silo situated on the northeast corner of the site is deemed as artwork which is decorative in nature. The silo can remain onsite in

the 20' yard setback so long as it is not utilized for any business or personal purposes, including storage, signage, utilities, or any other uses.

- v. Parking. On-street parking for the Project is prohibited. Developer agrees to meet all off-street parking requirements as listed in KCC 17-32 Off-Street Parking And Loading.
 - a. The interior design business shall provide parking for the category of "Shopping centers, or complexes, *or rentable commercial space*" of 3.5 spaces per 2,000 square feet of business.
 - b. The swim school business shall provide parking for the category of "Shopping centers, or complexes, *or rentable commercial space*" of 3.5 spaces per 2,000 square feet of business.
 - vi. Landscaping. Developer agrees to maintain landscaping, grounds and vegetation in good condition. Any changes to landscaping shall follow Kaysville City Code 17-5 Water Efficient Landscape Standards.
 - vii. Signage. To protect the integrity of an established residential area, no signage is allowed on the property with the exception of one wall sign, not to exceed one square foot, indicating the address and the occupant's name, for example, Joe Doe - Accountant. See Name Plates in KCC 17-33, Sign Regulations.
 - viii. Fencing and Pool Covering. Existing fencing on the site shall remain and be adequately maintained. A five-foot tall fence around the pool shall be maintained at all times. The pool shall have a functioning pool cover which shall cover the pool at all times when the swim school is not in operation or the pool is not in active use.
 - ix. Subdivision. This property shall not be subdivided. Any subdivision of the property shall be a violation of 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 Project in an appropriate location. The City 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.
- C. Vesting. 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. PREVIOUS USES AND APPROVALS NULL AND VOID

Developer acknowledges and understands that previous approvals associated with the property or businesses to be used on the site shall become null and void if the rezone and development agreement are approved. Specifically, the parties jointly agree that:

- A. The conditional use permit for a Major Home Occupation B issued by the Planning Commission on May 23, 2019 shall expire 30 days after this agreement is approved. The parties agree that any future conditional use permits, even for the exact same uses as currently conditionally permitted, shall need to be reapplied for and may be subject to different conditions as deemed necessary at the time of application.
- B. The authorized and associated business license for Hill Farms Swimming, permit number 6396470 shall also expire 30 days after this agreement is approved. The parties agree that any future business license, even for the exact same business, shall need to be reapplied for and may be subject to different conditions.
- C. Developer acknowledges, understands, and agrees that the residence shall not be utilized as a single-family dwelling. The GC General Commercial zone does not permit the use of commercially zoned properties to be used as a single-family dwelling. Any use of the property as a single-family dwelling shall only be permitted through a rezone of the property back to single-family zoning. Any rezone application shall follow the traditional rezone regulations at the time of the rezone application.
- D. Previous business licenses for businesses associated with the Project are nontransferable and shall require a new business license as outlined in section 4 of this agreement.

4. BUSINESS LICENSE REQUIRED

A business license shall be required for all businesses on the site, which are limited to an interior design business for Andrea West Design and Hill Farms Swimming for a swim school. Prior to issuing a business license, Developer agrees to meet all Federal, State, and Local licensing requirements.

A new business license application shall be submitted and all business license requirements associated with Andrea West Design and Hill Farms Swimming shall be completed and satisfied prior to the issuance of a business license.

5. 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. Insurance. The Developer shall obtain and maintain adequate insurance coverage for the commercial use of the property.

6. APPLICABILITY AND AMENDMENTS

- A. This agreement runs with the land, will be recorded against the property and shall be considered a master plan for all properties outlined in Section 1A and is applicable and enforceable in perpetuity.
- B. 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 and necessitates a public hearing as required as outlined in KCC 17-1-9 Amendments.

7. ON-SITE PROJECT IMPROVEMENTS

Developer shall construct and install all site improvements, including utilities, required for the Project, as determined through the building permit 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.

8. 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 adjacent public roads with the construction of the on-site improvements based on adopted city standards at the time of the building permit application.

9. 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.

10. 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.

11. BINDING EFFECT

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

12. 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.

13. 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.

14. 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.

15. 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.

16. 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.

17. 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: Joseph Brent Hill Trustee

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 Joseph Brent Hill Trustee.

NOTARY PUBLIC

(SEAL)

STATE OF UTAH

)

: ss.

COUNTY OF DAVIS

)

DRAFT

Exhibit A – Property Location Map
388 North Angel Street
Kaysville, UT 84037

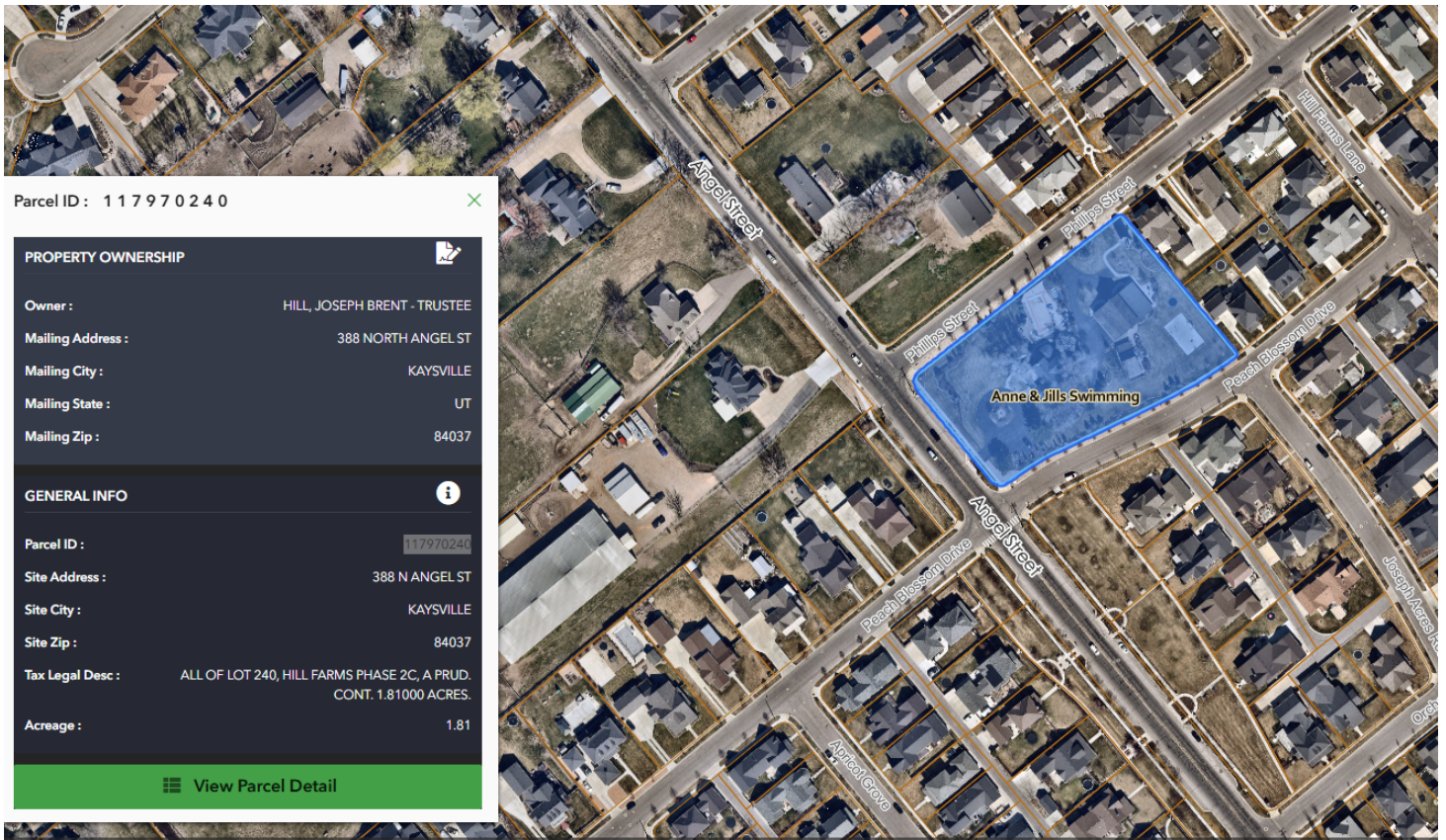


Exhibit B – Legal Description of the Project property
Tax Parcel ID 11-797-0240

ALL OF LOT 240, HILL FARMS PHASE 2C, A PRUD. CONT. 1.81000 ACRES.

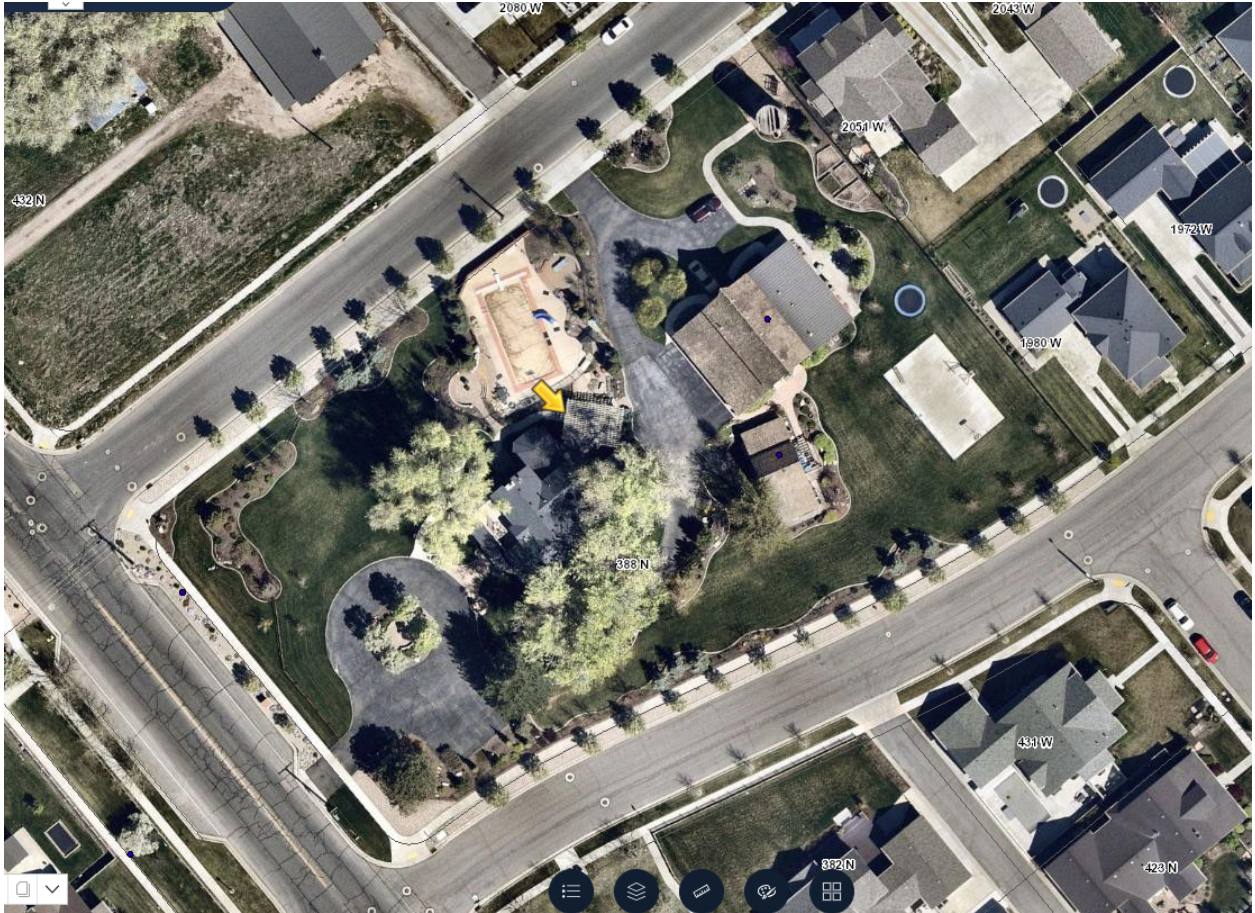
DRAFT

Exhibit C – Applicable Ordinances

[Chapter 19 GC General Commercial District](#)
[Chapter 32 Off-Street Parking And Loading](#)

DRAFT

Exhibit D
Site Plan



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
April 24, 2025

The Planning Commission meeting was held on Thursday, April 24, 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 Debora Shepard, Paul Allred, and Paul Toller

Planning Commissioners Absent: Commissioners Wilf Sommerkorn, Megan Sevy, Katie Ellis and Erin Young

Staff Present: Melinda Greenwood, Anne McNamara and Mindi Edstrom

Public Attendees: City Councilmember Abbi Hunt, Amy Birt, Brady Birt, Bart Peterson, Phil Holland, Cash Knight, Spencer Brown, Andrew Marsh, Brand and Melanie Christensen, Michael Baker, Kristin Baker, Conner Ridenour, David Jensen, Cindy Kerr, Tom Kerr, Kim Anderson, Rick Moore, Shelley Moore, Jackie Knight, David Stringfellow, Marvin Hill, and Liz Child

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 MAJOR B HOME OCCUPATION LOCATED AT 135 SOUTH 500 EAST FOR GREEN PEAK LANDSCAPING FOR JAROM JORGENSEN

Ms. Edstrom introduced the Conditional Use Permit application submitted by Jerom Jorgensen, residing at 133 South 500 East. It was noted that the residence is part of a duplex, which initially caused confusion regarding the address, but the correct location was confirmed.

This agenda item came before the Commission following a resident's inquiry in September 2024 about whether Mr. Jorgensen's business, Green Peak Landscaping, was licensed with the city. Upon investigation, it was found that while the business was registered with the Utah Department of Commerce, it lacked both a contractor's license from the Utah Division of Occupational and Professional Licensing (DOPL) and a business license with the city, and a Conditional Use Permit which all are required.

Despite multiple attempts to contact Mr. Jorgensen via voicemail and email, city staff did not initially receive a response. Follow-up code enforcement efforts resumed in February 2025, and contact was made on March 6. Mr. Jorgensen was given two weeks to bring his business into compliance by obtaining both a city business license and the required conditional use permit. When that deadline passed without resolution, the city contacted DOPL for further guidance. DOPL confirmed that they were working with Mr. Jorgensen, and that the city could not issue a business license until he obtained the proper contractor's license and a conditional use permit.

Green Peak Landscaping is a residential and commercial landscaping business that offers services such as HOA maintenance, excavation, seasonal cleanup, sprinkler system installation, and snow removal, all of which require a contractor's license. According to his application, Mr. Jorgensen operates with one work truck and possibly a trailer, though it is unclear whether the trailer is used for business purposes. There are no employees or customers visiting the home, and city staff confirmed there are currently no outstanding code enforcement complaints on the property.

Two neighboring residents called city staff to inquire about the meeting, and the Mayor received a message from a resident referencing potential illegal parking and previous dirt piles on the sidewalk—though the latter issue has since been resolved.

City staff recommended approval of the Conditional Use Permit for a Major B Home Occupation at 133 South 500 East, contingent upon any additional conditions the Planning Commission may find appropriate in accordance with city code section 17-30-3. Mr. Jorgensen was present and available to respond to questions from the Commission.

Planning Commission members invited Mr. Jorgensen to answer questions regarding prior code enforcement concerns.

Commissioner Paul Toller inquired about the source of the March 2025 complaint.

Mr. Jorgensen explained that it likely stemmed from his work truck being parked in front of his residence, which displays company badging. He speculated that neighbors may have been irritated by the appearance of his front yard, which was in the process of being renovated.

Commissioner Toller then asked whether the dirt piles observed near the property were related to landscaping business operations.

Mr. Jorgensen clarified that the piles resulted from digging trenches to install sprinklers for his personal yard project.

Ms. Edstrom corrected the record to note that the dirt was not in the road, but on the sidewalk, which still violates city code.

Commissioner Toller emphasized that approval of the Conditional Use Permit would increase, not reduce, the city's ability to enforce ordinances, especially concerning trailer and vehicle storage. He reminded Mr. Jorgensen that work-related equipment, such as trailers, must not be left on the street long-term and should be properly stored on the property.

Mr. Jorgensen confirmed that he does not dispatch employees from his home and instead meets them directly at job sites.

Mr. Jorgensen asked for clarification on trailer parking regulations.

Ms. Edstrom confirmed that trailers may be parked on the street for up to 48 hours, including utility or recreational trailers, but must be relocated afterward. She noted that the side of Mr. Jorgensen's property appears to be a suitable long-term storage location for his trailer.

Ms. Greenwood addressed concerns that had been forwarded to the Mayor by a resident regarding Mr. Jorgensen's property and business operations. The mayor had shared these concerns with the City Manager, the Police Chief, and Ms. Greenwood. The concerns included photos showing Mr. Jorgensen's truck parked against oncoming traffic, which is a violation as vehicles must be parked in the direction of traffic flow. Additional photos showed the truck and possibly a trailer parked on the street during the winter months, which may also be subject to seasonal parking restrictions. There were also complaints about the condition of the yard and dirt being left out. However, Ms. Greenwood clarified that issues such as these need to be reported when they occur, as the city is unable to enforce or retroactively address complaints long after the fact.

Commissioner Deborah Shepard then asked Mr. Jorgensen about the status of his sprinkler installation project. He responded that the project was completed and now covered with grass. Commissioner Shepard acknowledged the improved appearance of the property, noting that it looked more finished. Mr. Jorgensen added that he had recently installed new concrete steps and a walkway.

With no further questions from the commission, Mr. Jorgensen was thanked and invited to sit down. Commissioner Mike Packer concluded that, in his view, no additional conditions beyond what is already required by city code were necessary for the approval of the conditional use permit. Other commissioners appeared to agree.

Commissioner Allred made a motion to approve the Conditional Use Permit for 133 West 500 East 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 Toller: Yay
Commissioner Shepard: Yay
Commissioner Allred: Yay

4- PUBLIC HEARING FOR A REZONE FOR 13 WEST 950 NORTH (PARCEL #08-065-0079) FROM R-A TO LI

Anne McNamara introduced the rezone application of approximately 3.77 acres located at roughly 13 West 950 North. The parcel, formerly owned by UDOT, is situated on the south side of 950 North and is currently zoned R-8. The proposed zoning is Light Industrial (LI).

Ms. McNamara explained that all rezone applications must be evaluated in terms of their alignment with the city's Future Land Use Map and General Plan. According to the Future Land Use Map, the parcel is designated for General Commercial use. However, the applicant has requested Light Industrial zoning. Ms. McNamara clarified that the General Commercial

designation (shown in red on the map) is distinct from Light Industrial, though both are non-residential. The General Plan itself is neutral regarding Commercial Development outside the city center, but certain goals and objectives were highlighted in support of the application. Specifically, from Chapter 1 on Land Use and Placemaking:

Goal 3 promotes enhancing the commercial profile along community and regional corridors, especially near highway exits, like those along the West Davis Corridor and Shepherd Lane expansion. Objective 3.1 supports leveraging the corridor by establishing small-scale commercial developments at interchanges, a factor supporting the proposal due to the parcel's proximity to the West Davis Corridor.

Goal 7 emphasizes land use compatibility and buffering between differing uses. The adjacent parcel proposed for RM zoning could serve as a transitional buffer between this light industrial zone and the existing residential area across 950 North, including properties within Farmington City. Objective 7.1 supports development buffers to reduce incompatibility between land uses. From Chapter 5 on Economic Development:

Goal 3 encourages mixed-use development to generate additional rooftops and prevent retail sales leakage. Although this particular proposal is not a mixed-use development, the overall land use strategy—balancing nearby residential (RM) and commercial/light industrial uses—would support that goal.

For public engagement, 94 notices were sent to property owners within an 800-foot radius (expanded from the standard 500 feet due to the location's unique context), and a sign was posted on-site on April 18. As of the report's publication, one comment had been received; by the time of the meeting, six comments were submitted, all in opposition. Primary concerns included increased traffic and pedestrian safety, especially given the nearby elementary schools. One additional phone inquiry asked whether the rezone had already been approved or if it would be discussed during the meeting.

While the General Plan does not provide specific guidance on the placement of Light Industrial zoning across the city, it frequently references the importance of the West Davis Corridor as a major regional commercial route. The applicant's preference for Light Industrial zoning is attributed to the broader range of permitted uses in the Light Industrial zone compared to General Commercial. Staff acknowledged the limited alignment with the Future Land Use Map but recommended approval based on the strategic commercial intent of the General Plan, the parcel's location relative to major infrastructure corridors, and the flexibility offered by the Light Industrial zone. The Planning Commission was advised that it may make a recommendation to the City Council to either approve or deny the rezone request.

Phil Holland, representing the Holland Group and applicant for the rezone request, addressed the Planning Commission to provide context and support for the proposal. He expressed appreciation for working with Kaysville City and stated he felt fortunate to own the subject parcel. Referring to the Land Use Map displayed during the meeting, Mr. Holland explained that

he had been involved in a similar public hearing about a decade prior regarding nearby property now known as Parkwood. At that time, the area lacked a defined development vision, and it was unclear whether the adjacent freeway off-ramp would materialize. Despite the uncertainty, the Holland Group chose to invest in the area, confident in its long-term appeal.

The parcel in question, which was formerly a milk farm and later used by UDOT as a construction staging site, was eventually surplused and sold at auction, at which point it was acquired by Mr. Holland's group. He described the site as a "crucial piece" of property in Kaysville due to its strategic location next to the West Davis Corridor exit, which he frequently uses and believes is a key access point for residents of west Kaysville.

Mr. Holland stated that he has already received multiple offers for gas station development on the parcel, with such a use likely occupying one to two acres. While he has not yet accepted any of those offers, he is waiting for the right proposal. The remaining portion of the property, he explained, is intended for flexible commercial development—similar to a project he previously completed near Boondocks, which combined residential and LI-zoned uses. He noted that while the property is designated for General Commercial on the Future Land Use Map, the requested Light Industrial zoning is more adaptive to modern market demands. He clarified that General Commercial zoning tends to favor traditional retail uses, which he views as less suited to this location. Instead, he envisions "flex space" that accommodates combined retail, office, and warehouse functions. He cited a previous example where a tech company utilized such a space for a showroom, administrative offices, and warehousing under one roof.

Addressing community concerns about traffic, Mr. Holland confirmed that a traffic study had been conducted and submitted to city staff. The study concluded that 950 North, an arterial road, has the capacity to support the anticipated traffic. He emphasized that the freeway exit adjacent to the parcel represents a vital opportunity for future development in Kaysville and reiterated his commitment to pursuing uses that align with the city's needs and infrastructure.

At this point in the meeting, Chair Packer formally opened the public hearing portion of the agenda item concerning the proposed rezone at approximately 13 West 950 North. He invited members of the public to step forward and provide comments. Chair Packer explained the standard procedure for public hearings: individuals wishing to speak must state their name and are given three minutes to present their comments. He clarified that the Commission would not engage in direct dialogue during this portion of the meeting to preserve the speaker's allotted time. However, questions posed by the public could be addressed later by staff, the applicant, or the Commission after the public comment period concluded. The floor was then opened for public statements.

Marvin Hill, a resident of 2300 South near the proposed rezone site, spoke in opposition to the application. He introduced himself as a retired, licensed plumber with over 50 years of experience in the building industry and stated that he has a strong understanding of development processes. While acknowledging that property owners seek a return on investment, he expressed serious concerns about the appropriateness and impact of the

proposed development in a residential area.

Mr. Hill's primary concern centered on traffic and safety, particularly due to the high number of children in the surrounding neighborhoods. He warned that introducing a high-density development—such as the 56 proposed condos or townhomes—would overwhelm the area's infrastructure and result in inadequate parking. Drawing comparisons to development near Station Park in Farmington, he noted similar issues with excessive on-street parking and congestion. Mr. Hill recommended that if the development were to proceed, the city should require a minimum of 130 parking spaces not including garages, to prevent traffic problems. Ultimately, he described the proposal as too dense for the location and warned it would harm the neighborhood by creating traffic and congestion issues.

Brad Christensen, a resident of 2250 South in the Parkwood subdivision, spoke during the public hearing to request clarification regarding the proposed Light Industrial zoning. He referenced the applicant's earlier remarks about a previous development near Boondocks but stated that he was unclear on what types of businesses or uses fall under the Light Industrial designation. Mr. Christensen asked for examples of permitted uses within the Light Industrial zone that could potentially be developed on the subject property. He concluded by noting that he would reserve his broader comments for another agenda item later in the meeting.

Jackie Knight, a resident of Monarch Drive, voiced strong opposition to the proposed rezone, stating that her property directly borders the subject parcel. She emphasized that her neighborhood would be the most significantly affected by the development, particularly if the proposed 56 high-density residential units are approved. Ms. Knight expressed concerns over increased noise pollution from numerous vehicles starting and idling in the mornings, as well as the frequent movement of trash containers—comparing it to the noise disturbance she already experiences once a week from trash collection at a nearby LDS church.

She also discussed her decision to purchase her home two years ago, citing the surrounding agricultural and low-density zoning as a key factor in her choice. Ms. Knight contrasted the character of her neighborhood—described as "warm and fuzzy"—with that of high-density developments like those near Station Park in Farmington, which she characterized as commercial and impersonal in appearance.

In addition to aesthetic and noise concerns, she highlighted a traffic safety issue at the top of the nearby highway off-ramp. According to her, when stopping properly at the stop sign, it is difficult to see oncoming traffic coming from the west due to the slope of the road and the bridge configuration. She warned that placing a commercial use such as a gas station at that location would further exacerbate the safety hazard. Lastly, she noted that a pedestrian path runs near the property and that the increase in traffic from an industrial or commercial development would compromise pedestrian safety and the peaceful environment she and her neighbors currently enjoy. Her concerns focused on environmental, traffic, and quality-of-life impacts.

David Stringfellow, a resident living just behind 950 North in the Farmington area east of the proposed development site, offered a measured perspective during the public hearing. While acknowledging the broader need for expanded land use and housing in the region, he expressed concern over the requested Light Industrial zoning designation for this parcel.

Mr. Stringfellow cautioned against transitioning directly from Agricultural Zoning to a highly flexible entitlement such as Light Industrial, emphasizing that while flexibility may increase land value, it can also introduce uncertainty for surrounding residents.

He noted that the undefined nature of Light Industrial zoning can make it difficult for the community to anticipate what types of uses might ultimately be constructed. He recommended that the city consider a Mixed-Use zoning designation instead, which could better control development outcomes and offer residents more clarity and assurance. Mr. Stringfellow encouraged a more cautious and collaborative approach, where developers work with the community to create a project that better integrates with the surrounding residential areas and complements the important West Davis Corridor intersection. He ultimately advised against approving the rezone in its current form.

Shelley Moore, a Farmington resident and school crossing guard, spoke during the public hearing to share her concerns regarding traffic and pedestrian safety near the proposed rezone site. She explained that she regularly assists children crossing at the intersection near the park, where students from the Hunter's Creek subdivision walk toward Endeavor Elementary School. Ms. Moore expressed concern that additional traffic resulting from the proposed development would worsen existing congestion in the area, which already causes cars to back up at peak times.

She highlighted issues with the current traffic signal at the intersection, describing it as confusing for both drivers and pedestrians. The signal cycles between flashing yellow, solid yellow, and flashing red, which she said often leads to uncertainty among drivers about when and how they are allowed to proceed. Ms. Moore noted that some drivers continue turning during a solid red light despite her presence in the crosswalk, creating safety risks for the children. She recommended that, should traffic increase due to new development, a more conventional traffic light—with green, yellow, and red phases—should be installed to improve clarity and safety for both drivers and pedestrians.

Spencer Brown addressed the Planning Commission with a combination of professional insight and personal perspective. As a developer and builder of multifamily housing, Mr. Brown noted that he understands the challenges faced by applicants like Mr. Holland and has been on the opposite side of similar public hearings. While he did not voice direct opposition to the project, he expressed several questions and reservations, particularly concerning the division of the 3.77-acre parcel between the proposed Light Industrial and residential uses.

Mr. Brown acknowledged that development of the property is likely and potentially workable, but emphasized that specific details would be critical to the success and community integration

of the project. He agreed with the traffic study's assessment that 950 North can handle additional volume but cautioned that the placement of the site entrance must be carefully considered due to high-speed traffic exiting the nearby highway. He specifically mentioned concerns about the "sight triangle," noting that vehicles often come off the exit ramp quickly, which could present a hazard depending on the design of the project's access point.

Parking emerged as Mr. Brown's most significant concern. He noted that there are already occasional issues with vehicles parking along 950 North, and it is unclear whether those instances are restricted. Given the parcel size and density of the proposed development, he questioned whether the townhomes would have sufficient parking capacity—especially if they lack two-car garages or driveways. He expressed skepticism that adequate parking could be accommodated within the site layout and suggested that incorporating a compromise to address parking deficiencies would help alleviate his concerns.

Cash Knight, a Kaysville resident from Philly Court, shared strong concerns regarding the proposed rezone and development, particularly focusing on long-term traffic impacts and environmental risks. He began by stating that, while he shares similar views with many speakers, his focus centered on the broader implications of the project as the surrounding region continues to develop.

Mr. Knight requested a comprehensive traffic study that extends beyond the current scope. He emphasized that the nearby 30-acre parcel to the north is slated for future residential development, which will add hundreds of homes using the same 950 North exit. Combined with continued expansion of Farmington Station and future development to the east and west—including the Shepherd Lane exit connecting to I-15—he projected a dramatic increase in traffic volume. He stressed that current analysis may not adequately reflect what traffic conditions will look like four to five years into the future and urged the Commission to demand a study that projects long-term traffic patterns, not just short-term impacts.

On environmental concerns, Mr. Knight pointed to a nearby creek that drains into a federally protected bird refuge. He warned that placing a gas station near this drainage corridor presents a risk of contamination—particularly in the event of a fuel leak—that could escalate into a federal environmental issue. He recommended that the city conduct a full environmental impact study in partnership with federal agencies to ensure protection of the nearby refuge. In closing, Mr. Knight praised Kaysville's existing zoning strategy, highlighting its clear separation of commercial and residential areas and the positive effect it has had on property values in neighborhoods like Sunset Equestrian. He cautioned that the proposed development could reverse that trend, especially for properties located to the south of the site and urged the Commission to consider the long-term consequences before deciding.

Liz Child, a resident of 2300 South near Devy Drive, addressed the Planning Commission to express her concerns about traffic related to the proposed development. She explained that turning left from Devy Drive onto 950 North is already difficult due to the high volume of traffic, and she suggested that a traffic signal may already be warranted at that intersection even

without additional development.

While Ms. Child stated that she supports growth and development in general, she expressed reservations about the proposed residential density, describing it as too high for the area. She indicated she would be more comfortable with homes or apartments at a lower density that better fits the surrounding neighborhood. Her primary concern remained the traffic generated by vehicles exiting the West Davis Corridor, which she acknowledged is a valuable addition to the area but has significantly increased traffic volume on local roads. She concluded by reiterating her hope that the area could be developed thoughtfully, with attention given to existing traffic challenges and neighborhood compatibility.

Kim Anderson, a resident of the Hunter's Creek neighborhood in Farmington, spoke briefly during the public hearing to express her opposition to the proposed development. She acknowledged that her reasons were more personal and emotional than technical, emphasizing her desire to preserve the quiet character of her neighborhood.

Ms. Anderson noted that she had not originally planned to speak but felt compelled to voice her concerns, particularly regarding the impact of the project on nearby families and children. Echoing earlier comments, she referenced the school crossing used by children attending Endeavor Elementary and stated that the increased traffic from the proposed development made her nervous about safety in that area. She concluded by simply asking that her opinion be heard and considered.

Michael Baker, a resident of the Hunter's Creek neighborhood in Farmington and a retired law enforcement officer, shared multiple concerns about the proposed rezone and associated development. Having lived in his home east of the nearby Latter-day Saint chapel for 16 years, Mr. Baker described noticeable changes in traffic patterns since the completion of the West Davis Corridor. He explained that the area around Fox Hunter has experienced a dramatic increase in vehicle traffic, which he believes is being used as an unofficial off-ramp or shortcut, further congesting local roads.

He expressed particular concern for pedestrian safety, especially for children in the area, and referenced earlier commitments from planning authorities to ensure safe school crossings. Mr. Baker stated that the crossing near Endeavor Elementary is already barely sufficient and warned that additional traffic from the proposed development would render it unsafe. He echoed earlier public comments about the inadequacy of the current traffic control measures, particularly in areas heavily used by families and school children.

In addition to safety issues, Mr. Baker emphasized the potential environmental and quality-of-life impacts of increased traffic and development. He cited the importance of preserving Kaysville's and Farmington's environmental character, including walking trails, quiet spaces, and low noise levels, which he believes would be compromised by the proposed project. He referenced earlier comments regarding the need for a thorough environmental impact study and expressed disappointment that such a study did not appear to have been conducted in this

case.

Mr. Baker concluded by urging the Commission not to “rubber stamp” the rezone request, warning that both Kaysville and Farmington could face long-term regret if the proposal proceeds without sufficient consideration of safety, environmental, and quality-of-life impacts.

Chair Packer concluded the public hearing portion of the agenda item regarding the proposed rezone at approximately 13 West 950 North. After confirming that no additional members of the public wished to speak, he formally closed the hearing. He noted that a separate public hearing would be held for the next agenda item, allowing for further comments if necessary.

Commissioner Allred expressed several concerns regarding the proposed rezone of approximately 3.77 acres from R-8 to Light Industrial at 13 West 950 North. He noted that the proposed gas station use had shifted from a previously discussed location on 200 North to 950 North, and while he acknowledged the need for such a use due to increasing traffic, he emphasized it must be carefully designed to avoid creating significant negative impacts on nearby residential areas.

Commissioner Allred voiced reservations about the Light Industrial zoning designation, particularly because it allows for light manufacturing, which may not align with the area’s character and offers limited tax benefits compared to retail uses. He noted that while Light Industrial zoning provides flexibility, that flexibility can also introduce uncertainty about future site uses.

He also raised procedural concerns about the lack of a Development Agreement for the Light Industrial portion of the site. While one was prepared for the Residential Multi Family portion due to anticipated opposition, none had been created for the Commercial area. He suggested the Planning Commission or City Council could use a Development Agreement to restrict certain undesirable uses otherwise permitted in the Light Industrial zone, providing a safeguard for adjacent neighborhoods.

Commissioner Allred emphasized the need for a detailed site plan before making a recommendation on the rezone. Without a visual layout showing how the proposed gas station and commercial elements would be integrated with the residential portion, he found it difficult to evaluate compatibility. He underscored that key design elements—such as buffers, lighting, landscaping, and site circulation—should be considered before making any zoning decision. He urged the Commission to delay action until a complete site plan is submitted and to explore a development agreement to address use limitations.

Phil Holland, the applicant, responded to the Planning Commission’s concerns by clarifying his intentions and explaining why a site plan was not provided with the rezone application. He acknowledged that terms like “Light Industrial” often raise concerns, particularly regarding manufacturing, but emphasized that he does not intend to introduce heavy manufacturing to the site. Instead, he explained that the requested Light Industrial zoning reflects the kind of

modern, flexible commercial uses that are currently in demand—such as light retail, office, recreation, and warehouse hybrids—not traditional industrial operations.

Mr. Holland explained that every commercial zone in Kaysville is quite similar in terms of use allowances, and that convenience stores, for example, could fit within either Light Industrial or General Commercial zoning. While a gas station is a possibility for a portion of the site, he has not committed to that use and therefore cannot provide a definitive layout. He explained that specifying a detailed plan at this stage would prematurely lock in a use that may not materialize, which could hinder flexibility as the market evolves—particularly with the recent opening of the West Davis Corridor, which is still shaping demand in the area.

Referencing another property he owns behind Taco Bell, Mr. Holland said he had experienced delays when zoning had been secured in advance of clear market demand, and he hopes to avoid a similar situation with the current parcel. He reiterated that the market, not speculative planning, will ultimately determine the most appropriate use for the site. He also noted that potential tenants like Walmart have looked at the site, further indicating a wide range of commercial interest.

Commissioner Allred responded by expressing understanding of the applicant's position, having worked with developers for decades. However, from the perspective of both a planner and a resident, he emphasized the need for a conceptual layout—even a generic site diagram—that could help the Commission and the public better visualize how the proposed Light Industrial and Residential areas would integrate. He noted that while the Commission isn't expecting a finalized plan or named tenants, seeing general building placements, traffic flow, and buffering strategies would provide greater confidence in evaluating the project's suitability.

Mr. Holland concluded by stating that the commercial real estate market has shifted significantly in recent years. Many modern businesses that fall under Light Industrial—such as fitness centers, sports training facilities, office-retail hybrids, and recreational uses like pickleball or children's play spaces—are becoming standard commercial tenants. He clarified that while Light Industrial zoning may sound industrial, it more accurately accommodates this new category of mixed-use, flexible tenants that are increasingly common and appropriate for the area.

Commissioner Allred shared several concerns about the proposed rezone, focusing mainly on traffic, safety, and the lack of a clear site plan. He said that while a gas station at the site might make sense due to traffic levels, it must be carefully designed to avoid causing problems for nearby neighborhoods. He also noted that Light Industrial zoning allows for flexible uses, but that flexibility creates uncertainty for residents who want to know what might be built.

Commissioner Allred emphasized the importance of having at least a basic site plan to understand how the commercial and residential areas would fit together. He stressed that key details—like lighting, buffers, and landscaping—make a big difference in how the development affects neighbors, especially over time.

Commissioner Allred raised concerns about increased traffic on 950 North, which he expects to become much worse with surrounding developments. He asked who owns and manages the road and traffic signals, and staff confirmed that much of it falls under Farmington City's control. This includes the traffic signal mentioned during public comments.

Commissioner Allred was especially worried about kids walking to school from nearby neighborhoods. He said 950 North already feels unsafe and that new development will only make things worse. He also noted that a new traffic light at Devy Drive probably isn't possible due to how close it is to the freeway.

Phil Holland responded to Commissioner Allred's traffic concerns by emphasizing that traffic was a key consideration from the outset of the project. He stated that upon purchasing the property, he immediately involved a traffic engineer to conduct a thorough analysis. The study, which was submitted to city staff, includes projections for current, 5-year, and 10-year traffic patterns based on development of the site. Holland acknowledged that traffic is a mental and emotional concern for many residents but emphasized the importance of relying on data and scientific traffic modeling, even if it's not always exciting.

Mr. Holland confirmed that the traffic study had been reviewed by Kaysville's Public Works and Engineering departments, who asked detailed questions and received clear responses from the traffic engineer, Jason Watson of Focus Engineering. Holland clarified that the analysis concluded that the development would not cause the road to fail or exceed its designed capacity, as 950 North is an arterial road meant to handle high traffic volumes.

A brief aside occurred regarding the name of Devy Drive (mistakenly referred to as "Debbie" Drive), where Holland explained the name's origin, adding a lighthearted moment to the discussion.

Commissioner Allred acknowledged the value of the traffic study but stressed that the real concern is not whether the road can technically support more vehicles, but how people will safely and effectively interact with that road—especially with new development nearby. He emphasized the importance of human impacts, including pedestrian safety and traffic flow, and thanked Holland for his responses before yielding the floor to other commissioners.

Melinda Greenwood, the Community Development Director, provided clarification on the traffic study and its review process. She confirmed that both Kaysville's Public Works Director and City Engineer—though not traffic engineers—had reviewed the traffic study and then forwarded it to Hales Engineering, a third-party traffic engineering firm, for specialized analysis. The applicant had submitted a second version of the traffic impact analysis (TIA) addressing earlier questions, and Hales is currently reviewing that updated version. While their final review is still pending, Greenwood stated that no mitigation measures were identified in the original report, and staff does not anticipate significant changes in the updated review. If any mitigation is ultimately recommended, it would be addressed in the development agreement before going to City Council.

Commissioner Allred responded positively, stating the explanation addressed his concerns and affirming his trust in Hales Engineering's professional judgment.

Ms. Greenwood also explained the complexity of coordinating traffic planning in an area involving three jurisdictions: Kaysville City, Farmington City, and UDOT. She noted that UDOT has restricted ingress and egress near the Sunset Drive alignment due to its proximity to the West Davis Corridor interchange, which limits where entrances can be placed. As a result, access to the site would be aligned with Devy Drive for safety and traffic flow. She added that Hales Engineering would also be evaluating the possibility of too many conflicting left turns if multiple access points are placed close together. It's possible that traffic flow might be restricted to right-in, right-out movements at certain entrances, depending on their final analysis.

Ms. Greenwood concluded by stating that while the final review was not complete at the time of the Planning Commission meeting, it would be finalized before City Council considers the rezone, and any required changes could be incorporated into the development agreement at that stage.

Commissioner Allred addressed public concerns about environmental impacts, particularly regarding the nearby stream. He explained that any development on a parcel over one acre is required to implement a Storm Water Pollution Prevention Plan (SWPPP).

Ms. Greenwood added that the SWPPP is a temporary mitigation requirement enforced during the subdivision and construction phases. It is designed to protect stormwater systems and nearby environmental features, like the adjacent creek, from any pollution resulting from land disturbance.

Chair Packer then added that most of his questions had been addressed throughout the discussion. He acknowledged that many public comments expressed concern over the industrial zoning designation. While he appreciated Mr. Holland's explanation that the Light Industrial zone would be used for modern, flexible commercial purposes rather than heavy manufacturing, he still had some reservations. Nonetheless, Packer noted that traffic impacts—while real—are inevitable regardless of what is developed on the site, and he did not see them as a deciding factor for the rezone recommendation itself.

Commissioner Allred offered a different perspective on parking and road safety in response to public concerns about congestion and insufficient parking. Drawing on his professional experience and past work in city planning, he explained that wider, straighter roads actually encourage faster driving and are often more dangerous. He shared an example from a former colleague—a well-known traffic engineer—who demonstrated that cars naturally slow down when roads are narrower or when cars are parked along the street.

Commissioner Allred argued that on-street parking can serve as a traffic-calming tool, helping to reduce speeding and improve safety for pedestrians. He emphasized that the public owns

city streets, and encouraging residents to use street parking—rather than discouraging it—can help create safer, slower-moving neighborhoods.

Commissioner Allred also challenged the idea that developments need to include large amounts of off-street parking. In his view, residents adjust their behavior to available parking over time, and oversupplying stalls leads to underused, costly, and environmentally harmful parking lots. He concluded by urging the Commission to think differently about parking: fewer stalls can mean safer streets, and modern planning should balance environmental impact, cost, and behavioral adaptation rather than defaulting to excessive parking standards.

Commissioner Allred made a motion to continue the rezone item to the next available Planning Commission meeting. He explained that he was uncomfortable moving forward without more Planning Commissioners present and wanted to hear their perspectives. He also noted the value of the public input received during the meeting and suggested that the developer return with a conceptual sketch of the proposed layout to help inform further discussion.

Commissioner Allred expressed interest in allowing both the Commission and residents more time to consider possible limitations on uses within the proposed Light Industrial zone. He emphasized the need for a clearer picture of what could be developed on the site and encouraged more community dialogue to build consensus. His motion called for the item to be brought back for additional review and discussion, rather than a final recommendation at this time.

Chair Packer asked for a second and the motion failed.

Commissioner Toller responded to Commissioner Allred's failed motion to continue the item by offering a summary of the discussion for the benefit of the public, emphasizing that their comments had been heard and considered. He acknowledged community concerns about parking, traffic, and pedestrian safety, particularly around the crossing near the park and the growing impact of the Shepherd Lane interchange—noting that these issues largely fall under Farmington City's jurisdiction, not Kaysville's.

Regarding the Light Industrial zoning, Commissioner Toller noted the uncertainty expressed by the applicant about future users of the site, such as whether it might become a gas station or a flex commercial space. He observed that the developer seeks entitlements now, with the flexibility to finalize buyers and uses later. However, he pointed out the lack of a site layout or visual plan for the commercial portion as a key issue for the Commission—especially when compared to the residential section, which had clear documentation and design details.

Commissioner Toller also reiterated the importance of public safety, especially for pedestrians, and acknowledged that although the final traffic study review is not yet complete, staff has already conducted substantial analysis. He suggested that if the developer were able to secure a specific commercial user, it might allow for a clearer site plan and help address many of the current uncertainties.

Commissioner Toller concluded by stating that although he seconded the motion to continue, he was also open to moving forward with the rezone as long as proper controls and conditions were placed on what could be developed within the LI or GC zone—particularly on the portion of the site that borders 950 North.

Commissioner Paul Allred, following his earlier motion to continue the item, clarified that his intent was not to delay unnecessarily but to ensure certain key issues were addressed before the Planning Commission made a recommendation. He suggested the continuation be used to gather more information, and outlined a list of specific follow-up items he hoped staff could return with at the next meeting:

1. Clarification on development agreement tools – Specifically, what types of uses could be restricted or negotiated through a development agreement, especially for the Light Industrial (LI) portion of the site.
2. Clearer staff recommendation – He asked for staff to give a more definitive opinion regarding the compatibility of the Light Industrial zoning with the General Plan and Future Land Use Map, and whether they have any reservations based on community feedback or zoning intent.
3. Jurisdictional clarification – He requested detailed information on who controls the key sections of 950 North, particularly near Devy Drive and at pedestrian crossings, to better understand who is responsible for implementing potential safety improvements.
4. Status update from Hales Engineering – He asked that Hales complete their review of the traffic study and provide any final recommendations or concerns, particularly related to turning movements, ingress/egress, and traffic flow.
5. Clarification on secondary access – He wanted confirmation of whether a second ingress/egress is planned for the residential area, noting that while cities typically try to limit access points, a second connection here might improve safety and circulation.
6. Conceptual site layout – He encouraged the applicant to return with a basic visual sketch or bubble diagram showing proposed land use divisions, access points, and relationships between the residential and commercial areas to help the Commission and public better understand the proposal.

Commissioner Allred also asked whether the public hearing could be reopened at a future meeting to allow additional comments, but staff confirmed that because the hearing had already been closed, further public input would need to come in the form of written comments submitted ahead of the next meeting.

Chair Packer acknowledged Commissioner Allred's points and indicated he was somewhat undecided—open to continuing the item for further review but also comfortable moving forward, recognizing that the Commission's decision would ultimately be a recommendation to the City Council rather than final approval.

Commissioner Shepard expressed initial hesitation about allowing Light Industrial zoning at the proposed location but said she understood Mr. Holland's position that flexibility is important due to the uncertainty of future tenants. However, she also raised a critical point: once the land

is rezoned, if it's sold, the new owner could pursue any allowed Light Industrial use unless a Development Agreement is in place to restrict it. For that reason, she supported gathering additional information before making a final recommendation and even suggested considering a different zoning designation if necessary.

Following this discussion, Chair Packer confirmed that there was an active motion to continue the item to a future meeting and called for a vote.

Commissioner Allred's motion was amended to state that the item would be continued to the next appropriately available meeting, which could be as early as May 8, depending on scheduling between the applicant and staff. The vote was unanimously approved in favor of the motion (4-0).

Commissioner Packer: Yay
Commissioner Toller: Yay
Commissioner Shepard: Yay
Commissioner Allred: Yay

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
There were not enough Commissioners to vote on the March 13, 2025 minutes so they will be moved to the May 8, 2025 meeting for approval.

7- APPROVAL OF THE MINUTES FROM THE MARCH 27, 2025 PLANNING COMMISSION MEETING
There were not enough Commissioners to vote on the March 27, 2025 minutes so they will be moved to the May 8, 2025 meeting for approval.

8- OTHER MATTERS THAT PROPERLY COME BEFORE THE PLANNING COMMISSION
Ms. Edstrom r

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

Kaysville City Planning Commission Meeting Minutes
April 24, 2025

The Planning Commission meeting was held on Thursday, April 24, 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 Debora Shepard, Paul Allred, and Paul Toller

Planning Commissioners Absent: Commissioners Wilf Sommerkorn, Megan Sevy, Katie Ellis, and Erin Young

Staff Present: Melinda Greenwood, Anne McNamara and Mindi Edstrom

Public Attendees: City Councilmember Abbi Hunt, Amy Birt, Brady Birt, Bart Peterson, Phil Holland, Cash Knight, Spencer Brown, Andrew Marsh, Brand and Melanie Christensen, Michael Baker, Kristin Baker, Conner Ridenour, David Jensen, Cindy Kerr, Tom Kerr, Kim Anderson, Rick Moore, Shelley Moore, Jackie Knight, David Stringfellow, Marvin Hill, and Liz Child

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 MAJOR B HOME OCCUPATION LOCATED AT 135 SOUTH 500 EAST FOR GREEN PEAK LANDSCAPING FOR JAROM JORGENSEN

Ms. Edstrom introduced the Conditional Use Permit application submitted by Jarom Jorgensen, residing at 133 South 500 East. It was noted that the residence is part of a duplex, which initially caused confusion regarding the address, but the correct location of 133 South was confirmed.

This agenda item came before the Commission following a resident's inquiry in September 2024 about whether Mr. Jorgensen's business, Green Peak Landscaping, was licensed with the city. Upon investigation, it was found that while the business was registered with the Utah Department of Commerce, it lacked both a Contractor's License from the Utah Division of Occupational and Professional Licensing (DOPL) and a business license with the city, and a Conditional Use Permit which all are required.

Despite multiple attempts to contact Mr. Jorgensen via voicemail and email, city staff did not initially receive a response. Follow-up code enforcement efforts resumed in February 2025, and contact was made on March 6. Mr. Jorgensen was given two weeks to bring his business into compliance by obtaining both a City Business License and the required Conditional Use Permit. When that deadline passed without resolution, the city contacted DOPL for further guidance. DOPL confirmed that they were working with Mr. Jorgensen, and that the city could not issue a business license until he obtained the proper contractor's license and a Conditional Use Permit.

Green Peak Landscaping is a residential and commercial landscaping business that offers services such as HOA maintenance, excavation, seasonal cleanup, sprinkler system installation, and snow removal, all of which require a contractor's license. According to his application, Mr. Jorgensen operates with one work truck and possibly a trailer, though it is unclear whether the trailer is used for business purposes. There are no employees or customers visiting the home, and city staff confirmed there are currently no outstanding code enforcement complaints on the property.

Two neighboring residents called city staff to inquire about the meeting, and the Mayor received a message from a resident referencing potential illegal parking and previous dirt piles on the sidewalk—though the latter issue has since been resolved.

City staff recommended approval of the Conditional Use Permit for a Major B Home Occupation at 133 South 500 East, contingent upon any additional conditions the Planning Commission may find appropriate in accordance with city code section 17-30-3. Mr. Jorgensen was present and available to respond to questions from the Commission.

Planning Commission members invited Mr. Jorgensen to answer questions regarding prior code enforcement concerns.

Commissioner Paul Toller inquired about the source of the March 2025 complaint.

Mr. Jorgensen explained that it likely stemmed from his work truck being parked in front of his residence, which displays company badging. He speculated that neighbors may have been irritated by the appearance of his front yard, which was in the process of being renovated.

Commissioner Toller then asked whether the dirt piles observed near the property were related to landscaping business operations.

Mr. Jorgensen clarified that the piles resulted from digging trenches to install sprinklers for his personal yard project.

Ms. Edstrom corrected the record to note that the dirt was not on the road, but on the sidewalk, which still violates city code.

Commissioner Toller emphasized that approval of the Conditional Use Permit would increase, not reduce, the city's ability to enforce ordinances, especially concerning trailer and vehicle storage. He reminded Mr. Jorgensen that work-related equipment, such as trailers, must not be left on the street long-term and should be properly stored on the property.

Mr. Jorgensen confirmed that he does not dispatch employees from his home and instead meets them directly at job sites.

Mr. Jorgensen asked for clarification on trailer parking regulations.

Ms. Edstrom confirmed that trailers may be parked on the street for up to 48 hours, including utility or recreational trailers, and must be relocated afterward. She noted that the side of Mr. Jorgensen's property appears to be a suitable long-term storage location for his trailer.

Ms. Greenwood addressed concerns that had been forwarded to the Mayor by a resident regarding Mr. Jorgensen's property and business operations. The Mayor shared these concerns with the City Manager, the Police Chief, and Ms. Greenwood. The concerns included photos showing Mr. Jorgensen's truck parked against oncoming traffic, which is a violation as vehicles must be parked in the direction of traffic flow. Additional photos showed the truck and possibly a trailer parked on the street during the winter months, which may also be subject to seasonal parking restrictions. There were also complaints about the condition of the yard and dirt being left out. However, Ms. Greenwood clarified that issues such as these need to be reported when they occur, as the city is unable to enforce or retroactively address complaints long after the fact.

Commissioner Deborah Shepard asked Mr. Jorgensen about the status of his sprinkler installation project. He responded that the project was completed and now covered with grass. Commissioner Shepard acknowledged the improved appearance of the property, noting that it looked more finished. Mr. Jorgensen added that he had recently installed new concrete steps and a walkway.

With no further questions from the commission, Mr. Jorgensen was thanked and invited to sit down. Commissioner Mike Packer concluded that no additional conditions beyond what is already required by city code were necessary for the approval of the Conditional Use Permit. Other commissioners appeared to agree.

Commissioner Allred made a motion to approve the Conditional Use Permit for 133 West 500 East 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 Toller: Yay
Commissioner Shepard: Yay
Commissioner Allred: Yay

4- PUBLIC HEARING FOR A REZONE FOR 13 WEST 950 NORTH (PARCEL #08-065-0079) FROM R-A TO LI

Anne McNamara introduced the rezone application of approximately 3.77 acres located at roughly 13 West 950 North. The parcel, formerly owned by UDOT, is situated on the south side of 950 North and is currently zoned R-A. The proposed zoning is Light Industrial (LI).

Ms. McNamara explained that all rezone applications must be evaluated in terms of their alignment with the city's Future Land Use Map and General Plan. According to the Future Land Use Map, the parcel is designated for General Commercial use. However, the applicant has

requested Light Industrial zoning. Ms. McNamara clarified that the General Commercial designation is distinct from Light Industrial, though both are non-residential. The General Plan itself is neutral regarding Commercial Development outside the city center, but certain goals and objectives were highlighted in support of the application.

Specifically, from Chapter 1 on Land Use and Placemaking:

Goal 3 promotes enhancing the commercial profile along community and regional corridors, especially near highway exits, like those along the West Davis Corridor and Shepherd Lane expansion. Objective 3.1 supports leveraging the corridor by establishing small-scale commercial developments at interchanges, a factor supporting the proposal due to the parcel's proximity to the West Davis Corridor.

Goal 7 emphasizes land use compatibility and buffering between differing uses. The adjacent parcel proposed for RM zoning could serve as a transitional buffer between this light industrial zone and the existing residential area across 950 North, including properties within Farmington City. Objective 7.1 supports development buffers to reduce incompatibility between land uses. From Chapter 5 on Economic Development Goal 3 encourages mixed-use development to generate additional rooftops and prevent retail sales leakage. Although this proposal is not a mixed-use development, the overall land use strategy—balancing nearby residential (RM) and commercial/light industrial uses—would support that goal.

For public noticing, 94 notices were sent to property owners within an 800-foot radius (expanded from the standard 500 feet due to the location's unique context), and a sign was posted on-site on April 18. As of the report's publication, one comment had been received; by the time of the meeting, six comments were submitted, all in opposition. Primary concerns included increased traffic and pedestrian safety, especially given the nearby elementary schools. One additional phone inquiry asked whether the rezone had already been approved or if it would be discussed during the meeting.

While the General Plan does not provide specific guidance on the placement of Light Industrial zoning across the city, it frequently references the importance of the West Davis Corridor as a major regional commercial route. The applicant's preference for Light Industrial zoning is attributed to the broader range of permitted uses in the Light Industrial zone compared to General Commercial. Staff acknowledged the limited alignment with the Future Land Use Map, but recommended approval based on the strategic commercial intent of the General Plan, the parcel's location relative to major infrastructure corridors, and the flexibility offered by the Light Industrial zone. The Planning Commission was advised that it may make a recommendation to the City Council to either approve or deny the rezone request.

Phil Holland, representing the Holland Group and applicant for the rezone request, addressed the Planning Commission to provide context and support for the proposal. He expressed appreciation for working with Kaysville City and stated he felt fortunate to own the subject parcel. Referring to the Land Use Map displayed during the meeting, Mr. Holland explained that

he had been involved in a similar public hearing about a decade prior regarding nearby property now known as Parkwood. At that time, the area lacked a defined development vision, and it was unclear whether the adjacent freeway off-ramp would materialize. Despite the uncertainty, the Holland Group chose to invest in the area, confident in its long-term appeal.

The parcel in question, which was formerly a milk farm and later used by UDOT as a construction staging site, was eventually surplused and sold at auction, at which point it was acquired by Mr. Holland's group. He described the site as a "crucial piece" of property in Kaysville due to its strategic location next to the West Davis Corridor exit, which he frequently uses and believes is a key access point for residents of west Kaysville.

Mr. Holland stated that he has already received multiple offers for gas station development on the parcel, with such a use likely occupying one to two acres. While he has not yet accepted any of those offers, he is waiting for the right proposal. The remaining portion of the property, he explained, is intended for flexible commercial developments similar to a project he previously completed near Boondocks, which combined residential and LI-zoned uses. He noted that while the property is designated for General Commercial on the Future Land Use Map, the requested Light Industrial zoning is more adaptive to modern market demands. He clarified that General Commercial zoning tends to favor traditional retail uses, which he views as less suited to this location. Instead, he envisions "flex space" that accommodates combined retail, office, and warehouse functions. He cited a previous example where a tech company utilized such a space for a showroom, administrative offices, and warehousing under one roof.

Addressing community concerns about traffic, Mr. Holland confirmed that a traffic study had been conducted and submitted to city staff. The study concluded that 950 North, an arterial road, has the capacity to support the anticipated traffic. He emphasized that the freeway exit adjacent to the parcel represents a vital opportunity for future development in Kaysville and reiterated his commitment to pursuing uses that align with the city's needs and infrastructure.

At this point in the meeting, Chair Packer formally opened the public hearing and invited members of the public to step forward and provide comments. Chair Packer explained the standard procedure for public hearings, individuals wishing to speak must state their name and are given three minutes to present their comments. He clarified that the Commission would not engage in direct dialogue during this portion of the meeting to preserve the speaker's allotted time. However, questions posed by the public could be addressed later by staff, the applicant, or the Commission after the public comment period concluded. The floor was then opened for public statements.

Marvin Hill, a resident who lives near the proposed rezone site, spoke in opposition to the application. He introduced himself as a retired, licensed plumber with over 50 years of experience in the building industry and stated that he has a strong understanding of development processes. While acknowledging that property owners seek a return on investment, he expressed serious concerns about the appropriateness and impact of the proposed development in a residential area.

Mr. Hill's primary concern centered on traffic and safety, particularly due to the high number of children in the surrounding neighborhoods. He warned that introducing a high-density development—such as the 56 proposed condos or townhomes—would overwhelm the area's infrastructure and result in inadequate parking. Drawing comparisons to development near Station Park in Farmington, he noted similar issues with excessive on-street parking and congestion. Mr. Hill recommended that if the development were to proceed, the city should require a minimum of 130 parking spaces not including garages, to prevent traffic problems. Ultimately, he described the proposal as too dense for the location and warned it would harm the neighborhood by creating traffic and congestion issues.

Brad Christensen, a resident of 2250 South in the Parkwood subdivision, spoke during the public hearing to request clarification regarding the proposed Light Industrial zoning. He referenced the applicant's earlier remarks about a previous development near Boondocks but stated that he was unclear on what types of businesses or uses fall under the Light Industrial designation. Mr. Christensen asked for examples of permitted uses within the Light Industrial zone that could potentially be developed on the subject property. He concluded by noting that he would reserve his broader comments for another agenda item later in the meeting.

Jackie Knight, a resident of Monarch Drive, voiced strong opposition to the proposed rezone, stating that her property directly borders the subject parcel. She emphasized that her neighborhood would be the most significantly affected by the development, particularly if the proposed 56 high-density residential units are approved. Ms. Knight expressed concerns over increased noise pollution from numerous vehicles starting and idling in the mornings, as well as the frequent movement of trash containers—comparing it to the noise disturbance she already experiences once a week from trash collection at a nearby LDS church.

She also discussed her decision to purchase her home two years ago, citing the surrounding agricultural and low-density zoning as a key factor in her choice. Ms. Knight contrasted the character of her neighborhood—described as "warm and fuzzy"—with that of high-density developments like those near Station Park in Farmington, which she characterized as commercial and impersonal in appearance.

In addition to aesthetic and noise concerns, she highlighted a traffic safety issue at the top of the nearby highway off-ramp. According to her, when stopping properly at the stop sign, it is difficult to see oncoming traffic coming from the west due to the slope of the road and the bridge configuration. She warned that placing a commercial use such as a gas station at that location would further exacerbate the safety hazard. Lastly, she noted that a pedestrian path runs near the property and that the increase in traffic from an industrial or commercial development would compromise pedestrian safety and the peaceful environment she and her neighbors currently enjoy. Her concerns focused on environmental, traffic, and quality-of-life impacts.

David Stringfellow, a resident living in the Farmington area east of the proposed development

site acknowledged the broader need for expanded land use and housing in the region, he also expressed concern over the requested Light Industrial zoning designation for this parcel. He Stringfellow cautioned against transitioning directly from Agricultural Zoning to a highly flexible entitlement such as Light Industrial, emphasizing that while flexibility may increase land value, it can also introduce uncertainty for surrounding residents.

He noted that the undefined nature of Light Industrial zoning can make it difficult for the community to anticipate what types of uses might ultimately be constructed. He recommended that the city consider a Mixed-Use zoning designation instead, which could better control development outcomes and offer residents more clarity and assurance. Mr. Stringfellow encouraged a more cautious and collaborative approach, where developers work with the community to create a project that better integrates with the surrounding residential areas and complements the important West Davis Corridor intersection. He ultimately advised against approving the rezone in its current form.

Shelley Moore, a Farmington resident and school crossing guard, spoke during the public hearing to share her concerns regarding traffic and pedestrian safety near the proposed rezone site. She explained that she regularly assists children crossing at the intersection near the park, where students from the Hunter's Creek subdivision walk toward Endeavor Elementary School. Ms. Moore expressed concern that additional traffic resulting from the proposed development would worsen existing congestion in the area, which already causes cars to back up at peak times.

She highlighted issues with the current traffic signal at the intersection, describing it as confusing for both drivers and pedestrians. The signal cycles between flashing yellow, solid yellow, and flashing red, which she said often leads to uncertainty among drivers about when and how they are allowed to proceed. Ms. Moore noted that some drivers continue turning during a solid red light despite her presence in the crosswalk, creating safety risks for the children. She recommended that, should traffic increase due to new development, a more conventional traffic light—with green, yellow, and red phases—should be installed to improve clarity and safety for both drivers and pedestrians.

Spencer Brown addressed the Planning Commission with a combination of professional insight and personal perspective. As a developer and builder of multifamily housing, Mr. Brown noted that he understands the challenges faced by applicants like Mr. Holland and has been on the opposite side of similar public hearings. While he did not voice direct opposition to the project, he expressed several questions and reservations, particularly concerning the division of the 3.77-acre parcel between the proposed Light Industrial zone and residential uses.

Mr. Brown acknowledged that development of the property is likely and potentially workable but emphasized that specific details would be critical to the success and community integration of the project. He agreed with the traffic study's assessment that 950 North can handle additional volume but cautioned that the placement of the site entrance must be carefully considered due to high-speed traffic exiting the nearby highway. He specifically mentioned

concerns about the “sight triangle,” noting that vehicles often come off the exit ramp quickly, which could present a hazard depending on the design of the project’s access point.

Parking emerged as Mr. Brown’s most significant concern. He noted that there are already occasional issues with vehicles parking along 950 North, and it is unclear whether those instances are restricted. Given the parcel size and density of the proposed development, he questioned whether the townhomes would have sufficient parking capacity, especially if they lack two-car garages or driveways. He expressed skepticism that adequate parking could be accommodated within the site layout and suggested that incorporating a compromise to address parking deficiencies would help alleviate his concerns.

Cash Knight, a Kaysville resident from Philly Court, shared concerns regarding the proposed zone and development, particularly focusing on long-term traffic impacts and environmental risks. He began by stating that, while he shares similar views with many speakers, his focus centered on the broader implications of the project as the surrounding region continues to develop.

Mr. Knight requested a comprehensive traffic study that extends beyond the current scope. He emphasized that the nearby 30-acre parcel to the north is slated for future residential development, which will add hundreds of homes using the same 950 North exit. Combined with continued expansion of Farmington Station and future development to the east and west including the Shepherd Lane exit connecting to I-15 he projected a dramatic increase in traffic volume. He stressed that the current analysis may not adequately reflect what traffic conditions will look like four to five years into the future and urged the Commission to demand a study that projects long-term traffic patterns, not just short-term impacts.

On environmental concerns, Mr. Knight pointed to a nearby creek that drains into a federally protected bird refuge. He warned that placing a gas station near this drainage corridor presents a risk of contamination particularly in the event of a fuel leak that could escalate into a federal environmental issue. He recommended that the city conduct a full environmental impact study in partnership with federal agencies to ensure protection of the nearby refuge.

In closing, Mr. Knight praised Kaysville’s existing zoning strategy, highlighting its clear separation of commercial and residential areas and the positive effect it has had on property values in neighborhoods like Sunset Equestrian. He cautioned that the proposed development could reverse that trend, especially for properties located to the south of the site and urged the Commission to consider the long-term consequences before deciding.

Liz Child addressed the Planning Commission to express her concerns about traffic related to the proposed development. She explained that turning left from Devi Drive onto 950 North is already difficult due to the high volume of traffic, and she suggested that a traffic signal may already be warranted at that intersection even without additional development.

While Ms. Child stated that she supports growth and development in general, she expressed

reservations about the proposed residential density, describing it as too high for the area. She indicated she would be more comfortable with homes or apartments at a lower density that better fits the surrounding neighborhood. Her primary concern remained the traffic generated by vehicles exiting the West Davis Corridor, which she acknowledged is a valuable addition to the area but has significantly increased traffic volume on local roads. She concluded by reiterating her hope that the area could be developed thoughtfully, with attention given to existing traffic challenges and neighborhood compatibility.

Kim Anderson, a resident of Farmington, spoke briefly during the public hearing to express her opposition to the proposed development. She acknowledged that her reasons were more personal and emotional than technical, emphasizing her desire to preserve the quiet character of her neighborhood. Ms. Anderson noted that she had not originally planned to speak but felt compelled to voice her concerns, particularly regarding the impact of the project on nearby families and children. Echoing earlier comments, she referenced the school crossing used by children attending Endeavor Elementary and stated that the increased traffic from the proposed development made her nervous about safety in that area. She concluded by simply asking that her opinion be heard and considered.

Michael Baker, a resident of Farmington and a retired law enforcement officer, shared multiple concerns about the proposed rezone and associated development. Having lived in his home east of the nearby Latter-day Saint chapel for 16 years, Mr. Baker described noticeable changes in traffic patterns since the completion of the West Davis Corridor. He explained that the area around Fox Hunter has experienced a dramatic increase in vehicle traffic, which he believes is being used as an unofficial off-ramp or shortcut, further congesting local roads.

He expressed particular concern for pedestrian safety, especially for children in the area, and referenced earlier commitments from planning authorities to ensure safe school crossings. Mr. Baker stated that the crossing near Endeavor Elementary is already barely sufficient and warned that additional traffic from the proposed development would render it unsafe. He echoed earlier public comments about the inadequacy of the current traffic control measures, particularly in areas heavily used by families and schoolchildren.

In addition to safety issues, Mr. Baker emphasized the potential environmental and quality-of-life impacts of increased traffic and development. He cited the importance of preserving Kaysville's and Farmington's environmental character, including walking trails, quiet spaces, and low noise levels, which he believes would be compromised by the proposed project. He referenced earlier comments regarding the need for a thorough environmental impact study and expressed disappointment that such a study did not appear to have been conducted in this case.

Mr. Baker concluded by urging the Commission not to "rubber stamp" the rezone request, warning that both Kaysville and Farmington could face long-term regret if the proposal proceeds without sufficient consideration of safety, environmental, and quality-of-life impacts.

Noting no other commentors from the public, Chair Packer concluded the public hearing portion of the agenda item regarding the proposed rezone at approximately 13 West 950 North.

Commissioner Allred expressed several concerns regarding the proposed rezone. He noted that the proposed gas station use had shifted from a previously discussed location on 200 North to 950 North, and while he acknowledged the need for such a use due to increasing traffic, he emphasized it must be carefully designed to avoid creating significant negative impacts on nearby residential areas.

Commissioner Allred voiced reservations about the Light Industrial zoning designation, particularly because it allows light manufacturing, which may not align with the area's character and offers limited tax benefits compared to retail uses. He noted that while Light Industrial zoning provides flexibility, that flexibility can also introduce uncertainty about future site uses.

He also raised procedural concerns about the lack of a Development Agreement for the Light Industrial portion of the site. While one was prepared for the Residential Multi Family portion due to anticipated opposition, none had been created for the Commercial area. He suggested the Planning Commission or City Council could use a Development Agreement to restrict certain undesirable uses otherwise permitted in the Light Industrial zone, providing a safeguard for adjacent neighborhoods.

Commissioner Allred emphasized the need for a detailed site plan before making a recommendation on the rezone. Without a visual layout showing how the proposed gas station and commercial elements would be integrated with the residential portion, he found it difficult to evaluate compatibility. He underscored that key design elements—such as buffers, lighting, landscaping, and site circulation—should be considered before making any zoning decision. He urged the Commission to delay action until a complete site plan is submitted and to explore a Development Agreement to address use limitations.

Phil Holland, the applicant, responded to the Planning Commission's concerns by clarifying his intentions and explaining why a site plan was not provided with the rezone application. He acknowledged that terms like "Light Industrial" often raise concerns, particularly regarding manufacturing, but emphasized that he does not intend to introduce heavy manufacturing to the site. Instead, he explained that the requested Light Industrial zoning reflects the kind of modern, flexible commercial uses that are currently in demand—such as light retail, office, recreation, and warehouse hybrids—not traditional industrial operations.

Mr. Holland explained that every Commercial zone in Kaysville is quite similar in terms of use allowances, and that convenience stores, for example, could fit within either Light Industrial or General Commercial zoning. While a gas station is a possibility for a portion of the site, he has not committed to that use and therefore cannot provide a definitive layout. He explained that specifying a detailed plan at this stage would prematurely lock in a use that may not materialize, which could hinder flexibility as the market evolves—particularly with the recent

opening of the West Davis Corridor, which is still shaping demand in the area.

Referring to another property he owns behind Taco Bell, Mr. Holland said he had experienced delays when zoning had been secured in advance of clear market demand, and he hopes to avoid a similar situation with the current parcel. He reiterated that the market, not speculative planning, will ultimately determine the most appropriate use for the site. He also noted that potential tenants like Walmart have looked at the site, further indicating a wide range of commercial interest.

Commissioner Allred responded by expressing understanding of the applicant's position, having worked with developers for decades. However, from the perspective of both a planner and a resident, he emphasized the need for a conceptual layout—even a generic site diagram—that could help the Commission and the public better visualize how the proposed Light Industrial and Residential areas would integrate. He noted that while the Commission isn't expecting a finalized plan or named tenants, seeing general building placements, traffic flow, and buffering strategies would provide greater confidence in evaluating the project's suitability.

Mr. Holland concluded by stating that the commercial real estate market has shifted significantly in recent years. Many modern businesses that fall under Light Industrial—such as fitness centers, sports training facilities, office-retail hybrids, and recreational uses like pickleball or children's play spaces—are becoming standard commercial tenants. He clarified that while Light Industrial zoning may sound industrial, it more accurately accommodates this new category of mixed-use, flexible tenants that are increasingly common and appropriate for the area.

Commissioner Allred shared several concerns about the proposed rezone, focusing mainly on traffic, safety, and the lack of a clear site plan. He said that while a gas station at the site might make sense due to traffic levels, it must be carefully designed to avoid causing problems for nearby neighborhoods. He also noted that Light Industrial zoning allows for flexible uses, but that flexibility creates uncertainty for residents who want to know what might be built.

Commissioner Allred emphasized the importance of having at least a basic site plan to understand how the commercial and residential areas would fit together. He stressed that key details—like lighting, buffers, and landscaping—make a big difference in how the development affects neighbors, especially over time.

Commissioner Allred raised concerns about increased traffic on 950 North, which he expects to become much worse with surrounding developments. He asked who owns and manages the road and traffic signals, and staff confirmed that much of it falls under Farmington City's control. This includes the traffic signal and crossing signal mentioned during public comments.

Commissioner Allred was especially worried about kids walking to school from nearby neighborhoods. He said 950 North already feels unsafe and that new development will only make things worse. He also noted that a new traffic light at Devi Drive probably isn't possible

due to how close it is to the freeway.

Phil Holland responded to Commissioner Allred's traffic concerns by emphasizing that traffic was a key consideration from the outset of the project. He stated that upon purchasing the property, he immediately involved a traffic engineer to conduct a thorough analysis. The study, which was submitted to city staff, includes projections for current, 5-year, and 10-year traffic patterns based on development of the site. Holland acknowledged that traffic is a mental and emotional concern for many residents but emphasized the importance of relying on data and scientific traffic modeling.

Mr. Holland confirmed that the traffic study had been reviewed by Kaysville's Public Works and Engineering departments, who asked detailed questions and received clear responses from the traffic engineer, Jason Watson of Focus Engineering. Holland clarified that the analysis concluded that the development would not cause the road to fail or exceed its designed capacity, as 950 North is an arterial road meant to handle high traffic volumes.

Commissioner Allred acknowledged the value of the traffic study but stressed that the real concern is not whether the road can technically support more vehicles, but how people will safely and effectively interact with that road, especially with new development nearby. He emphasized the importance of human impacts, including pedestrian safety and traffic flow, and thanked Holland for his responses.

Ms. Greenwood confirmed that both Kaysville's Public Works Director and City Engineer, though not traffic engineers—had reviewed the traffic study and then forwarded it to Hales Engineering, a third-party traffic engineering firm, for specialized analysis. The applicant had submitted a second version of the Traffic Impact Analysis (TIA) addressing earlier questions and Hales is currently reviewing that updated version. While their final review is still pending, Ms. Greenwood stated that no mitigation measures were identified in the original report, and staff does not anticipate significant changes in the updated review. If any mitigation is ultimately recommended, it would be addressed in the Development Agreement before going to City Council.

Ms. Greenwood also explained the complexity of coordinating traffic planning in an area involving three jurisdictions: Kaysville City, Farmington City, and UDOT. She noted that UDOT has restricted ingress and egress near the Sunset Drive alignment due to its proximity to the West Davis Corridor interchange, which limits where entrances can be placed. As a result, access to the site would be aligned with Devi Drive for safety and traffic flow. She added that Hales Engineering would also be evaluating the possibility of too many conflicting left turns if multiple access points are placed close together. It's possible that traffic flow might be restricted to right-in, right-out movements at certain entrances, depending on their final analysis.

Ms. Greenwood concluded by stating that while the final review was not complete at the time of the Planning Commission meeting, it would be finalized before the City Council considers the

rezone, and any required changes could be incorporated into the Development Agreement at that stage.

Chair Packer then added that most of his questions had been addressed throughout the discussion. He acknowledged that many public comments expressed concern over the industrial zoning designation. While he appreciated Mr. Holland's explanation that the Light Industrial zone would be used for modern, flexible commercial purposes rather than heavy manufacturing, he still had some reservations. Nonetheless, Packer noted that traffic impacts—while real—are inevitable regardless of what is developed on the site, and he did not see them as a deciding factor for the rezone recommendation itself.

Commissioner Allred offered a different perspective on parking and road safety in response to public concerns about congestion and insufficient parking. Drawing on his professional experience and past work in city planning, he explained that wider, straighter roads encourage faster driving and are often more dangerous. He shared an example from a former colleague—a well-known traffic engineer—who demonstrated that cars naturally slow down when roads are narrower or when cars are parked along the street.

Commissioner Allred argued that on-street parking can serve as a traffic-calming tool, helping to reduce speeding and improve safety for pedestrians. He emphasized that the public owns city streets, and encouraging residents to use street parking—rather than discouraging it—can help create safer, slower-moving neighborhoods.

Commissioner Allred also challenged the idea that developments need to include large amounts of off-street parking. In his view, residents adjust their behavior to available parking over time, and oversupplying stalls leads to underused, costly, and environmentally harmful parking lots. He concluded by urging the Commission to think differently about parking: fewer stalls can mean safer streets, and modern planning should balance environmental impact, cost, and behavioral adaptation rather than defaulting to excessive parking standards.

Commissioner Allred made a motion to continue the rezone item at the next available Planning Commission meeting. He explained that he was uncomfortable moving forward without more Planning Commissioners present and wanted to hear their perspectives. He also noted the value of the public input received during the meeting and suggested that the developer return with a conceptual sketch of the proposed layout to help inform further discussion.

Commissioner Allred expressed interest in allowing both the Commission and residents more time to consider possible limitations on uses within the proposed Light Industrial zone. He emphasized the need for a clearer picture of what could be developed on the site and encouraged more community dialogue to build consensus. His motion called for the item to be brought back for additional review and discussion, rather than a final recommendation at this time.

Chair Packer asked for a second and the motion failed.

Commissioner Toller responded to Commissioner Allred's failed motion to continue the item by offering a summary of the discussion for the benefit of the public, emphasizing that their comments had been heard and considered. He acknowledged community concerns about parking, traffic, and pedestrian safety, particularly around the crossing near the park and the growing impact of the Shepherd Lane interchange—noting that these issues largely fall under Farmington City's jurisdiction, not Kaysville's.

Regarding the Light Industrial zoning, Commissioner Toller noted the uncertainty expressed by the applicant about future users of the site, such as whether it might become a gas station or a flex commercial space. He observed that the developer seeks entitlements now, with the flexibility to finalize buyers and uses later. However, he pointed out the lack of a site layout or visual plan for the commercial portion as a key issue for the Commission—especially when compared to the residential section, which had clear documentation and design details.

Commissioner Toller also reiterated the importance of public safety, especially for pedestrians, and acknowledged that although the final traffic study review is not yet complete, staff have already conducted substantial analysis. He suggested that if the developer were able to secure a specific commercial user, it might allow for a clearer site plan and help address many of the current uncertainties.

Commissioner Toller concluded by stating that although he seconded the motion to continue, he was also open to moving forward with the rezone if proper controls and conditions were placed on what could be developed within the LI or GC zone—particularly on the portion of the site that borders 950 North.

Commissioner Allred, following his earlier motion to continue the item, clarified that his intent was not to delay unnecessarily but to ensure certain key issues were addressed before the Planning Commission made a recommendation. He suggested the continuation be used to gather more information, and outlined a list of specific follow-up items he hoped staff could return with at the next meeting:

1. Clarification on Development Agreement tools – Specifically, what types of uses could be restricted or negotiated through a Development Agreement, especially for the Light Industrial (LI) portion of the site.
2. Clearer staff recommendation – He asked for staff to give a more definitive opinion regarding the compatibility of the Light Industrial zoning with the General Plan and Future Land Use Map, and whether they have any reservations based on community feedback or zoning intent.
3. Jurisdictional clarification – He requested detailed information on who controls the key sections of 950 North, particularly near Devi Drive and at pedestrian crossings, to better understand who is responsible for implementing potential safety improvements.
4. Status update from Hales Engineering – He asked that Hales complete their review of the traffic study and provide any final recommendations or concerns, particularly related to turning movements, ingress/egress, and traffic flow.

5. Clarification on secondary access – He wanted confirmation of whether a second ingress/egress is planned for the residential area, noting that while cities typically try to limit access points, a second connection here might improve safety and circulation.
6. Conceptual site layout – He encouraged the applicant to return with a basic visual sketch or bubble diagram showing proposed land use divisions, access points, and relationships between the residential and commercial areas to help the Commission and public better understand the proposal.

Commissioner Allred also asked whether the public hearing could be reopened at a future meeting to allow additional comments, but staff confirmed that because the hearing had already been closed, further public input would need to come in the form of written comments submitted ahead of the next meeting.

Chair Packer acknowledged Commissioner Allred's points and indicated he was somewhat undecided—open to continuing the item for further review but also comfortable moving forward, recognizing that the Commission's decision would ultimately be a recommendation to the City Council rather than final approval.

Commissioner Shepard expressed initial hesitation about allowing Light Industrial zoning at the proposed location but said she understood Mr. Holland's position that flexibility is important due to the uncertainty of future tenants. However, she also raised a critical point: once the land is rezoned, if it's sold, the new owner could pursue any allowed Light Industrial use unless a Development Agreement is in place to restrict it. For that reason, she supported gathering additional information before making a final recommendation and even suggested considering a different zoning designation if necessary.

Following this discussion, Chair Packer confirmed that there was an active motion to continue the item to a future meeting and called for a vote.

Commissioner Allred's motion was amended to state that the item would be continued to the next appropriately available meeting, which could be as early as May 8, depending on scheduling between the applicant and staff and Commissioner Toller seconded the motion. The vote was unanimously approved in favor of the motion (4-0).

Commissioner Packer: Yay
Commissioner Toller: Yay
Commissioner Shepard: Yay
Commissioner Allred: Yay

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

Melinda Greenwood presented a request to rezone 3.77 acres of property located at 16 East 950 North from Residential Agricultural to Multiple Family Residential with a PRUD (Planned Residential Unit Development) overlay.

The property, which shares the same ownership as the adjacent parcel discussed in the previous agenda item, is situated on the south side of 950 North just east of the West Davis Corridor interchange. While the city's Future Land Use Map designates the area for General Commercial use, Ms. Greenwood explained that the proposal aligns with Kaysville's 2022 General Plan objectives to provide more diverse and affordable housing options, particularly moderate-income housing. She noted that the city is required to report annually to the state on its compliance with moderate-income housing goals, and failure to do so could risk loss of state funding.

Ms. Greenwood emphasized that although a Development Agreement is not required at the rezone stage, the applicant voluntarily provided a site plan and agreed to a Development Agreement to give clarity and structure to the proposed townhome project. The plan includes 56 townhome units, each with a two-car garage and additional driveway parking, along with 12 guest stalls, bringing the total parking count to 236 stalls—well above the city's requirement of 96. The layout includes private internal roads, which necessitate the PRUD overlay, and a public road accessing the development from 950 North. The site features generous open space, exceeding the required 32,000 square feet with a proposed total of 42,000 square feet. Planned amenities include a playground, pergola with seating, grilling and fire pit areas, a dog run, asphalt walking trail, cornhole and bocce ball areas, a chalk wall, and a hammock area.

The applicant is requesting a slight increase in building height from the standard 30 feet to 33 feet to accommodate three-story townhomes. Ms. Greenwood clarified that under the city's zoning code, height is measured from the average grade to the midpoint of the roof peak, and the requested height remains reasonable within that standard. Visual renderings of the building exteriors and common areas were shared with the Commission.

Ms. Greenwood concluded by recommending approval of the rezone request, noting that while the proposal does not match the Future Land Use Map, it is consistent with the city's Moderate Income Housing Plan and broader goals to provide a range of housing types and price points.

Phil Holland, the applicant, addressed the Planning Commission to offer additional context and support for his request to rezone 3.77 acres on 950 North to Multiple Family Residential with a PRUD overlay. Mr. Holland began by reflecting on his 25 years of experience developing in both Kaysville and Farmington, stating that he has been directly involved in multiple projects throughout the area. He emphasized the rapid growth Davis County is experiencing—particularly north of Bountiful—and the increasing difficulty residents face in finding affordable housing. He noted that Utah leads the nation in average household size, and demand for housing continues to climb while land availability shrinks.

Mr. Holland explained that while the RM zoning would allow up to 16 units per acre, this project proposes only 14 units per acre, demonstrating his intent not to overbuild the site. He highlighted that the development offers 20% more open space than the city requires and includes a rich amenity package—featuring a playground, cornhole and bocce ball courts, walking trails, a dog run, hammock zone, and gathering areas with pergolas and fire pits. He

stated he's unaware of another local townhome development in Kaysville or Farmington offering this level of community amenities.

In terms of parking, Mr. Holland pointed out that each of the 56 townhomes would include a two-car garage with room for two additional vehicles in the driveway—totaling four stalls per unit. He compared this to Farmington's requirement of only 1.82 stalls per unit, asserting that his proposal exceeds expectations and anticipates resident needs. He stressed that the project is not high density and is designed to be well-maintained, with a homeowner's association managing all common areas and amenities.

Mr. Holland also discussed the importance of providing housing options for younger families and noted that developments like this typically generate fewer school-age children than single-family homes. He cited data indicating a 25% drop in enrollment at nearby Endeavor Elementary, a trend he attributed to a lack of diverse and affordable housing options in the area.

He concluded by praising Kaysville's updated 2022 General Plan, calling it a major step forward in thoughtful city planning. He emphasized that this site is ideally located for higher-density housing, as it sits directly on an arterial road, reducing the need for future residents to drive through existing neighborhoods. Mr. Holland stated this location meets both city planning goals and practical transportation needs. He closed by reaffirming his long-term commitment to the area and his desire to develop something the city can be proud of for decades to come.

Commissioner Shepard asked the applicant whether storm drainage had been considered in the planning process. She acknowledged that this might still be an early-stage consideration but noted that while the project includes excellent open space, there was no visible indication of where stormwater would be managed. She inquired if Mr. Holland had any thoughts or plans on how storm drainage would be addressed within the development.

In response to Commissioner Shepard's question about storm drainage, Mr. Holland confirmed that preliminary engineering has been conducted and identified the lowest point of the site—located near the area bordering the proposed commercial parcel. He explained that much of the stormwater will likely be handled through underground detention systems, rather than traditional above-ground basins commonly placed within the community. Holland stated that two large outfalls from Farmington City run beneath the area, and any runoff would be managed in compliance with environmental regulations, including the installation of an orifice plate to control discharge rates.

Mr. Holland emphasized that care was taken to tuck the stormwater system into a less visible corner of the property to maintain the overall aesthetic and functionality of the community. Commissioner Shepard responded that this information was helpful and reiterated the need for a larger conceptual site plan, even in a simplified format like a bubble diagram, to better understand how elements like storm drainage and internal traffic circulation will integrate into the overall design. Mr. Holland agreed, adding that for the commercial portion—although not

yet fully planned—he could return with diagrams showing possible layout options, acknowledging that different configurations might be required depending on future commercial tenants.

Commissioner Toller asked Mr. Holland whether the slight extension of "Road A" on the site plan was designed to align with Devi Drive.

Mr. Holland confirmed that it was. He explained that the main access road will be a dedicated city street and is intentionally planned to line up directly with Devi Drive on the opposite side of 950 North. This alignment is meant to support safe and efficient traffic flow by preventing offset intersections.

Chair Packer announced the start of the public hearing portion for the agenda item concerning the rezone request at 16 East 950 North. He invited members of the public to come forward to share any comments, questions, or concerns, following the same format as the previous hearing.

Spencer Brown spoke in favor of the rezone request. He stated that he appreciated the density, layout, and ample parking provided in the proposed development. Referring to his property on the map, he noted its proximity to the site and joked about inviting others over to use his pool. Mr. Brown expressed support for the project, saying it was a great use of the space and that realistically, any future development in the area would need to combine residential and commercial elements. While he acknowledged traffic is a concern, he emphasized that 950 North will be busy regardless of what is built and that this project won't significantly change that. He concluded by complimenting the developer for thoughtfully including driveways with the townhomes and for presenting a well-planned proposal.

David Stringfellow, a Farmington resident, offered feedback on the proposed rezone. While expressing general appreciation for the plan, unit count, and the overall presentation, he acknowledged the broader development context of the area, noting that approximately 4,000 housing units are being contemplated nearby along the DNRG Trail and Burke Lane corridor. He explained that in working with Farmington City on previous projects, one key strategy used to address neighborhood concerns was to ease transitions in housing density and building height, particularly near existing single-family homes.

Mr. Stringfellow suggested that the Planning Commission and developer consider a similar approach in this project lowering building heights near the northeastern corner of the site, where townhomes would be adjacent to existing residential properties. He recommended possibly segmenting or tiering the development to reduce visual impact on neighbors, as had been done in Farmington by limiting building height near trails and then allowing increased height further away from sensitive edges.

Mr. Stringfellow expressed support for the idea of townhomes as starter homes for young adults, noting that his own daughter, a junior studying engineering, could be an ideal resident. However, he cautioned that the scale and design of the townhomes as proposed might feel out

of character with the surrounding neighborhood. He also questioned why the site had been strictly divided into residential and industrial zones, rather than pursuing a true mixed-use approach, such as integrating storefronts around the edges with housing inside a pattern commonly found in European developments. He concluded by encouraging the Commission to think creatively and contextually about how the site could better blend with its surroundings.

Bart Peterson voiced strong opposition to the proposed townhome development. He expressed concern that the 33-foot-tall buildings would have a direct and negative impact on his privacy and property value, stating that such height would allow neighbors to look directly into his backyard. He emphasized that when he purchased his home, he reviewed the zoning and land use plans and saw no indication that such a high-density project was expected in the area.

He criticized what he described as a "cherry-picking" approach to planning selectively applying city policies to justify development in areas not originally intended for it. He also challenged the idea that this development qualifies as affordable housing, noting that similar townhomes in the area are selling for \$600,000 to \$700,000, making them inaccessible to young adults or college students, contrary to the developer's suggestion.

Mr. Peterson urged the Planning Commission to consider the surrounding neighborhood's character and explore alternatives such as single-family homes, which he believes could still be built at that price point by the right developer. He concluded by asking the Commission to seriously consider the voices of residents, both those speaking in person and those who submitted comments online, and to empathize with the position of nearby homeowners who would be directly impacted.

Michael Baker spoke in opposition to the proposed rezone and townhome development. He acknowledged the developer's stated connection to the community but pointed out that the project is not being built near the developer's own neighborhood, and therefore the impacts such as loss of peace, privacy, and neighborhood character would not be felt by him personally.

Mr. Baker emphasized that the scale and nature of the project does not fit with the existing single-family residential homes in the immediate area, calling it aesthetic and functional mismatch. He noted that when he and his neighbors chose to build in the area, they were fully aware of the nearby West Davis Corridor and accepted the associated traffic. However, he and others did not anticipate that three-story townhomes would be introduced next to their quiet residential streets.

Mr. Baker challenged the claim that the townhomes would meet affordable housing goals, questioning whether this location is truly the only viable site for such zoning within Kaysville. Mr. Baker also noted that the proposed rezone appears to be carved out in a way that feels inconsistent with the surrounding area, further highlighting its disconnection from the broader neighborhood context.

Mr. Baker urged the Planning Commission to consider single-family homes as an alternative

that could still support the city's goals—such as tax revenue or state compliance—without imposing the high density and vertical scale proposed. He asked the city not to follow the same high-density path as Farmington and to protect the established character of the area.

Marvin Hill, a nearby resident who lives directly across the street from the proposed development, expressed concerns about the impact of the townhome project on the existing neighborhood. He stated that the height and density of the planned three-story buildings would detract from the character of the surrounding area and create visual and spatial disruption. While acknowledging the developer's efforts to include extra parking and driveways, Hill voiced skepticism about claims that on-street parking would help calm traffic. Instead, he worried about logistical challenges, particularly snow removal and safe access to the adjacent bike and pedestrian trail, which he already finds difficult to use due to the lack of traffic controls.

Mr. Hill emphasized that without a traffic light or other control measures, adding 56 new homes would significantly increase the congestion and danger along the roadway, particularly given the rising volume of traffic coming from Farmington's ongoing developments uphill. He argued that the area is already experiencing congestion and that adding a high-density, vertical housing project would exacerbate an already unsafe traffic environment. Mr. Hill concluded by stating his belief that the proposal is not an appropriate use of the land and would negatively impact the neighborhood's safety and livability.

David Jensen, a Farmington resident living near David Stringfellow, shared his perspective during the public hearing and echoed the concerns previously expressed by others regarding the proposed townhome development. He encouraged the Planning Commission to consider whether the placement of a 56-unit, 33-foot-tall residential project in a corner surrounded by single-family homes would genuinely appear to be the result of thoughtful and intentional planning.

Mr. Jensen posed a rhetorical question to the Commission: When this development is completed, and people drive past it, will it look like it was part of a well-integrated city plan or simply the result of a developer acting on a profit-driven opportunity without regard to neighborhood fit? He questioned whether such a project would align with the broader goals of Kaysville's moderate-income housing strategy or whether it would appear out of place—an isolated high-density project in a predominantly low-density area.

Mr. Jensen also suggested that there may be other areas in the city better suited to absorb higher-density housing and still meet state housing requirements, rather than placing such a development at a gateway location near the freeway and within immediate view of long-standing residential neighborhoods. Jensen closed by urging the Commission to consider how this decision would be viewed decades from now, cautioning against making a move that might not reflect sound urban planning or the community's best long-term interests.

Kim Anderson voiced her opposition to the proposed townhome development, stating that it does not reflect the character or "vibe" of the neighborhood she chose to live in. While she

acknowledged that she did not have new arguments to add, she wanted her stance officially noted for the record.

Ms. Anderson expressed a preference for single-family homes, saying that extending the existing pattern of development would better preserve property values and the community's established character. Although she recognized the state's affordable housing mandates, she shared skepticism that the proposed townhomes would fulfill that goal, especially if they are built to the high standards shown in the applicant's presentation. In her view, the pricing of such units would likely place them out of reach for many, and therefore not meet the intended purpose of moderate-income housing. She concluded by reaffirming her hope that single-family housing could be pursued instead.

Brady Birt expressed opposition to the proposed townhome development. He said while he would love to live in Malibu or Hawaii, he lives where it is affordable and consistent with his values, and he believes that the proposed development does not reflect the character or vision of the existing neighborhood. He noted that the project would border his neighborhood and its HOA-managed properties, and he views the proposed townhomes as a deterrent to the surrounding area.

Mr. Birt emphasized that the current zoning—which allows for limited residential growth while protecting agricultural land—has helped maintain the community's integrity and open space. He pointed to Farmington's efforts to preserve open areas, including within his neighborhood, where parks and natural buffers were integrated into the layout. In his view, the proposed development would erode those efforts, placing something incompatible into a setting that has been deliberately designed to maintain a certain standard and appearance.

Mr. Birt urged the Planning Commission to consider whether the proposal truly matches or mirrors the existing environment, and to place greater weight on the perspectives and safety concerns of the residents living nearby, particularly children who use the area frequently. Mr. Birt concluded by asking that the city focus on creating a positive, harmonious impact on the neighborhood, rather than focusing solely on the proposed parcel in isolation.

Amy Birt voiced her opposition to the proposed townhome development, specifically taking issue with the 33-foot building height, which she described as excessive for the area. While she clarified that she is not against development or growth, she emphasized the need for it to be compatible with the surrounding neighborhood.

Ms. Birt suggested that two-story townhomes or, preferably, single-family homes would be a much better fit for the character of the area. She concluded by encouraging the developer to rethink the design to ensure that it better aligns with the existing residential environment and community expectations.

Chair Packer formally closed the public hearing portion of the meeting after seeing no additional comments from attendees. He then invited members of the Planning Commission to

begin their discussion and deliberation on the proposed rezone request for the property at 16 East 950 North.

Planning Commissioner Allred offered a response supporting the rezone request for the proposed 56-unit, 33-foot-tall townhome development at 16 East 950 North. Commissioner Allred shared personal experiences of watching Kaysville evolve, noting that although he had initially opposed development impacts—such as the West Davis Corridor—his concerns often did not materialize. In his professional view, he stated that anticipated negative outcomes like overcrowded schools, traffic hazards, and falling property values rarely occur at the scale people fear. He argued that residential development typically generates fewer traffic impacts than adjacent commercial uses and that similar housing projects elsewhere had not produced the harmful effects often expected.

He strongly emphasized the statewide housing crisis, referencing his work on a Governor’s Housing Committee and explaining that Utah’s housing affordability challenges are severe, with many residents priced out of the market. He stated that the proposed townhome development would not only help meet state mandates for moderate-income housing but was also appropriately located near a freeway and arterial road, aligning with the city’s General Plan and long-range planning goals.

While Commissioner Allred acknowledged that the units may not be deeply affordable, he said they would still offer more accessible options than the surrounding single-family homes. He further defended the proposed building height, pointing out that single-family homes in the same area are allowed to be just as tall, and that a three-story structure is both practical and economically necessary to achieve needed density and unit quality.

Commissioner Allred concluded by reiterating that while the concerns of nearby residents are valid, city planning must prioritize long-term, regional needs, including housing supply and affordability. He announced his intent to recommend approval of the rezone based on its compliance with the General Plan, its thoughtful design, and the broader responsibility the city holds in addressing housing challenges.

Chair Packer shared his reflections on the proposed rezone and townhome development, emphasizing that, as a long-time Kaysville resident and active community member, he frequently considers how various properties throughout the city might be used or developed. While the project in question does not directly affect his own property, he acknowledged that the same kinds of concerns—about density, compatibility, and height—cross his mind with each development proposal, especially those close to residential neighborhoods.

Chair Packer addressed the concerns about building height, noting that the proposed 33-foot townhomes are consistent with what’s already allowed in most residential zones in Kaysville. He observed that most two-story homes reach similar heights, much of which is due to steep rooflines. He also pointed out that three-story townhomes already exist in at least 14 locations throughout the city, and they generally do not stand out as jarring when placed near single-

family homes. Based on his observations, these kinds of developments tend to blend in more than anticipated.

Initially, Packer expressed some hesitation about losing commercial space, given Kaysville's limited supply. However, after reviewing the proposal and considering the project's proximity to two freeway interchanges and its placement along an arterial road, he acknowledged that this location makes sense for a medium-density residential development. He emphasized that 950 North is a short, direct connector between major transportation routes and would minimize the impact on existing residential neighborhoods, since traffic would not be routed through smaller local streets.

Ultimately, Chair Packer expressed support for the proposal, stating that while no development site is ever a "perfect fit," this one checks many important planning boxes. He said his position aligns closely with that of Commissioner Allred and that he was inclined to recommend approval based on the project's compatibility with planning principles, transportation infrastructure, and citywide housing needs.

Commissioner Shepard began by confirming with Ms. Greenwood that Kaysville's current height limit for residential buildings is 30 feet, while Commercial Zones allow up to 35 feet. Commissioner Shepard noted that even within the city's standard zoning, two-story homes often approach or reach the 30-foot height limit, especially when built with basements that elevate the first story several feet above ground. She referenced her own experience living in an older part of Kaysville where a flag lot home was built behind her, resulting in a two-story structure overlooking her backyard, something allowable under current code.

Commissioner Shepard explained that the proposed 33-foot townhomes in the Residential Multi Family development wouldn't necessarily appear taller than many modern single-family homes and could have reached similar heights even without the height exception—particularly if built with flat rather than pitched roofs. Commissioner Shepard pointed out that setbacks for this project were comparable to those allowed in traditional residential zones, meaning the spatial relationship to neighboring homes wouldn't differ drastically even if the development were single-family homes on smaller lots.

Commissioner Shepard acknowledged the public concern over height and density but said she didn't see the height as out of character, given city standards. She also emphasized that the location along the West Davis Corridor makes this parcel particularly suited for commercial or mixed-use development, and while the General Plan had designated it as commercial, the proposed townhome project still makes planning sense in the context of future growth and land use patterns.

Commissioner Shepard concluded by leaning in favor of the rezone, adding that traffic from the corridor will inevitably bring more development interest, and residential use may be a better fit than intense commercial.

Chair Mike Packer followed Commissioner Shepard's comments by reminding everyone that the Planning Commission only makes recommendations, and the final decision lies with the City Council, which takes a careful and thoughtful approach to all development proposals.

Commissioner Toller motioned to recommend approval of the rezone application for the property located at 16 east 950 North from Residential Agricultural to R-M Multiple Family Residential with a Planned Residential Unit Development overlay. Commissioner Allred seconded the motion, and the vote was unanimous in favor of the motion (4-0).

Commissioner Packer: Yay

Commissioner Toller: Yay

Commissioner Shepard: Yay

Commissioner Allred: Yay

The Planning Commission will revisit the LI (light industrial) zone request at their May 8, 2025 meeting, and if recommended for approval, both items will be scheduled for City Council consideration on June 5 to streamline the process and minimize repeat appearances for the applicant, Mr. Holland.

6- APPROVAL OF THE MINUTES FROM MARCH 13, 2025 PLANNING COMMISSION MEETING

Commissioner Allred made a motion to move the minutes to the May 8, 2025 agenda.

7- APPROVAL OF THE MINUTES FROM THE MARCH 27, 2025 PLANNING COMMISSION MEETING

Commissioner Allred made a motion to move the minutes to the May 8, 2025 agenda.

8- OTHER MATTERS THAT PROPERLY COME BEFORE THE PLANNING COMMISSION

Ms. Greenwood provided an update on the Small Area Plan Open House held earlier in the week. She estimated that 50–60 people attended and noted the presence of a few younger families, which was encouraging. At the time of the report, 124 survey responses had been submitted online, which she described as excellent. Ms. Greenwood mentioned that the survey will remain open through mid-May, and outreach will continue through the city newsletter and internal staff channels to encourage more feedback. She also described the interactive project website, which allows users to leave comments and digital “sticky notes” directly on a map.

9- ADJOURNMENT

Commissioner Allred motioned to adjourn the meeting at 9:57 pm.