



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

The Kaysville City Planning Commission will hold a regular meeting on August 14, 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 Conflicts of Interest
3. Oath of Office for Planning Commissioner David Moore
4. Election of a new Planning Commission Chair and Vice-Chair
5. Conditional Use Permit for an Instructional Home Occupation for Hunsaker Swimming located at 41 South 100 East for Tucker Hunsaker
6. Public Hearing for a rezone request for 80 East Center Street from A-1 Light Agricultural to CC Central Commercial with a Mixed Use Overlay
7. Approval of the minutes from the June 26, 2025 Planning Commission Meeting
8. Other matters that properly come before the Planning Commission
 - a. Reports
 - b. Correspondence
 - c. Calendar
9. Adjournment

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

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

Mindi Edstrom
Community Development Department

PLANNING COMMISSION STAFF REPORT

To: Kaysville City Planning Commission
From: Mindi Edstrom, Business License Officer
Date: Aug 8, 2025

Agenda Item 3: Conditional Use Permit for Hunsaker Swimming an Instructional Home Occupation located at 41 South 100 East for Tucker Hunsaker

Meeting Date	August 14, 2025
Application Type	Conditional Use Permit
Applicant Owner	Hunsaker Swimming Tucker Hunsaker
Address Parcel ID Number	41 South 100 East 11-108-0031
Lot Size	0.4 acres 18,730 ft ²
Current Use	Single Family Dwelling
Conditional Use	Instructional Home Occupation

1. BACKGROUND

Tucker Hunsaker is requesting a Conditional Use Permit to operate a swim school at his residence located at 41 South 100 East. He is currently constructing a swimming pool in his backyard, which will serve as an additional location for Hunsaker Swim School. The applicant has been working with the Building Department to ensure compliance with all relevant city codes and standards.



Swim instruction will be scheduled between 8:00 a.m. and 7:00 p.m., with intermittent breaks

throughout the day. Weekly instruction is expected to range between 2 and 8 hours per day. All lessons are conducted one-on-one, lasting 20 minutes each. During the 10 peak weeks of summer, up to five students may be scheduled daily,



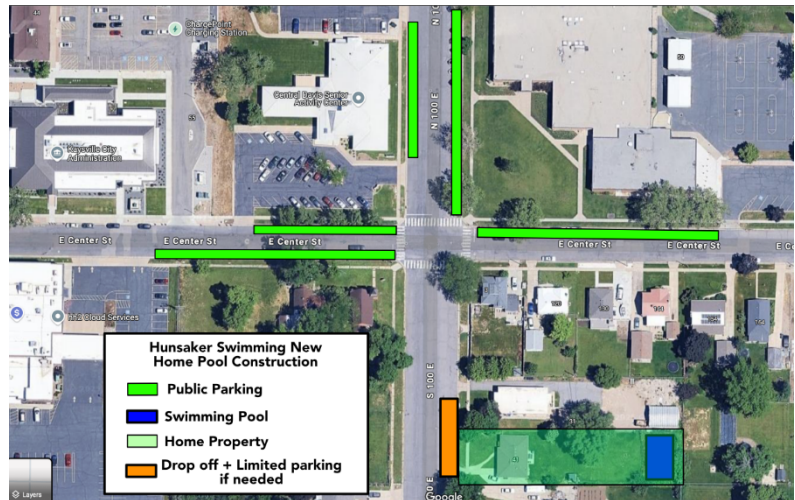
and 1 to 4 instructors may be present on-site.

Patron parking will be available along Center Street and in front of Kaysville Elementary. Although adjacent neighbors have offered the use of curbside parking along the applicant's property, that space will be reserved primarily for short-term drop-offs to limit neighborhood impact.

In keeping with the practices at other Hunsaker Swim School locations, employee parking will be designated in more remote or out-of-the-way areas to preserve closer parking for clients. This allows clients, who are typically on-site for shorter durations, easier access and helps maintain orderly traffic flow and minimize disruption.

The applicant has communicated with all adjacent property owners and those potentially affected by parking.

According to the applicant, neighbors have expressed their awareness and support of the proposed business.



2. PUBLIC NOTICING AND PUBLIC COMMENT

A sign was placed on the property on August 8, 2025.

3. RECOMMENDATION

Staff recommends approval of the Conditional Use Permit for an Instructional Home Occupation – Swim School at 41 South 100 East with any conditions Planning Commission feel are necessary based on standards in [KCC 17-30-8](#). The proposed use appears to be consistent with the intent of the zoning ordinance, has minimal anticipated impact on the surrounding neighborhood, and demonstrates proactive measures by the applicant to manage parking and maintain neighbor support.

Findings for a recommendation of approval include:

- A. The proposed use is consistent with the [KCC 17-26-4b Instructional Home Occupation](#) regulations for classes of no more than 12 students and 4 instructors.
- B. The applicant has been made aware of the Instructional Home Occupation regulations and has agreed to comply.
- C. The application has been reviewed by staff and the business is compliant with City Zoning and the Utah State Department of Commerce.
- D. The business will not have an adverse effect on the use, enjoyment, or valuation of property in the proposed neighborhood as regulated by [KCC 17-26-4b Instructional Home Occupation](#) regulations.

PLANNING COMMISSION STAFF REPORT

To: Kaysville City Planning Commission
From: Anne McNamara, Senior Planner
Date: August 5, 2025

Agenda Item #6: Rezone request and public hearing for 80 Easter Center Street from A-1 Light Agricultural to CC Central Commercial with a Mixed Use Overlay

Meeting Date	August 14, 2025
Application Type	Rezone
Applicant Owner	Jacob Williams Chapel School LLC
Address Parcel ID Number	80 East Center Street 111-08-0021
Lot Size	1.6 acres 69,696 ft ²
Current Use	Religious Institution/Single Family Home
Current Zoning	A-1 Light Agricultural District
Density Entitlement	1 dwelling unit
Requested Zoning	CC Central Commercial with a MU Mixed Use Overlay
Density Entitlement	Density Approved Through Development Agreement

1. BACKGROUND

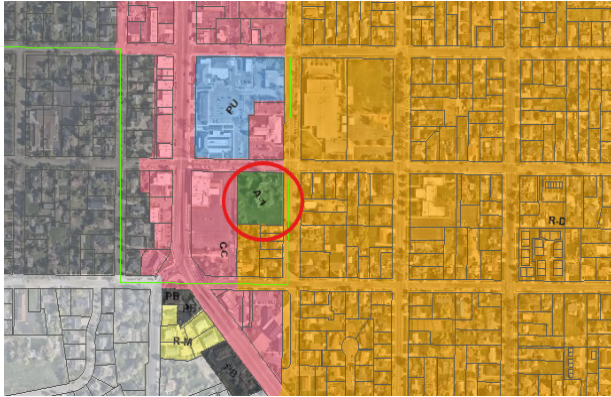
Jake Williams submitted an application to rezone property located at 94 East center Street from [A-1 Light Agriculture](#) to [CC Central Commercial](#) with a [MU Mixed Use Overlay](#). The property has an existing single family home in the back portion of the site, as well as a historic Presbyterian church which the applicant plans to convert into a single family home for personal use.

A mixed-use overlay allows residential uses to be added to the Central Commercial (CC) zone. All MU projects require a development agreement upfront to solidify details of the intended project, phasing and other details.



2. SURROUNDING LAND USE AND ZONING

Adjacent – Directly adjacent to the property is the Zion's Bank site, Kaysville City offices, and the Autumn Glow Senior Center



North – to the north of the site are properties zoned Public Use as well as a large segment of Central Commercial properties.

South – to the south of the site are primarily single family residential R-D zoned properties, as well as several zoned for Central Commercial.

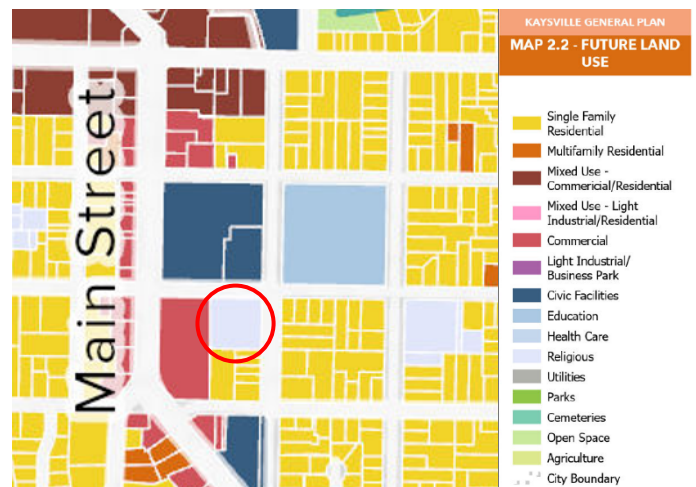
East – to the east of the site is a large section of R-D zoned single family homes.

West – to the west of the site are the properties along Main Street that are zoned Central Commercial.

3. 2022 GENERAL PLAN

A. FUTURE LAND USE MAP

Chapter 1 of the 2022 General Plan, which covers Land Use and Placemaking includes the Future Land Use Map. This map shows land use designations for areas across the city, as envisioned through public input. For this property the Future Land Use Map indicates that the property is designated for religious uses. In the Character Areas section of Chapter 1, the plan describes the Civic, Education, Health Care, and Religious Facilities. This section points out that the lack of available land in city limits where these kinds of institutions can be located, suggesting that these areas are “already established and should be maintained into the future.” This rezone application is not supported by this particular element of the 2022 General Plan.



B. GUIDING PRINCIPLES

In examining the guiding principles 2022 General Plan, we see the rezone application and proposed project is supported by two of the five guiding principles, including:

Enrich our city center and downtown - We will enhance our city center with commercial and mixed-use development and investing in streetscape and parking.

The project is located in the city center area, is a mixed use project and will provide opportunities for added commercial storefronts as well as new housing types in the form of live/work townhomes.

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

The project includes 26 live/work townhome units which will provide diversity to the housing stock in the City Center area, which currently is dominated by single family detached homes on larger lots. The incorporation of the townhomes with the commercial spaces and the preservation of the historic church allows for this shift in housing options while also preserving Kaysville's historic features.

C. GOALS, OBJECTIVES, AND IMPLEMENTATION MEASURES

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

- i. **Chapter 1 Land Use & Placemaking Plan** outlines Goals 2 and 8 which support the rezone request.

Goal 2: Make Kaysville City Center distinct and identifiable from adjacent neighborhoods and surrounding cities. The existing conditions of the Kaysville City Center lack a distinct identity beyond the individual storefronts on the historic portion of Main Street, leaving opportunities to help refine and distinguish an identity for the City Center area through thoughtful redevelopment. The proposed project includes a mix of live/work townhomes that compliment the existing balance of single family homes and commercial businesses that already exist in the downtown City Center area. The project further helps to keep the area distinct because of the adaptive reuse and preservation of the historic Presbyterian church.

Objective 2.2: Create a distinct city center and expand the “heart of the community” to include areas beyond the historic core. The proposed mixed use project allows for incorporation of elements found on Main Street, such as historic architectural styles or buildings into the surrounding neighborhood beyond parcels directly fronting onto Main Street. The preservation of the existing Presbyterian Church on the project site will allow for the historic identity of Main Street to be complemented in neighboring areas of the City Center and enhance the cultural identity of the City Center as a whole.

Objective 2.3: Carefully integrate new development with existing uses in established neighborhoods. While the City does not currently have any ordinances that require preservation of historic properties, or outline requirements for doing so, the proposed preservation of the existing Presbyterian church on the subject property as included with this rezone request would directly address one of the implementation measures provided under this objective. The implementation measure advises that the city should “protect historic structures in order to maintain the sense of history and special qualities of the historic core.” The rezone of the property would facilitate the incorporation of this historic structure into the proposed mixed use project, while preserving the historic features of the church that tie it to the surrounding neighborhoods.

Goal 8: Provide a range of housing options and price points that help ensure Kaysville is an affordable place to live. A rezone of this property to allow for the proposed townhomes would provide a new housing type in the City Center which does not currently exist. The site is largely surrounding by single family homes, and the incorporation of townhomes would allow for redevelopment of an existing underutilized lot in a way that provides new housing types while also aligning with the implementation measure that encourages new residential development models that meet the future needs of the community.

- ii. **Chapter 3: Housing and Neighborhoods** outlines Goal 1 which supports the rezone request.

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

Goal 1: Provide a full range of housing opportunities to meet economic, lifestyle, and lifecycle needs and expectations for residents. A rezone of this property from A-1 to commercial with a mixed use overlay allows for the existing lot to be used for a significantly larger number of units than the existing agricultural zoning would allow. By approving the proposed rezone for townhomes, it would allow for a moderate increase in density in the city center, where there is largely single family dwellings at present.

Objective 1.3: Rezone for densities necessary to facilitate the production of moderate income housing. By rezoning the property to allow for increased density with the proposed townhomes, the available housing supply within the City will increase, and provide additional supply that could be utilized in the future for moderate income housing.

Objective 1.4: (F) Zone or rezone for higher density or moderate income residential development in commercial or mixed-use zones near major transit investment corridors, commercial centers, or employment centers. The proposed site is located within a half mile of one of the existing UTA bus stops that are maintained on Main Street, which is a major corridor for the city and provides crucial north to south connectivity for travelers coming off the interstate or other major corridors like 200 North. The location is further tied into the existing commercial corridor of the historic downtown area.

- iii. **Chapter 5: Economic Development & Prosperity** outlines Goals 1 which supports the rezone request.

Goal 1: Promote Kaysville City Center redevelopment to strengthen commercial areas.

The proposed storefronts on Center Street will allow for better integration between the adjoining businesses, particularly the Zion's Bank property. The project will also serve as an extension of current commercial activity on Main Street, to help enliven the Historic Main Street corridor and keep retail tax dollars within Kaysville City limits.

Objective 1.1: Allow for greater densities in Kaysville City Center to generate an increase in buying power and capture rates. The applicant's intention to incorporate commercial services into the proposed townhome development allows for additional residential density without precluding redevelopment of a parcel that sits adjacent to a major commercial corridor on Main Street. The proposed storefronts on Center Street will increase activation on the neighboring parcels to allow for better integration between the adjoining businesses, particularly the Zion's Bank property. While no current plans exist for the Zions Bank site, Staff believes there is potential to redevelop in the future after ongoing site improvements for the new tenants are completed.

Objective 1.2: Focus on small scale and local services to meet public requests and provide local growth. The incorporation of 26 live/work units into this property allows the city to expand its commercial base in the City Center, without compromising the potential for increased housing density. The smaller scale of the units compared to traditional retail allows for incremental commercial growth without overwhelming the smaller local neighborhood streets that surround the proposed development.

4. MIXED USE ZONING DISTRICT OVERLAY

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

The [Mixed Use Zoning District Overlay](#) also requires a development agreement (DA) to be accompanied with the zone change application, and that agreement is attached to this report. The purpose statement of the MU overlay zoning code says the district is designed:

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

The proposed project is a horizontal mixed use project, as allowed by the MU zone. The MU overlay zone allows for offices, retail services and sales. The proposed project will provide a mixed of residential as well as office and retail space.

[KCC 17-27-7 Development Standards](#) creates a base for project standards, but realizing the unique characteristics that each mixed use project has, the code allows for some variations through the DA. One variation requested with this project is in regard to the height of the proposed townhomes. The applicant is proposing that all buildings will be 34 feet tall to the top of roof with a 3' parapet wall projecting up to 37' in order to hide the homes mechanical equipment. The height

limits in the Central Commercial zone are 35 feet, and the proposed parapet wall to mask the roof equipment would be allowed by code section 17-25-2 Height Limit Exceptions.

The additional variation requested for the site is the percentage of commercial square footage required under the MU zone. [Section 27-3-2\(b\)ii](#) requires a minimum of 30 percent of the combined square footage of the project be commercial building space. Per the term of the Development Agreement, the project will provide roughly 8,000 square feet of commercial square footage, approximately 15 percent of the project's square footage, despite the requirements of the MU zone.

While the MU code sets a suggested standard of 30 percent of the project square footage to be commercial, the adoption of a development agreement with the project allows for the City Council to veer from those standards and therefore evaluate each project on its own merits. A breakdown of the square footage of the project is listed in the following table.

Building Square Footage	# Units	Square Footage/Unit	Total
Townhomes	26	1,740	45,240
Single Family (Historic Church)	1	7,501	7,501
Total Square Footage			52,741
Commercial Square Footage	# Units	Square Footage/Unit	Total
Townhome Commercial	26	260	6,760
Single Family Commercial	1	1,132	1,132
Total Commercial Square Footage			7,892
Percent Square Footage			Total
Percent Residential/Townhome/Unit			15%
Percent Single Family			15%
Total Percent Commercial			15%

Staff believes the rezone request and proposed project meet the stated purpose and intent of the Mixed Use Zoning District Overlay.

5. PROJECT SPECIFICS AND DEVELOPMENT AGREEMENT DETAILS

The full site plan, concept and building renderings are attached as well as the development agreement, and the traffic impact study. Per the requirements of the MU zone, a draft development agreement has been created to solidify the details of the project should the City Council elect to approve the rezone.

- A. Preservation of the Presbyterian Church:** To uphold the historic nature of the existing church, the development agreement will require the applicant save, preserve, renovate and refurbish the existing historic Presbyterian church. It will be adapted for use as a single family residence as well as creating over 1,100 square feet of commercial space. Historic

preservation projects are difficult and costly to undertake. The preservation of the historic Presbyterian church is perhaps the biggest consideration for approving the project.

- B. Number of Units:** A total of 27 residential dwelling units are included in the project, 26 which will be townhomes with dedicated workspace on the ground level and one single family residence. Per the development agreement, the overall residential unit count will not exceed 27 units. This project would be considered a medium density project, with the allowance of about 16.8 units per acre. By comparison, the City's R-M zone allows about 15.5 units per acre, putting the overall density of the proposed project at 1.3 more units per acre.
- C. Parking:** The MU zone requires 2.5 parking spots per 3-bed unit. Each townhome will include a 2-car garage, and the single family home includes a 4-car garage. In addition to the garages, the developer is providing 13 unassigned onsite parking stalls. A total of 69 onsite parking stalls will be provided, including the garages and the 13 unassigned stalls.

With nearly 8,000 square feet of commercial space, KCC 17-32 Off-Street Parking and Loading would require a total of 12 parking stalls. The MU code allows for parking reductions based on proximity to transit locations. Given the UTA bus stop on Main Street, this project is eligible for, and the developer is requesting a ten percent parking reduction. The Developer is further requesting to allow the existing angled parking stalls on Center Street to qualify for 3 parking stalls in order to meet the commercial parking requirements. As part of future efforts to improve connectivity and the fact that on street parking is currently allowed, city staff are amenable to this arrangement. If this parking reduction is approved, the City will be able to positively report this allowance in the 2026 Moderate Income Housing report as an ongoing measure to the city's inclusion of "Objective 1.2: (H) Amend land use regulations to eliminate or reduce parking requirements for residential development where a resident is less likely to rely on the resident's own vehicle, such as residential development near major transit investment corridors or senior living facilities" in the 2022 General Plan.

To mitigate conflict between the residential and commercial parking, the developer has agreed to include in the "**CC&Rs**" recorded against the Project that the development's residents will be prohibited from utilizing the existing on street parking on Center Street. This should help to ensure sufficient parking for proposed commercial tenants and prohibit overnight on street parking for any vehicles. "No overnight on street parking" signs will be installed by the developer at multiple locations behind the sidewalk along the public streets adjacent to the project.

The parking requirements as well as the parking provided are laid out in the chart on the next page. This information is also itemized in the development agreement.

Parking			
Residential			
Units	Number units	# Spaces/Unit	KCC Requires
3 bedroom +	27	2.5	68
Residential Total	27		68
Commercial			
Classification	S.F. Commercial	# Spaces/S.F.	KCC Requires
Less Intensive Commercial	8,000	1.5/1,000 S.F.	12
Commercial Total			12
Total (Residential & Commercial)			80
<i>10% Transit Reduction</i>			8
Total w/ Parking Reduction			72
On-Site Parking Provided			69
On-Street Parking Allowance			3
Total Parking Provided			72

- D. Building Heights:** Building height is defined as the vertical distance from grade plane to the average height of the highest roof structure. To accommodate three stories, buildings will not be more than 34' with a 3' parapet wall extending to 37' as allowed by code to hide rooftop maintenance equipment.

6. PUBLIC NOTICE

In accordance with Utah State Law, a public hearing notice regarding the rezone has been posted. A total of 44 public notices were mailed to property owners within 630' of the subject property, and a sign was placed on the property on Thursday, August 8, 2025. As of the date of this report, the city has not received any calls or comments.

7. RECOMMENDATION

The General Plan does not speak in detail in regard to the placement of housing or mixed use projects in respect to existing religious institution sites. While the General Plan speaks to the importance of preserving religious uses in a city that is already largely built out, it does not instruct these religious uses to be replaced entirely in an effort to meet other needs.

Chapter 1, which contains the Land Use and Placemaking plan, encourages the concentration of both redevelopment and newer commercial uses in the vicinity of the City Center, a goal which this project addresses on both counts. Similarly, the goals in Chapter 3 on Housing and Neighborhoods instructs for a variety of housing types to be incorporated into existing neighborhoods to allow for opportunities to meet a range of housing needs. This call for diversified housing is further intensified by the mandates found in the Moderate Income Housing reporting structure instituted by the State, which requires cities to develop and implement strategies to add more housing types for populations falling within the moderate income housing bracket. To a lesser extent, Chapter 5 of the 2022 General Plan on Economic Development and Prosperity encourages the strengthening of existing commercial areas in the City Center through increased housing densities and small-scale commercial redevelopment.

While the Future Land Use map supports a long-term vision for the city at a high level, in this instance it provides somewhat conflicting information that makes determining the compatibility of this rezone problematic. The Future Land Use map shows the subject property as being intended for “Religious” uses despite no zoning designation existing in Kaysville City Code that addresses religious uses specifically. This conflict created by a mismatch between the Future Land Use map and the General Plan is an anomaly that presents a challenge to both Staff and decision-making bodies. However, due to the ample support provided by the General Plan in both the placement of and mixing of residential uses with commercial spaces, Staff finds that this application has a strong foundation of support in the planning principles envisioned by the General Plan and encouraged by the strategies and implementation measures it contains.

Based on the components Staff has outlined in this report regarding the strong support provided by General Plan, Staff recommends approval of the proposed zone change from A-1 to CC with an MU overlay. As such, based on the findings outlined in this Staff report, Staff recommends the Planning Commission forward a recommendation of approval to the City Council for the development agreement and the rezone of 80 East Center Street from A-1 Light Agriculture to CC Central Commercial with a MU Mixed Use Overlay.

Findings for a recommendation of approval include:

- a. The project is in keeping with the following two of the Guiding Principles of the 2022 General Plan.
- b. Chapters 1, 3 and 5 of the 2022 General Plan contain multiple goals, policy objectives and implementation measures which support approval of the rezone request.
- c. With the addition of 27 housing units, the rezone approval would allow the city to account for positive progress to the State for the 2026 Moderate Income Housing reporting.
- d. The transit based parking reduction will allow the city to account for positive progress to the State for the 2026 Moderate Income Housing reporting.
- e. The design of the project as outlined in the site plan and development agreement should not negatively impact the character of the area.
- f. The project would diversify the housing product available in Kaysville and provide opportunities for a live-work environment in the City Center.
- g. The project will preserve a significant and meaningful historic building.
- h. Staff review has found the project to be compliant with 17-27 Mixed Use Zoning Overlay purpose statement and code requirements.
- i. The adoption of the project through a development agreement tool will ensure the project is completed as approved.

Hazel Commons

The Hazel Commons is the perfect new addition to our beloved historic Kaysville downtown. It draws its name sake from the long-time steward of this special piece of Kaysville history Hazel and Alpheus Harvey who purchased the chapel and its associated land in 1930.

We are proposing for sale fee simple live/work townhomes along with a historic renovation and adaptive reuse of the historic Presbyterian church which will be restored on the outside and turned into our family home on the inside.

The two main focuses of this infill redevelopment community are;

1. Preserve and Restore the Historic 1888 Presbyterian Church ensuring it stays as a part of the Kaysville story.
2. Participate in and contribute to the ongoing activation of Main Street.

My kids represent a 4th generation Kaysville family and have grown up with stories of what Kaysville main street used to be. My grandma appears as a child in pictures of Bowman's market when it was on main. It has been a life-long dream of wife and I to live in a historic church and reimagine it as our family home. For multiple years we have talked about what old Kaysville main street could be and we feel privileged to be able to participate in its continued revitalization.

Hazel commons will be made up of 26 live/work townhomes that have two car alley load garages and a flex/commercial storefront on the first floor with living space and three bedrooms on floors 2 and 3. We envision these spaces as boutique shops, bookstores, salons, or home offices. All vehicle access remains separate from the pedestrian storefronts through the alley access. The project connects all storefronts to center street through landscaped plazas and paseos. These plazas can be used to extend retail spaces and connect them to the pedestrian experience through rolling bookshelves, retail racks, and or bistro tables.

The church will be thoughtfully connected to our family storefront spaces along with our bedrooms and garage through a hallway that will thoughtfully connect to the back side of the church and allow the church to sit separate from the new construction. This design also allows us to save the majority of the healthy old growth trees. We will also be adding a 1.5 story detached barn behind the church that when paired with the nearly half an acre of lot around the church will the perfectly buffer the bulk of the new development from existing neighborhood. The scale and design of this project will create a smooth transition from the action of main street, to more traditional housing to the east. It bears mentioning that our immediate neighbors include office, multi-family housing, and for rent single family home.

We meet all zoning requirements of the cc zone and MU overlay districts other than two minor exceptions. The exceptions we are requesting are as follows;

- The MU zone requires, *"Adequate commercial space within the project shall be provided. The final proportion of commercial square footage and*

residential square footage will be determined based on specific characteristics of the project site and shall be approved by the city council in a DA. Minimum guideline for commercial space include:

- 1. Ground floor commercial is required on buildings which front arterial and collector streets.*
- 2. A minimum of 30% of the combined total of the square footage for all buildings in the project shall be commercial space.*
- 3. Parking shall not be counted towards commercial space requirement"*

We meet all of these guidelines other than the minimum of 30% of the total combined square footage. We believe as demonstrated by the remaining narrative that we meet every City stated goal for the city center reactivation and easily justify the waiver of this guideline. Which is allowed as stated in the description of the guideline.

- MU zone also requires that, *"No building which is exclusively or primarily for residential use shall exceed thirty-five feet (35') in height, subject to the following exceptions:*
 - 1. Elements that meet exceptions found in KCC 17-25-2.*
 - 2. Any portion of a building within fifty feet (50') of a residential dwelling shall not exceed thirty feet (30') in height excepting if there is a public road between the residential district and the building.*
 - 3. No accessory building, including any detached accessory dwelling shall exceed the height of the main dwellings(s) on the property.*
 - 4. No main building shall be less than thirteen (13') feet in height.*
 - 5. No accessory building shall be less than ten (10') feet in height.*
 - 6. Buildings which are exclusively used for commercial purposes shall not exceed four (4) stories and shall not exceed fifty (50') feet in height."*

We meet all of these stated requirements except for item 2. We have two townhomes within 50' of the duplex next door to the South that are over 30' tall. All buildings are 34 feet tall to the top of roof with a 3' parapet wall projecting up to 37' in order to hide the homes mechanical equipment as allowed by code section 17-25-2 Height Limit Exceptions.

We are asking for this exception to be able to maintain a cohesive look and feel of our development and include the 12' commercial store fronts facing all public rights of way. The new units will be separated from the existing duplexes by a 17' tree lined walkway. There is also an existing setback of 6.5' on the neighbor's sideyard which puts our new townhomes 23.5' away from the duplex.

The next portion of our narrative we have pulled the applicable city stated goals and objectives from the general plan along with the applicable zoning ordinances in order

to demonstrate how we meet both the goals and requirements of Kaysville city. Our description of how we met each item is written in green typography.

Our project is included in all of the city center maps from the general plan as a part of the Historic Mainstreet/City Center area and represents one of the last parcels remaining to meet these city center specific goals:

COMMERCIAL/RESIDENTIAL MIXED USE

The Commercial/Residential Mixed-Use Character Area is a new land use type for Kaysville as part of the City Center. It is intended to mix both small-scale commercial and multifamily residential uses in creating a vibrant downtown destination district and is specifically targeted to the downtown area. This City Center character area is further detailed in the Kaysville City Center section.

We clearly meet this intended goal of including small-scale and multi-family housing.

COMMERCIAL

Commercial Character Areas in Kaysville are the economic lifeblood of the city. While some existing commercial uses are envisioned to be redeveloped within the City Center, many will be maintained, including those along 200 North, Historic Main Street and Deseret Drive. As the West Davis Corridor and Shepard Lane Expansion projects are completed, small neighborhood-scale commercial nodes located near highway exits could provide essential services and help draw visitors to the city.

Downtown Kaysville is a place where the history and tradition meets new and emerging uses, where long established traditions and activities thrive and new ideas and undertakings are given opportunity to take root and grow. Events such as Stroll Kaysville have been developed to introduce people to the businesses on Main Street while providing opportunities for the community to gather and enjoy an evening out with friends and family. One can eat at Orlando's Mexican Restaurant, watch a movie at the Kaysville Theater, or attend a class at the Parks and Recreation Center, all within walking distance of City Hall.

In addition, there are a range of parks and open spaces in the area that, with a few tweaks and changes, could help make Downtown Kaysville into a more active and vibrant "24/7" destination.

MIXED USE - COMMERCIAL/RESIDENTIAL

These areas are envisioned to encompass a wide range of commercial and residential uses that will help transform the City Center to a true live/work place. These are transitional uses that purposefully blur the line between residences and business. Specific buildings and uses are envisioned to be similar in scale and height to those in Commercial/Office areas. The mix of uses should be primarily vertical within buildings, although the inclusion of standalone commercial and residential buildings is also anticipated.

We are the exact definition of tradition meeting new and emerging uses and would be the first and only true live, work, play development in Kaysville's history. Our entire effort is to connect this new micro-community to all of the main street action and bring more residents and family's closer to that action by providing something new and exciting that will surely contribute to what is next for our historic main street.

URBAN DESIGN DETAILS

A number of physical enhancements are proposed to help transform City Center into a unified and discernible place. These focus on new streets, greenways and trails to facilitate pedestrian movement, the introduction of a community hub as a focus of movement and interaction, and the inclusion of new parks and streetscape enhancements to make City Center a more attractive and inviting place in the city. Transportation connections to the area should reflect the scale of the development and the types of uses and users. Historic Main Street is also envisioned to be a catalyst for the transformation of under-realized areas to the north and to the west, where redevelopment is envisioned to be much less restrained. Main Street North and the areas around Flint Street and Deseret Drive will include a number of bold actions, including the introduction of new land uses and the replacement of car-oriented roadways with a new pattern of streets, and the addition of greenways, corridors and trails that are part of pedestrian-friendly, multi-modal and mixed use neighborhoods. Together, these areas will form a singular City Center that builds on established strengths and patterns. It will carefully stitch together the old, the new and everything in-between, merging seemingly disparate uses and districts into a thriving Kaysville City Center.

WALKABLE MIXED-USE STREETS

As the area transitions, the design of the streets themselves should transform to cater to pedestrians. While the area's streets will balance all the modes – driving, bicycling, transit, freight – their foundational design characteristic will need to be a human scale that is comfortable and safe to walk along.

Key aspects of the future walkable street profile for the Barnes Park and North Main Street areas are:

- *A heavier emphasis on person space than vehicular space*
- *High quality pedestrian realm – wide sidewalks and furnishings area*
- *Regular street trees*
- *Streetscape amenities*
- *High-quality relationship with development sites – frequent direct building/site entries to the sidewalk, building transparency, and active yard spaces*

Streetscapes

There are numerous opportunities for making streets more people friendly that extend beyond the road and pathways. By adding amenities to the street environment, such as street trees and landscaping, human scale lighting, benches and street furnishings, and traffic calming features, the

We again clearly meet these requirements with all vehicular traffic pushed to our private alley way and all buildings pedestrian entrances either opening directly onto a public right of way or a pedestrian plaza.

We have also included street way amenities, regular street trees, and will also include the same street lights with the same spacing as found on historic main street. We have a storefront or residential entrance at least every 15 feet and ample glass along the pedestrian walkway. Wider sidewalk/patios will allow for storefront owners to add furnishings, planter boxes, and retail racks to extend their shops to the new pedestrian plazas and connect to center street and 100 E.



Historic Preservation

Placemaking is enhanced by preserving our historic built environment. Kaysville has an excellent stock of historic buildings, both within Historic Main Street and the residential neighborhoods surrounding it. Care should be exercised by the City to preserve these historic neighborhoods, areas and building. Ordinances may need to be revisited to ensure that any future infill development is consistent with the neighborhood character. Possible impacts from public works and utility projects should be considered so projects remain respectful of historic neighborhood identity.

As stated in our original project goals preserving the 1888 Presbyterian church was the #1 goal of taking on this development and we are ecstatic to be able to keep this historic treasure alive for the years to come.

Public Space Design within Private Development

Many of the benefits of public spaces can be incorporated into the site design of private development. Creating quality spaces is not limited to setting aside land for parks, nor is it limited to purely green landscaping. Well-designed, dynamic spaces play an integral role in community placemaking.

When space is limited within a development site, the benefits of public parks can still be obtained at a small scale through the creative design of building forms and the spaces between them. Human-scale building design can create small gathering places, beautiful landscapes, and whimsical spaces for play. When designed properly, they reinforce a strong sense that people are valued as residents of a place, not merely consumers of products.

As the City progresses toward achieving the City Center concept, the City should gradually raise the standards for development to include the provision of plazas, al fresco dining, and other gathering spaces and landscapes. These could be incorporated into form-based codes for mixed use areas. These enhancements should be viewed as investments by property owners and developers. They will bolster economic activity and enhance the vibrancy of the area, strengthening the sense of place and yielding increased returns to owners.

Public art offers an opportunity for beauty and expression on a scale that reaches everyone. Many communities feature public art installations, ranging from temporary to rotating to permanent features. These installations enliven public spaces and create an identity for the area. It is recommended that Kaysville add more public art installations throughout the community, particularly in the City Center and Historic Main Street. These works could be sponsored by the City, private development or grassroots organizations or local artists.

We meet these goals with all of our site design but one particular part we are excited about is the internal courtyard that will be found between our barn and the internal facing townhomes. We will be doing a large-scale mural on the back of the barn and hanging twinkle lights between the barn and the store fronts that face this courtyard. This space will offer an interesting amenity for the townhome and shop owners and will also be a place making strategy to pull the pedestrian traffic into the heart of the development to support these storefronts.

GOAL 1: PRESERVE AND PROTECT KAYSVILLE'S "SMALL TOWN" ATMOSPHERE BY LIMITING CHANGE IN FUNCTIONING NEIGHBORHOODS AND DISTRICTS

Objective 1.1: Preserve single-family neighborhoods by restricting development to models that it the existing character of the neighborhood.

Implementation Measure: Preserve existing ordinances and codes that support single-family dwellings in established neighborhoods.

Implementation Measure: Establish detailed guidelines and educational information regarding the benefits of new residential models, including the benefits of Open Space Subdivisions/Clustered Development and infill, as the city reaches buildout.

We meet stated goal by adding small scale active commercial space extending the traditional storefront development from Main Street down center street. We further buffer the majority of the new density and commercial space from the more residential neighborhood east of 100 E.

Objective 1.2: Preserve Historic Main Street as the heart of the community.

Implementation Measure: Protect historic structures in order to maintain the sense of history and special qualities of the historic core. Facilitate small-scale changes in the historic core where needed in a manner that respects existing patterns and structures. This can help ensure that a better mix of uses is achieved while improving the overall function and appearance of the area.

Implementation Measure: Make streetscape and parking improvements to Historic Main Street to better activate the space and accommodate visitors.

Implementation Measure: Follow the recommendations of the 2022 Kaysville Main Street Vision in partnership with UDOT.'

We will contribute to the meeting of this goal by showing the positive impacts of the angled parking that can surround our development and support the commercial spaces both on Main Street and in our new development.

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

Objective 2.1: Improve commercial Frontage and streetscapes along key corridors such as Main Street and 200 North.

Implementation Measure: Preserve the best of what exists and develop new commercial and mixed-use buildings to create a “street edge” along the major corridors.

Implementation Measure: South Main Street should continue to focus on vehicular access and movements, while Historic and North Main Street are envisioned to be pedestrian-friendly corridors that support city center activities and uses.

See previous response.

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

Implementation Measure: Modify existing ordinances and codes to allow for mixed-use development in the Main Street North and Barnes Park neighborhood areas, as detailed in the Placemaking Plan. Consider the implementation of a form-based code to guide future development in achieving a form, scale and style that are appropriate for Kaysville.

Implementation Measure: Create new streets and renovate existing ones into pedestrian-friendly, walkable places. Incorporate traffic-calming and similar techniques to reduce speed in the core of the district while not impacting necessary vehicular access and traffic flow. Provide enhanced street crossings and unified streetscape treatments that help reduce pedestrian crossing distances and slow traffic.

As previously stated, this is one of our main goals and adding to the historic look and feel of main street and a true city center is one of our two primary goals. The density we are proposing is a perfect transition from Historic main street to the residential neighborhood to the east. It is enough density to continue to animate main street and center street to make it a more 24/7 district but not too much to be out of character with the greater neighborhood. It is the perfect transition area.

Objective 2.3: Carefully integrate new development with existing uses in established neighborhoods.

Implementation Measure: Protect historic structures in order to maintain the sense of history and special qualities of the historic core.

Implementation Measure: Protect good housing. Well maintained homes within and along the edges of the City Center should be maintained. Preserving such structures can help provide a feeling of stability amidst change as other less attractive structures and areas are redeveloped.

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

Implementation Measure: Reuse existing buildings where possible. Retrofit and repurpose rather than replacing older structures, particularly in areas with unique vibes such as the historic core and Flint Street. This provides stability and connections with the past, particularly in areas undergoing significant new development and change.

We meet this as discussed earlier. We have not maximized the density of the site in order to save the historic church and create a buffer with the character of the neighborhood to the east.

GOAL 7: ENSURE LAND USES ARE COMPATIBLE AND/OR UTILIZE ADEQUATE BUFFERS TO ENHANCE COMPATIBILITY

Objective 2.4: Create Places for the community to gather and events to draw users and visitors.

Implementation Measure: Develop the Community Hub into the most active place in the CityCenter. Incorporate small plazas, streetscape enhancements and transportation improvements that clearly indicate the importance of this site to the city. Further express the importance of the site by including specific civic functions and community events.

We meet this goal and objective as previously described.

COMPATIBILITY

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

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

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

Objective 6.1: Continue the established focus on single-family residential uses.

Implementation Measure: Establish transitional and mixed use districts as needed to provide buffers between incompatible land uses.

Implementation Measure: Prohibit high density land uses in areas established for lower density residential uses. Higher density land uses are generally limited to the City Center and similar areas to help meet long-term placemaking goals.

We meet the exact goals and implementation strategies as stated in objectives for compatibility.

GOAL 8: PROVIDE A RANGE OF HOUSING OPTIONS AND PRICE POINTS THAT HELP ENSURE KAYSVILLE IS AN AFFORDABLE PLACE TO LIVE

Objective 8.1: Coordinate and align Land Use and Housing Policies

Implementation Measure: Allow and encourage new residential development models that meet the future needs of the community.

Implementation Measure: Modify existing ordinances and codes to facilitate Conservation Subdivisions.

Implementation Measure: Ensure land use standards address affordable housing needs.

Our rezone request accomplishes this exact objective by allowing for attached single family homes that add to the range of housing types and create a more affordability. Affordability is further expanded by providing a small-scale flex/commercial space that could be used by the townhome owner or leased to a commercial tenant creating additional income and making the townhomes even more affordable.

GOAL 9: ENCOURAGE DIVERSE COMMERCIAL USES TO MEET THE NEEDS OF THE COMMUNITY AND VISITORS

Objective 9.1: Focus primary commercial uses in the City Center and secondary uses in smaller existing/future nodes.

Implementation Measure: Limit commercial acreage to the amount required for market needs.

Implementation Measure: Encourage mixed use and flex development in the City Center.

This is our exact rezone request and we meet this objective.

Objective 9.2: Ensure appropriate land use transitions between commercial uses and surrounding land uses.

Implementation Measure: Ensure uses adjacent to commercial uses are compatible when possible.

Implementation Measure: Require physical buffers (trees, shrubs, walls, fences and berms) between commercial uses and adjacent residential neighborhoods.

We also meet this objective with the church site being the buffer between the new townhomes and the rest of the neighborhood.

HISTORIC MAIN STREET

The 2019 Main Street Vision provides the foundation for the concept for this segment of Main Street from 200 North to 50 West. Priorities include serving a walkable downtown with local businesses and events and that reflects the city's heritage and character. As an implementation measure contained in the document, Kaysville City and UDOT are currently collaborating on an approach to this segment of Main Street / S.R. 273 that balances the priorities of all stakeholders.

The 2019 Main Street Vision includes ideas that will transform Historic Main Street to be more walkable and to embody Kaysville's identity and character to a higher degree. The city is closely cooperating with the Utah Department of Transportation to implement the Main Street Vision, which is also referred to as S.R. 273, and is managed by UDOT.

As stated, we believe that we add to main street and extend this historic look and feel up center street. We offer the perfect case study to prove the angled parking on center street will contribute to the growth and future commercial success of main street.

GOAL 1: PROMOTE KAYSVILLE CITY CENTER REDEVELOPMENT TO STRENGTHEN COMMERCIAL AREAS

Objective 1.1: Allow for greater densities in Kaysville City Center to generate an increase in buying power and capture rates.

Objective 1.2: Focus on small scale and local services to meet public requests and provide local growth.

This is the goal of our rezone and we designed our project to meet these objectives.

GOAL 3: ALLOW FOR MIXED USE DEVELOPMENT IN IDENTIFIED AREAS TO GENERATE MORE ROOFTOPS AND PREVENT SALES LEAKAGE

Our project perfectly responds to nearly all of the stated goals and objectives of the City Center plan.

Zoning Regulations

Chapter 20 CC Central Commercial District

17-20-1 Purpose

To retain and promote the scale and character of the town site business district. The regulations are intended to allow those uses that will be appropriate and compatible with a service commercial area.

We meet this requirement as we meet or exceed the height and setbacks required by the zone and have taken design inspiration from the original main street which is just steps away.

17-20-2 Site Plan Review

A site plan review is required and a site plan shall be submitted for all permitted and conditional uses. (Consult KCC 18-4.)

17-20-3 Permitted Uses

1. Offices.
2. Retail sales and services, not including storage services, sale of beer for consumption on the premises, sale of liquor for consumption on the premises and conditional uses in KCC 17-20-4.
3. Government offices and services.

We are willing to limit our ground floor commercial use to these permitted uses and individual townhome owners would have to apply for conditional uses separately.

17-20-4 Conditional Uses

Compliance with standards shall be determined by the Planning Commission by reference to KCC 17-30.

1. Theaters.
2. Motels or hotels.
3. Light industry/research uses subject to the provisions of KCC 17-23.
4. Social halls, lodges, fraternal organizations.
5. Amusement arcades.
6. Public utility substations.
7. Sale of beer for consumption on the premises of a full-service restaurant, limited-service restaurant, beer-only restaurant, banquet or reception center.

8. Sale of liquor for consumption on the premises of a full-service restaurant, limited-service restaurant, banquet or reception center.

HISTORY

Amended by Ord. 18-9-01 on 1/3/2019
 Amended by Ord. 23-01-01 on 1/5/2023
 Amended by Ord. 23-08-01 on 8/3/2023
 Amended by Ord. 24-05-01 on 5/2/2024

17-20-5 Special Provisions

1. The design of off-street parking facilities shall assure compatibility of vehicular and pedestrian circulation. Site plan drawings prepared for site plan review shall illustrate clearly all existing and proposed vehicular and pedestrian paths.

We included a transportation and parking demand study with our submission. We are not asking for any reduction in parking but are asking for a waiver of some of the off-street parking and asking that the angled parking along center street be counted towards our total parking requirement. All parking is consolidated to one driveway which allows for right and left in or out allowing traffic to disperse either north or south. The parking requirements according to the MU over lay would be as follows:

Unit Grid											
Unit Type	Unit Count	Per Unit Residential SF	Total Residential	Parking Per Unit	Residential Parking	Total Commercial/Flex SF Per Unit	Total Commercial/Flex	Parking per 1000 SF	Commercial Parking	Total Parking	
MU 3 Bedroom Towne	26	1740	45240	2.5	65	260	6760	3	20.28	85.28	
MU Single Family (church)	1	7501	8000	2.5	2.5	1132	1132	3	3.396	5.896	
Total	27		53240		67.5		7892		23.676	91.176	
								Less 10% For Transit		82.06	Total Required By Code
								Parking Provided			
								On Site		69	
								Angled Existing		19	
								Sub Total		88	
								Proposed Angled on 100 E		6	
								Total Proposed		94	Total Proposed

It bears noting that the MU overlay is the only district that requires more than 2 stalls per 3-bedroom unit.

2. Within the CC district, off-street parking requirements may be waived by special approval of the Planning Commission to allow off-premises space that is within six hundred feet (600') of the site .

See Response above.

17-20-6 Height Regulations

1. No building shall exceed thirty-five feet (35') in height, except as pursuant to KCC 17-25-2.

All buildings are 34 feet tall to the top of roof with a 3' parapet wall projecting up to 37' in order to hide the homes mechanical equipment as allowed by code section 17-25-2 Height Limit Exceptions

2. No building shall be less than ten feet (10') in height.

We meet this requirement

17-20-7 Area, Lot Coverage And Yard Requirements

There are no lot size or yard requirements.

We included 10' (it drops to 8' but only for about 9' at the front of the storefront connected to the church) front yard setbacks, 13'-17' side/Rear yard setbacks.

17-20-8 Prohibited Uses

NA

Adopted by Ord. 23-08-01 on 8/3/2023

17-20-9 Grandfathered Dwellings

NA

Chapter 27 Mixed Use Zoning District Overlay

Amended by Ord. Mixed Use Zoning District Overlay on 8/19/2021

17-27-1 Purpose

The purpose of the Mixed Use (MU) zoning district is to facilitate the integration of diverse but compatible uses into a single development, with the goal of creating a community with more diverse development types providing a broader range in residential and commercial choices. Developers are encouraged to offer ownership potential such as a condominiums for both commercial and residential uses. The MU zoning district shall be applied as an overlay zone in the R-M, GC, CC, and LI zoning district where specifically approved. The uses permitted in the underlying district shall be a priority. Where the use of this district is desired in a location that is not zoned R-M, GC, CC, or LI, a rezone of the underlying zone to a qualifying district must accompany the request for the use of this overlay. The flexibility in use provided by this zone should help promote "live, work, and play" opportunities within the city while creating an appropriate transition from surrounding development. A mixed use project can utilize 'horizontal mixed use where commercial, office and residential uses are designed as a single project yet constructed in phases for separate and distinct building footprints. A mixed use project may also employ 'vertical' design strategies where commercial, clean industrial, office and residential uses are designed as a single project and constructed within the same footprint.

We are proposing for sale fee simple live/work townhomes and thus meet this stated purpose of the code. As stated in our initial narrative one of the stated goals of this community is to help to activate and extend the Mainstreet and its associated live, work, and play opportunity. This parcel is one of one in Kaysville and the last remaining meaningful option to meet this stated goal of the Mixed-Use zone. We believe this project will contribute to the continued revitalization of main street and are so excited to be a part of the next chapter of Kaysville History.

HISTORY

Adopted by Ord. Mixed Use Zoning District Overlay on 8/19/2021

Amended by Ord. 23-03-01 on 3/2/2023

17-27-2 Project Evaluation / Review Process

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

1. The Kaysville City General Plan
2. The Kaysville City Zoning Ordinances
3. The purpose of the MU Zone
4. Sound planning practices
5. Surrounding land-uses
6. All other City-approved studies and plans

All projects within the MU zone shall be approved through a Development Agreement (DA) with sufficient project details to show compatibility with the items above by providing at a minimum:

1. A site plan - **Included**
2. A landscape plan - **Included**
3. An amenities plan - **Included** (Hammocking Area, Bocce Ball, Dog Run, Landscaped Walking Loop)
4. Conceptual building elevations and design schemes - **Included**
5. Streetscape and building setback diagrams - **Included**
6. A traffic study as required by the Public Works Department - **Included**
7. A circulation plan and parking study as required by the Public Works Department justifying the amount of off-street parking being provided if shared parking or parking reduction are proposed. - **NA - We are not proposing a reduction in parking we actually have more than required by Kaysville code as addressed earlier. We are simply asking that the angled parking on center street be counted toward our parking for a portion of our parking. We have 2.55 stalls per unit on site.**
8. The number, unit types, and general land use categories of building square footage proposed in the mixed-use project shall be specified and enumerated in the site and concept plans shall accompany the Development Agreement. The City may deny any zone map amendment or development proposal that does not comply with any of these criteria. **Included**

HISTORY

Adopted by Ord. Mixed Use Zoning District Overlay on 8/19/2021

Amended by Ord. 23-03-01 on 3/2/2023

17-27-3 Allowed Uses

The allowed uses within a project are as follows:

2. When applied with the GC and CC zoning districts:

1. The following shall be considered Permitted Uses:

1. Multiple dwellings with no maximum residential density prescribed. Instead building form, height, site envelope, yards, open space standards and parking ratios will determine the number of residential units allowed.
2. Retail sales and services.
3. Offices.
4. Motels and hotels.
5. Sale of beer for consumption on the premises of a full-service restaurant, limited-service restaurant, banquet or reception center.
6. Sale of liquor for consumption on the premises of a full-service restaurant, limited-service restaurant, banquet or reception center.
7. Amusement and entertainment facilities
8. Minor home occupations as specified in KCC 17-26.
9. Major Home Occupation'C' as specified in KCC 17-26.
10. Private swimming pools as specified in KCC 17-31-9.
11. Accessory uses and accessory buildings customarily appurtenant to a permitted use as specified in KCC 17-31-2.

Commercial uses will be limited to these permitted according to our HOA documents.

2. Adequate commercial space within the project shall be provided. The final proportion of commercial square footage and residential square footage will be determined based on the specific characteristics of the project site and shall be approved by the city council in a DA. Minimum guidelines for commercial space include:

1. Ground floor commercial is required on buildings which front arterial and collector streets. **We comply with this requirement.**
2. A minimum of 30% of the combined total of the square footage for all buildings in the project shall be commercial

space. This is the one item we do not comply on although the commercial/flex space will make up over 90% of the occupiable ground floor space. Pair this with all of the other ways we meet the goals and objectives of the city center plan we believe an exemption to this guideline is more than justified.

3. Parking shall not be counted towards commercial space requirement. *We comply with this in our calculations.*
3. As determined in a DA, commercial buildings may be required to be built before or at the same time as residential development. *This is NA because we are a vertical mixed-use project.*
4. Phasing shall be determined by the Development Agreement but generally required commercial space will be constructed before or at the time as residential space. *This is also NA because of the vertical mixed use nature of our group.*

HISTORY

Adopted by Ord. Mixed Use Zoning District Overlay on 8/19/2021

Amended by Ord. 23-01-01 on 1/5/2023

Amended by Ord. 23-03-01 on 3/2/2023

17-27-4 Prohibited Uses

To be applied to all underlying zoning districts: Unless expressly permitted, all other uses that are incompatible with this purpose of this chapter, including short term rentals (occupancy of residential unit for less than 30 days), public utility substations not owned by the city and storage units are not allowed. Detached, single-family dwellings are not allowed. Sexually oriented businesses are prohibited. *NA*

HISTORY

Adopted by Ord. Mixed Use Zoning District Overlay on 8/19/2021

Amended by Ord. 23-03-01 on 3/2/2023

17-27-5 Height Regulation

1. The following shall apply in lieu of the height restrictions of the underlying zoning district.
 1. The main floor of any building fronting an arterial or collector street shall have a minimum ceiling height of twelve feet (12'). *We comply*
 2. No building which is exclusively or primarily for residential use shall exceed thirty-five feet (35') in height, subject to the following exceptions:

1. Elements that meet exceptions found in KCC 17-25-2.
2. Any portion of a building within fifty feet (50') of a residential dwelling shall not exceed thirty feet (30') in height excepting if there is a public road between the residential district and the building.
3. No accessory building, including any detached accessory dwelling shall exceed the height of the main dwellings(s) on the property.
4. No main building shall be less than thirteen (13') feet in height.
5. No accessory building shall be less than ten (10') feet in height.
6. Buildings which are exclusively used for commercial purposes shall not exceed four (4) stories and shall not exceed fifty (50') feet in height.

We comply with all of the height restrictions.

HISTORY

Adopted by Ord. Mixed Use Zoning District Overlay on 8/19/2021

Amended by Ord. 23-03-01 on 3/2/2023

17-27-6 Area, Lot Coverage, And Yard Requirement

1. The lot and yard requirements shall be those of the underlying zoning district. However, variations to setbacks may be determined through the DA. Generally, setbacks are to be determined based on the use of the building. *There are no yard requirements in the CC zone although we provided some as discussed in our response to the CC yard section.*
2. Commercial buildings shall have the setbacks set forth in the GC or CC zone. *NA no yard requirements in the CC zone.*
3. Industrial buildings shall have the setbacks required in the LI zone. *NA*
4. Flag lots are not permitted. *NA*

HISTORY

Adopted by Ord. Mixed Use Zoning District Overlay on 8/19/2021

Amended by Ord. 23-03-01 on 3/2/2023

17-27-7 Development Standards

The following shall be the base standard for review of any project. Variations to the standards outlined may be altered by specific approval of the City Council in a Development Agreement when demonstrated that alternate standards are superior to those listed within this chapter.

1. Compatibility And Review:

1. All uses and structures shall be sited and designed to be compatible with one another and surrounding development. To determine compatibility, a review, including, but not limited to, the following characteristics of the uses and structures shall be conducted by Community Development Department staff relative to other affected uses and structures: location, orientation,

operation, architecture, massing, scale, and visual and sound privacy.

We used historic main street as our design inspiration for look feel and scale of our new buildings and we used the existing church and majority of the old growth trees to act as a buffer between the smaller scale multi-family units in our immediate vicinity moving east.

2. Building Placement and Orientation Standards:

1. It is the intent of this section to ensure that new development is pleasant and inviting to pedestrians by placing buildings closer to the street and where primary building entrances are visually prominent and easily accessible. Developments shall demonstrate best practices in urban design principles by enhancing the streetscape consistent with the General Plan and any small area plans specific to the proposed location.

Every home has two primary entrances one for the residential portion of the home and one for the commercial storefront. We used horizontal breaks in the facades with varied architectural cornices to create a more human scale and better pedestrian experience. We also created plazas and patios which can create more engagement with the street and the public and private rights of way. All vehicle traffic remains separate from the pedestrian experience with alley load garages included with all units.

2. In cases where it is not practical or possible to orient buildings to streets, the intent of these standards is to use a combination of setbacks, low-level screening and building materials and design variation to soften the visual impact of side or rear facing facades and to create street frontages that are inviting and pleasant for residents and passersby.

We have tried to use strategic landscaping and trees to further along with changes in façade material and colors to create a varied and interesting pedestrian experience that will be unique to Kaysville at this time.

3. Buildings and their primary entrances shall be oriented to streets or common courtyards unless prohibited by unique site conditions.

We have oriented all buildings closest to the street to the public right of way.

4. No more than thirty percent (30%) of the frontage of any lot shall be occupied by any combination of parking, driveways and lanes. The predominant visible development from the street shall be buildings or landscaping. **We exceed this standard.**
 1. Side yards unoccupied by that exceed fifteen feet (15') in width located adjacent to another side yard that exceeds fifteen feet (15') in width should be avoided unless the areas are to be used as a unified public gathering area or courtyard;
 2. The percentage of building frontage required along the lot width may be reduced to accommodate site plan approved pedestrian plazas located between buildings;
3. Building Design Criteria:
 1. Where applicable, such as the GC and CC zoning districts, the following shall apply in addition to the Kaysville City Commercial Building Design requirements of KCC 18-5. The following are also applicable for projects in the R-M zone.
 1. Entrances shall be accessible to the public as a regular building entry from the public sidewalk. **Every entrance is accessible from the public right of way.**
 2. The street level floor elevation should match the elevation of the sidewalk at the front of the building as closely as possible to facilitate accessibility and primary street orientation. **We comply**
 3. Detailing at intervals of thirty feet (30') shall be provided to break up expanses of blank walls with no openings. Additionally, walls with no openings shall be set back from the public right-of-way a minimum of fifteen feet (15') and buffered with landscaping. Landscaping shall include trees spaced at thirty foot (30') intervals and at least one row of additional plants and/or shrubs. For every seventy-five feet (75') in building length along the street frontage or adjoining a Residential Zone, the design shall include at least one significant break in the vertical wall plane with a minimum depth of at least five feet (5'), a minimum length of at least twenty feet (20'), and running the full height of the building. **We comply**
 4. Fenestration:
 1. A minimum of fifty percent (50%) fenestration is required on the street level of all street facing facades. Street level is considered to be between two feet (2') and ten feet (10') on these street types.

Upper stories shall have a minimum of thirty percent (30%) fenestration for each story; **We comply**

2. Windows of tinted or reflective glass may not be located between two feet (2') and eight feet (8') above the sidewalk grade on street facing facades; **NA**

4. Open Space Requirements and Amenities:

1. To support the residential component of each project, there shall be provided amenities that are commensurate with the type of development and scale of project being proposed. The developer shall demonstrate how the proposed amenities meet the needs of residents and how they will be maintained. **We have included landscaped plazas and paseos connecting all of the units to the public right of way along with a "hammocking" area, bocce ball court, and dog run. All of these areas will be maintained through the communities HOA which will contract with a landscaping company to maintain the area.**
2. Functional, improved open space shall be provided within each development as required by the DA. Open space can include such things as plazas, paseos, walking trails, amphitheaters, community gardens, water features, playgrounds, seating areas, pavilions, etc. **See response 1 from this section**
3. The use of front yard areas for buildings that have nonresidential uses on the ground floor shall be oriented toward the pedestrian and shall include related amenities such as entrance walks, stairs, ramps, plazas, benches, bike racks, raised flower boxes or other such features. **All of these features are included in our public right of way improvements and planter boxes will be encouraged for each of the commercial frontages.**

5. Parking And Circulation:

1. Projects shall provide safe and attractive pedestrian and bicycle connections to building entries and public sidewalks; **This has been mentioned before but we made a concerted effort to keep all pedestrian entrances separate from the vehicle access and where necessary pedestrian crossings within the development will include a change in material in order to maintain auto awareness of the potential pedestrian crossing. All but four units can be accessed without crossing any drive aisles.**
2. Off street parking for vehicles shall not occupy any space located between the building and the primary street and the secondary street where applicable for a corner lot. Parking areas located to the side of structures shall be located a minimum of ten feet (10') back from the back of the adjacent sidewalk. **The space between the parking and the walk in this instance shall be landscaped to help screen the parking area. The closest parking**

stall is angled and is an average of 12.5' away from the sidewalk. This will be buffered with street trees and a fence.

3. The site shall be configured and landscaping provided so as to minimize the visual impacts of parking areas, parking structures and residential garages on streets, open spaces and adjoining developments;

1. Where an off street parking lot is visible from the street in a side yard, it shall be screened by either a two foot (2') tall screen wall or eighteen inch (18") seat wall located between the parking lot and the sidewalk. Where a parking lot is adjacent to a residential use, a three foot (3') screen wall and landscaping, sufficient to screen up to the headlight level of vehicles, shall be located between the residential use and the parking lot. The parking will be surrounded by a six foot privacy fence for the private backyard of the church.

4. Amount of Parking Required:

1. Commercial Parking Requirements:

1. Minimum number of stalls based on use type.

2. Residential Parking Requirements:

1. Studio Units - 1 parking stall/unit
2. One Bedroom Units - 1.5 parking stalls/unit
3. Two Bedroom Units - 2 parking stalls/unit
4. Three Bedroom or larger Units - 2.5 parking stalls/unit

3. Parking Reductions:

1. Shared Parking: The city may allow for shared parking and time of use parking scenarios to count towards required parking stalls. Parking reduction and shared parking requests shall be accompanied by a parking analysis and parking proposal provided by the developer.

2. Transit Based Parking Reductions: The number of parking stalls may be reduced by up to ten percent (10%). Reduction requests shall be accompanied by a parking analysis for the development and shall include information specific to the proposed uses in the development. The study shall include ridership information for the relevant transit stop including boarding and alighting data.

1. 10% within 1/8 mile of transit stop.
2. 5% within 1/4 mile of transit stop.
3. Additional reduction up to two (2) stalls for including bike racks, board, scooter, drone pads, or motorcycle stalls on site for use of

residents and the public.

Unit Grid										
Unit Type	Unit Count	Per Unit Residential SF	Total Residential	Parking Per Unit	Residential Parking	Total Commercial/Flex SF Per Unit	Total Commercial/Flex	Parking per 1000 SF	Commercial Parking	Total Parking
MU 3 Bedroom Towne	26	1740	45240	2.5	65	260	6760	3	20.28	85.28
MU Single Family (church)	1	7501	8000	2.5	2.5	1132	1132	3	3.396	5.896
Total	27		53240		67.5		7892		23.676	91.176
								Less 10% For Transit		82.06
										Total Required By Code
								Parking Provided		
								On Site		69
								Angled Existing		19
								Sub Total		88
								Proposed Angled on 100 E		6
								Total Proposed		94
										Total Proposed

6. Curb Management:

1. Projects shall include a sufficient plan and appropriate curb management facilities to accommodate delivery vehicles and trucks, ride share access, moving trucks and postal delivery. We were not sure what the calculation for this requirement would be, but we would propose using one of the onsite parallel parking stalls for loading and unloading. Or perhaps the restricted area in front of the angled parking on the street.

7. Connectivity:

1. Connectivity throughout the area is critical for the mixed use nature of the area to function as a pedestrian oriented environment. Connectivity will be evaluated for multiple modes of travel, including pedestrian and bicycle.

The pedestrian experience was the primary focus of our design. We want each of our tenants engaging with the public right of way and we want the public feeling invited into the heart of the community. We believe we have accomplished this through the use of timeless storefront design.

8. Traffic Access and Management Analysis Study:

1. A traffic study shall be provided demonstrating safe ingress and egress to the proposed project and identifying measures or improvements to mitigate impact on traffic and adjacent properties.

Traffic study was completed and included with our application.

9. Sidewalks:

1. Sidewalks shall be provided on both sides of each motorized street unless otherwise approved by the Public Works Department.

Existing sidewalks will be maintained and or repaired where tree or construction damage occurs.

10. Alleys:

1. Alleys are allowed in any mixed use district in this chapter to minimize curb cuts and provide common access to parking and service areas behind buildings. Alleys should be generally oriented so that they are parallel to the primary street to which they serve. Alleys may be incorporated as drive aisles for rear parking lots or as a fire access. However, alleys shall not be considered a fire access unless specifically approved as such by the City Fire Department and the pavement width and durability/longevity design meets city standards.

Alleys were used as a part of our design and only the first 150' is to be used as a fire lane.

11. Signs:

1. Signs within the mixed use district shall comply with other city sign standards and any applicable rules of the underlying zoning district.

We will comply with these standards.

2. In addition to signs permitted in the R-M zone by KCC 17-33, wall signs not to exceed 15% of the façade of a building are permitted. EMC signs are prohibited.

NA

1

2

3

4

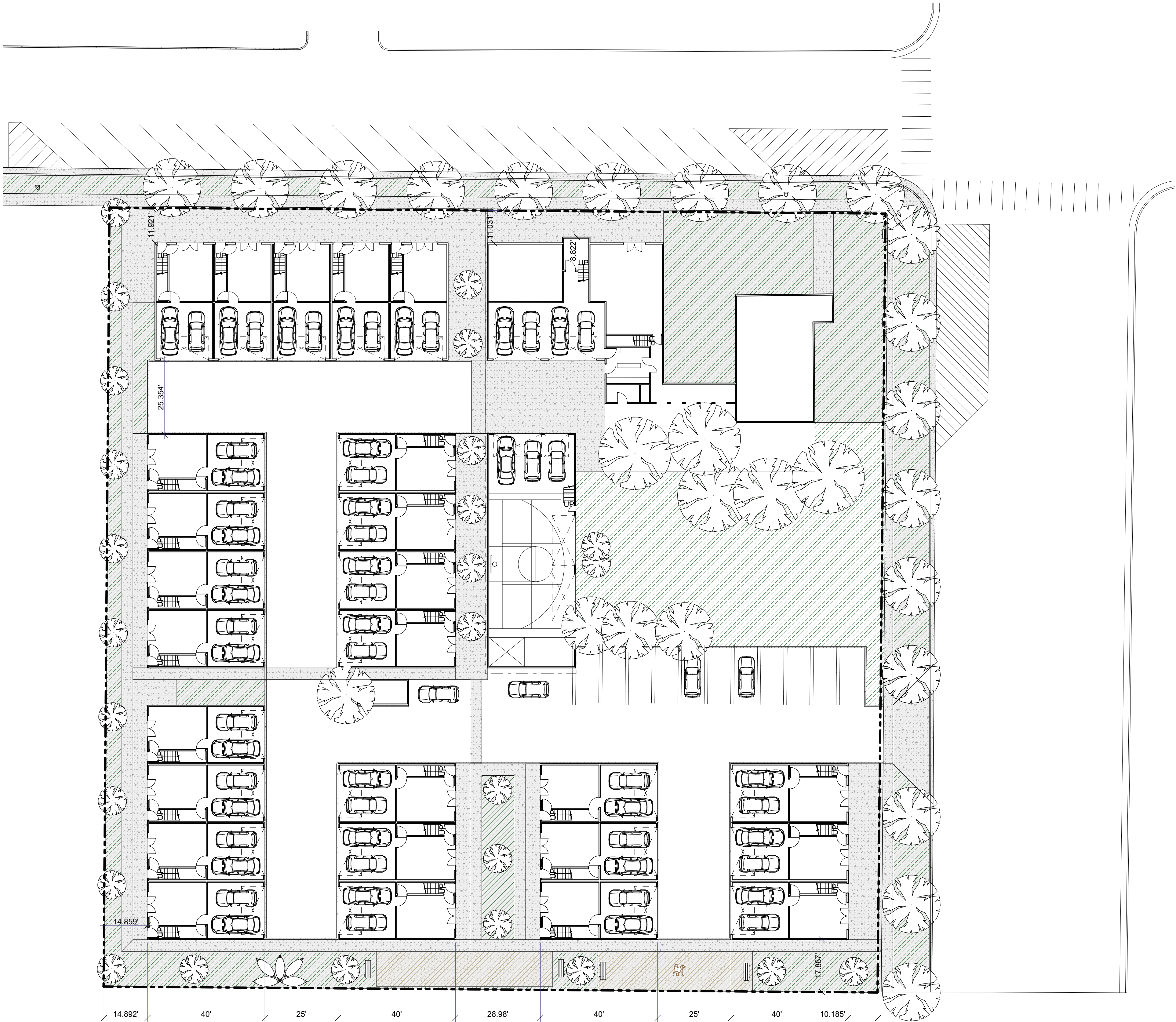
5

D

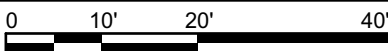
C

B

A



A2 Architectural Site Plan
SCALE: 1" = 20'



22

DESIGN + LAB

22 Design Lab, LLC
80 E Center Street
Kaysville, UT 84037
P Contact Phone No.
#Contact E-mail

Hazel Commons

22 Design Lab
80 E Center Street
Kaysville, UT 84037

#Project Status

REVISION LIST		DATE
#	DESCRIPTION	

PROJECT #: Project No.

CHKD BY:

DRAWN BY:CAD Technician Full Name

ISSUE DATE: April 27, 2025

Architectural Site Plan

AS-001



South Elevation

SCALE: 1/8" = 1'-0"









When recorded return to:
Kaysville City
23 East Center Street
Kaysville, UT 84087

**DEVELOPMENT AGREEMENT FOR
PARCEL ID 11-108-0021 AT 80 EAST CENTER
AND CONSISTING OF 1.6 ACRES FOR CC CENTRAL COMMERCIAL
WITH A MU MIXED USE ZONING DISTRICT OVERLAY**

THIS AGREEMENT is made and entered into this ___ day of ____, 2025 by and between Kaysville City, a municipal corporation organized and existing under the laws of the State of Utah (hereinafter the “City”) and Jacob Williams (hereinafter the “Developer”).

RECITALS

WHEREAS, Developer is desirous of rezoning and redeveloping the property as Central Commercial with a MU Mixed Use Zoning District Overlay consisting of residential townhomes and live/work units as well as one single family home (the “Project”) on certain real property located at 80 East Center, in the City of Kaysville, County of Davis, State of Utah and more particularly described as parcel number 11-108-0021 which is 1.6 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 granted a rezone to Central Commercial with a MU Mixed Use Zoning District Overlay of the property and authorize the development of the Project proposed by Developer in conformance with this Agreement, City Ordinances, and applicable Utah law;

WHEREAS, after a review and recommendation from the Planning Commission which included a public hearing, the Kaysville City Council granted the rezone and approves this Development Agreement as part of their legislative authority in accordance with Utah State Code 10-9a-532;

NOW, THEREFORE, in acknowledgement 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 80 East Center 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 11-108-0021 is 1.6 acres in size.
- B. Project Description. The Project proposed is a Central Commercial with a Mixed Use Overlay development as shown in Exhibit C (the “Site Plan”) and shall include no more than 26 live/work townhomes units and shall be constructed in substantial conformance to this agreement, and the attached concept site plan and renderings. The project also includes the preservation of the historic Presbyterian Church building, which will be refurbished to function as one single-family home, with commercial storefront space along Center Street. In total, the project includes 27 dwellings. The project further includes community amenities, onsite open space and a designated parking area.
- C. Substantial Conformance. Developer shall complete project as approved and authorized by this agreement and agrees to substantially conform to exhibits, requirements and details in this agreement. Substantial Conformance shall mean and includes minimal fluctuations in overall project layout, which is subject to final design.
 - a. A reduction in the number of residential units may be approved by Community Development Director. If the number of units are reduced, applicable and proportionate reductions on parking and open space may be approved by Community Development Director so long as reductions comply with applicable city ordinances.
 - b. Changes or substitutions to promised amenities are allowed so long as open space requirements are met and the Community Development Director authorizes the changes to be an improvement or like substitution to amenities.
 - c. Other changes to the project shall be approved by the City Council through an amendment to this agreement, including but not limited to an increase in the number of dwelling units or a reduction of commercial space.

2. DEVELOPMENT STANDARDS AND GUIDELINES

- A. Adoption of Development Standards. The City hereby adopts, as the development standards, regulations and guidelines for the Project (the “Development Standards”), the following standards in addition to all other applicable City Ordinances, standards and guidelines:
 - i. Compliance with Approved Site Plans. Developer shall develop the site in general conformance with the concept site plan outlined in section 1.B and attached to this Agreement as Exhibit C.
 - ii. Historic Building Preservation. Developer shall save, preserve, renovate and refurbish the existing historic Presbyterian church and repurpose the use to a single-

family home. Historic building renovations shall ensure historical architecture elements of the building are preserved and maintained.

- iii. Architecture. Developer shall construct the Project in substantial compliance and conformance with the architectural style, renderings and color and materials shown in Exhibit E.
- iv. Building Height. Building height is defined as the vertical distance from grade plane to the average height of the highest roof structure. To accommodate three stories, buildings shall not be more than 34' with a 3' parapet wall extending to 37' as allowed by code to hide rooftop maintenance equipment.
- v. Setbacks. The MU overlay allows for variations in setback regulations. The underlying CC zone does not have setback requirements; therefore, the setbacks will be determined according to the information provided by the Developer on the Site Plan. Setbacks shall meet the following minimum standards.
 - a. Rear setbacks on all driveways/garage shall be a minimum of 20 feet.
 - b. Setbacks between the sides of buildings shall be a minimum of 8 feet.
 - c. Setbacks between the south property line shall be a minimum of 20 feet.
 - d. Setbacks between the east property line shall be a minimum of 17 feet.
 - e. Setbacks between the west property line shall be a minimum of 13 feet.
 - f. Setbacks between the north property line shall be a minimum of 9 feet.
- vi. Open Space & Amenities Plan. Open space is defined as usable, functional open space for outdoor leisure and does not include planting strips.
 - a. Amenities shall include:
 - i. Walking path around the perimeter of the property.
 - ii. Pedestrian plazas incorporated into the storefronts of the ground level commercial space.
 - iii. Internal courtyard to the rear of the storefronts along Center Street to allow for gathering space.
 - iv. Hammocking Area.
 - v. Bocce Ball Court.
 - vi. Dog Run.
- vii. Parking.
 - a. Required Parking. Calculations for required commercial parking are based on the currently adopted Kaysville City Code 17-32 Off-Street Parking and Loading while residential parking is regulated by Kaysville City Code 17-27 Mixed Use Zoning District Overlay.
 - i. **Parking Reduction.** Per 17-27-7-5(3)ii Developer is requesting, and City agrees to grant a 10% parking reduction based on Project being

within 1/8 mile of the transit stop at Main Street and Center Street. Prior to the parking reduction being calculated, the total required parking for the overall project is 80 stalls and Developer. The transit based parking reduction reduces the parking requirement by 10% or 8 stalls, with the project requiring 72 parking stalls after the application of the parking reduction.

- ii. Developer shall provide 69 on-site parking stalls as indicated in the site plan.
- iii. **Residential Parking.** Per 17-27 Mixed Use Zoning District Overlay, a total of 68 parking stalls is required for the residential uses. Developer shall provide:
 - 1. A two-car garage for each townhome, for a total of 52 parking stalls.
 - 2. A four-car garage for the single-family home, for a total of four parking stalls.
 - 3. An additional 13 parking stalls on site.

- iv. **Commercial Parking.** Per 17-32 Off Street Parking and Loading, City is classifying uses as “less intensive commercial” which requires 1.5 spaces for each 1,000 square feet of business area. A total of 12 parking stalls are required for approximately 8,000 square feet of commercial space.
 - 1. Developer is requesting and city agrees to allow the existing angled parking stalls on Center Street to qualify for 3 of the commercial parking stalls.
 - 2. The remaining parking needs must be met with the on-site parking noted in 2.A.v.ii above.

- b. Parking Restrictions. The Declaration of Covenants, Conditions, and Restrictions (the “CC&Rs”) recorded against the Project shall restrict residents from utilizing existing on street parking on Center Street or 100 East to ensure sufficient parking for proposed commercial tenants and prohibit overnight on-street parking. “No overnight parking signs” shall be installed by the developer at multiple locations behind the sidewalk along the public streets adjacent to the project.

- viii. Allowed Dwellings. Developer may construct up to 27 residential dwelling units within Project, 26 which will be townhomes with dedicated work-space on the ground level and one single family residence. The overall residential unit count shall not exceed 27 units. In consideration of the existing historic conditions of the site and the Developer’s intent to preserve these historic characteristics, the single-family home shown on site with added commercial storefront is considered a permitted use.

- ix. Ownership of Dwellings. The Developer affirms that the Project is intended to be a for-sale residential community, primarily for owner-occupants. The Declaration of

Covenants, Conditions, and Restrictions (the “**CC&Rs**”) recorded against the Project shall include occupancy and rental restrictions expressly prohibiting the bulk purchase or ownership of three (3) or more units in the Project by an institutional investor, corporate entity, or individual. In addition to the purchase restriction, the CC&Rs shall include a provision requiring that at least sixty percent (60%) of the Dwellings in the Project must be Owner Occupied. These restrictions shall also be consistent with Kaysville City Code 17-31-3 and any other applicable municipal regulations governing residential rental properties.

- x. Landscaping. Developer agrees to plant vegetation and trees throughout the Project as approved with the landscape plan outlined in Exhibit D. Additionally, Developer:
 - a. Shall not install turf or grass in park strips, areas less than 8’ wide or landscaping in parking lot areas.
 - b. Agrees to use turf only in active recreation areas for the Project as defined in Kaysville City Code 17-5 Water Efficient Landscape Standards.
 - c. Agrees to use water wise vegetation and materials in all common landscaping areas where reasonable.
 - d. Agrees to maintain an adequate visibility triangle per AASHTO sight distance requirements at the intersection of Center Street and 100 East.
- xi. Fencing. Developer shall install a 6-foot-tall vinyl fence if none exists and maintain any existing 6-foot-tall vinyl fence along the southern border of the project, ensuring a 6-foot vinyl fence exists along the existing residential lots that abut the subject property to the south. Developer is not precluded from fencing the entire Project if they choose. All fencing must meet fencing and visibility requirements as adopted in Kaysville City Code.
- xii. Subdivision for Townhomes. Development of the Project shall require a subdivision of the Property for the purposes of individually owned townhomes. The future subdivision shall be processed as City Code requires.
 - a. Developer has the right to construct 27 residential units but acknowledges and understands that the plans submitted with this agreement shall be subject to the code then existing when those plans are submitted for subdivision approval. In other words, this agreement shall not be deemed to entitle this property to rights under the current zoning and building codes unless specifically stated herein. While neither party anticipates a material change to the code, the parties acknowledge that the attached site plan may not necessarily meet the code existing when applied for. This may require resizing of building size (and consequently the number of allowed dwellings) relocation of buildings, roads, parking, open space or otherwise based on requirements and approved civil engineering plans in order to meet city code and adopted standards or standards as required in this agreement.

- B. Findings of Compatibility. In adopting the Development Standards identified in Section 2, the City hereby expressly finds that the development of the Project, in conformance with the Development Standards and this Agreement, promotes the creation of a desirable residential Project in an appropriate location and is in harmony with the 2022 General Plan. The City further finds that the development of the Project, in conformance with the Development Standards and this Agreement, will not violate the general purpose, goals and objectives of the City Ordinances and any plans adopted by the Planning Commission and City Council.

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

3. MAINTENANCE AND CARE OF THE PROJECT AND PROPERTY

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

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

4. APPLICABILITY AND AMENDMENTS

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

5. ON-SITE PROJECT IMPROVEMENTS

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

6. OFF-SITE PROJECT IMPROVEMENTS

In accordance with applicable standards and subject to the design approval of the City Engineer, Developer shall construct and install street improvements, sidewalks, utilities, and drainage improvements, with the construction of the on-site improvements based on adopted city standards at the time of the subdivision application.

7. REPRESENTATIONS OF DEVELOPER

- A. Authority. Developer hereby represents that Developer has authority to proceed with the Project.
- B. Ability. Developer represents that it has the ability to timely proceed with the development and construction of the Project. Developer agrees to complete the subdivision process with platting, bonding and recordation by ____, ____.

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.]

By: _____

Kaysville City

Tamara Tran
Mayor

NOTARY PUBLIC

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 Jacob Williams.

NOTARY PUBLIC

(SEAL)

STATE OF UTAH)
 : ss.
COUNTY OF DAVIS)

When recorded return to:
Kaysville City
23 East Center Street
Kaysville, UT 84087

Exhibit A – Property Location Map
80 East Center Street, Kaysville UT 84037



Exhibit B – Legal Description of the Project property
Tax Parcel ID 11-108-0021

ALL OF LOT 7 & 8, BLK 6, PLAT A, KAYSVILLE TS SURVEY. CONT. 1.60 ACRES

DRAFT

Exhibit C – Site Plan



DR

Exhibit D – Amenity & Landscape Plan

DRAFT

Exhibit E – Architectural Renderings

DRAFT

Exhibit G – Applicable Ordinances

[Chapter 20 Central Commercial District](#)

[Chapter 27 Mixed Use Zoning District Overlay](#)

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

DRAFT



HAZEL COMMONS

Inspirational Mood Board





HAZEL COMMONS

Inspirational Mood Board



80 EAST & CENTER STREET DEVELOPMENT

TRAFFIC IMPACT STUDY



KAYSVILLE, UT



JUNE, 2025

25-8016

Table of Contents

1.0 EXECUTIVE SUMMARY	3
1.1 DESCRIPTION OF PROJECT	3
1.2 FINDINGS.....	3
1.3 RECOMMENDATIONS.....	5
2.0 INTRODUCTION.....	6
2.1 DEVELOPMENT DESCRIPTION	6
3.0 EXISTING CONDITIONS	9
3.1 ROADWAYS	9
3.2 EXISTING TRAFFIC VOLUMES	9
4.0 OPENING AND FUTURE YEAR TRAFFIC CONDITIONS	12
5.0 TRIP GENERATION AND TRIP DISTRIBUTION	15
5.1 SITE TRAFFIC DISTRIBUTION	15
6.0 OPENING AND FUTURE YEAR WITH PROJECT TRAFFIC CONDITIONS	19
7.0 CAPACITY ANALYSIS	22
8.0 PARKING GENERATION	26
9.0 RECOMMENDATIONS	27

List of Figures

Figure 1 – Vicinity Map	7
Figure 2 - Site plan.....	8
Figure 3 – 2025 Existing Traffic Volumes	11
Figure 4 – 2026 Opening Year Traffic Volumes	13
Figure 5 – 2031 Future Year Traffic Volumes.....	14
Figure 6 – Project Trip Distribution Percentages.....	17
Figure 7 – Project Trip Generated Traffic Volumes	18
Figure 8 – 2026 Opening Year with Project Traffic Volumes	20
Figure 9 – 2031 Future Year with Project Traffic Volumes.....	21

List of Tables

Table 1 - Trip Generation.....	15
Table 3 - Signalized and Unsignalized intersection LOS and Delay Parameters.....	22
Table 4 – 2025 Existing Traffic LOS	23
Table 5 – 2026 Opening Year Traffic LOS	23
Table 6 – 2031 Future Year Traffic LOS.....	24
Table 7 – 2026 Opening Year w/ Project LOS	25
Table 8 – 2031 Future Year w/ Project LOS.....	25
Table 2 – Parking Generation	26

1.0 Executive Summary

1.1 DESCRIPTION OF PROJECT

This report presents the results of a traffic impact analysis for the 80 East & Center Street Development, located in Kaysville, Utah. The 80 East & Center Street Development is planned for 1 single-family home, 26 townhomes, and 7,300-SF of Retail Plaza. The proposed site is planned with one Main Access. The Main Access is located east of the development connecting onto 100 East. All traffic entering and exiting the proposed development will utilize the Main Access.

The proposed parcel of land for the 80 East & Center Street Development currently consists of a church, a residential home, and undeveloped land. This development is surrounded by a senior activity center, Kaysville Elementary School, and Kaysville City Hall to the north. To the east and south of the development are residential neighborhoods and to the west are commercial properties. Figure 1 illustrates the Vicinity Map and the location of this development in relation to the adjacent roadway network.

For purposes of this study, and following Kaysville City's guidelines for a traffic impact study, the analysis will consist of the following intersections:

- Main Street & Center Street
- 100 East & Center Street
- 100 East & 100 South

The Main Access to the development is 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 80 East & Center Street Development and the proposed access location.

The traffic associated with this development is generated using the Trip Generation Manuals published by the Institute of Transportation Engineers (ITE). The 80 East & Center Street Development will generate 36 AM peak hour trips (17 entering the site and 19 exiting the site) and 78 PM peak hour trips (41 entering the site and 37 exiting the site) on an average weekday, with an Average Daily Traffic (AADT) volume of 740 trips generated on an average day.

1.2 FINDINGS

Following Kaysville City guidelines, the Existing Year, Opening Year, and Future Year (five years after 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 2025 Existing, 2026 Opening Year, 2031 Future Year scenarios.

Table E1 – Existing, Opening & Future Year Level of Service

INTERSECTION	EXISTING, OPENING & FUTURE LEVEL OF SERVICE					
	2025 EXISTING YEAR		2026 OPENING YEAR		2031 FUTURE YEAR	
	AM	PM	AM	PM	AM	PM
Main Street & Center Street	a(9.3)	b(11.9)	a(9.4)	b(12.1)	a(9.8)	b(13.1)
100 East & Center Street	A(6.9)	A(7.2)	A(6.9)	A(7.2)	A(7.0)	A(7.2)
100 East & 100 South	a(8.6)	a(8.9)	a(8.6)	a(8.9)	a(8.7)	a(9.0)
*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, all intersections currently function with a level of service (LOS) B or better. With the projected growth of 2% in this area for the 2026 Opening Year and 2031 Future Year scenarios, all intersections will continue to function with similar levels of service.

With the addition of the 80 East and Center Street Development, the following table illustrates the levels of service at the study area intersection and the proposed access.

Table E2 – Opening & Future Year with Project Level of Service

INTERSECTION	OPENING & FUTURE YEAR W/ PROJECT LEVEL OF SERVICE			
	2026 OPENING w/ PROJ		2031 FUTURE w/ PROJ	
	AM	PM	AM	PM
Main Street & Center Street	a(9.4)	b(12.1)	a(9.8)	b(13.1)
100 East & Center Street	A(7.0)	A(7.3)	A(7.0)	A(7.3)
100 East & 100 South	a(8.7)	a(9.1)	a(8.7)	a(9.1)
100 East & Main Access	a(8.7)	a(8.9)	a(8.7)	a(9.0)
*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 80 East & Center Street Development at full build-out, all intersections will function at acceptable levels of service C or better under the 2026 Opening Year and 2031 Future Year with Project scenarios.

1.3 RECOMMENDATIONS

Using the existing and projected traffic volumes at each of the study area intersections, both with and without the 80 East & Center Street Development traffic, the following are the recommendations to improve the flow of traffic.

2025 Existing Scenario

All intersections currently function 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 all 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 80 East and Center Street Development by 2026, all intersections within the study area are anticipated to continue to function at acceptable levels of service.

The proposed Main Access onto 100 East from this development will function with acceptable levels of service. It is recommended the Main Access be constructed with the appropriate signing and striping to meet Kaysville City standards. The Main Access will function with eastbound stop-controlled movements and traffic along 100 East will remain free-flowing.

2031 Future Year Scenario

Following Kaysville City's guidelines and analyzing 5 years beyond full build-out of the 80 East and Center Street Development, all intersections will continue to function at acceptable levels of service. No mitigations are needed.

2031 Future Year w/Project Scenario

With the full build-out of the 80 East & Center Street Development under the 2031 Future Year with Project scenario, all intersections within the study area are anticipated to continue to function at acceptable levels of service. No additional mitigations are needed.

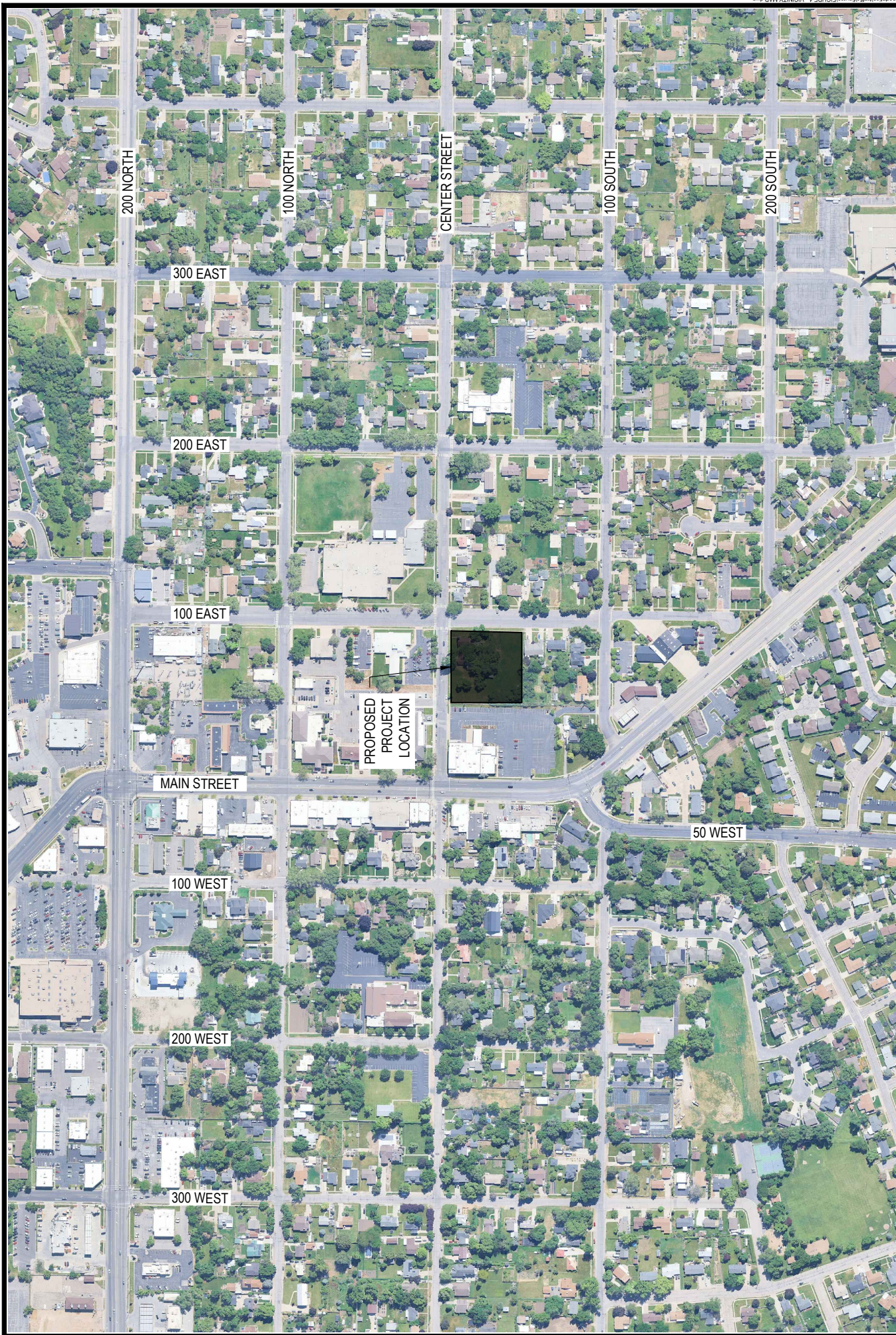
2.0 Introduction

2.1 DEVELOPMENT DESCRIPTION

The proposed 80 East & Center Street Development is situated on roughly 1.6 acres of land located on the southwest corner of 100 East and Center Street in Kaysville, Utah. This proposed development will consist of 1 single-family home, 26 townhomes, and 7,300-SF of Retail Plaza, expected to be completed by 2026.

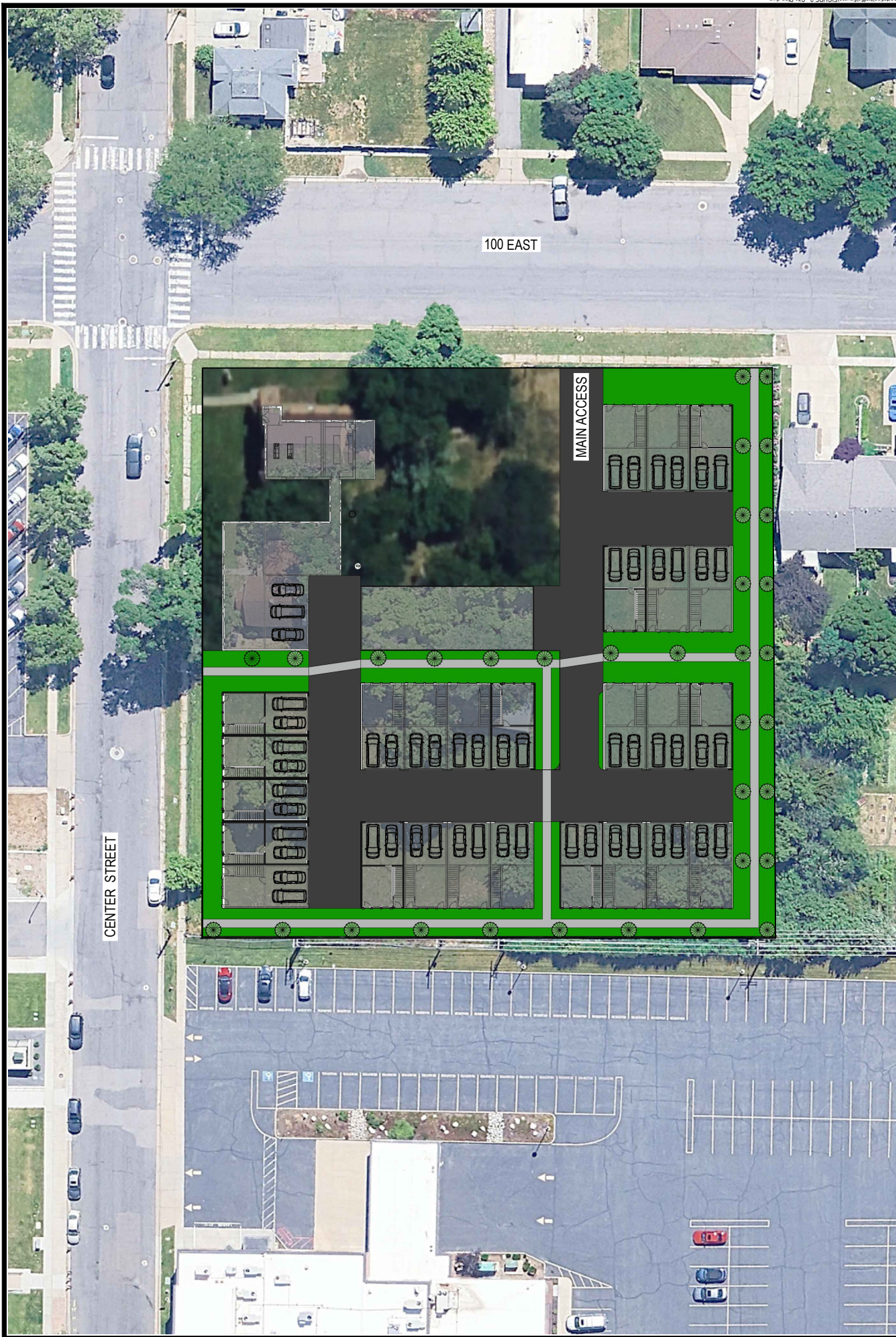
The 80 East & Center Street Development is planned for one Main Access. The Main Access is located east of the development and connects to 100 East. The Main Access will be used for all vehicles accessing the site.

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.



80 EAST & CENTER STREET DEVELOPMENT

FIGURE 1 - VICINITY MAP



80 EAST & CENTER STREET DEVELOPMENT
FIGURE 2 - SITE PLAN

3.0 Existing Conditions

3.1 ROADWAYS

Main Street (SR-273): Main Street is a roadway that is owned and maintained by Utah Department of Transportation (UDOT). Main Street runs north and south and provides connection onto 200 North to the north and I-89 to the south. Within this study area, Main Street consists of two lanes in either direction with a shared two-way left-turn lane. The posted speed limit within the study area is 35 mph.

Center Street: Center Street is a roadway that is owned and maintained by Kaysville City. Center Street runs east and west and provides connectivity for local residents exiting Main Street. West of 100 East, Center Street is a one-way road with a single lane in the eastbound direction. East of 100 East, Center Street consists of a single lane in the eastbound direction and a single lane in the westbound direction. Center Street does not have a posted speed limit; it is assumed to be 25 mph.

100 East: 100 East is a roadway that is owned and maintained by Kaysville City. 100 East runs north and south and provides connection onto 200 North for local residents. Within this study area, 100 East consists of a single lane in the northbound direction and a single lane in the southbound direction. 100 East does not have a posted speed limit; it is assumed to be 25 mph.

100 South: 100 South is a roadway that is owned and maintained by Kaysville City. 100 South runs east and west and provides connection onto Main Street for local residents. Within this study area, 100 South consists of a single lane in the eastbound direction and a single lane in the westbound direction. The posted speed limit within the study area is 25 mph.

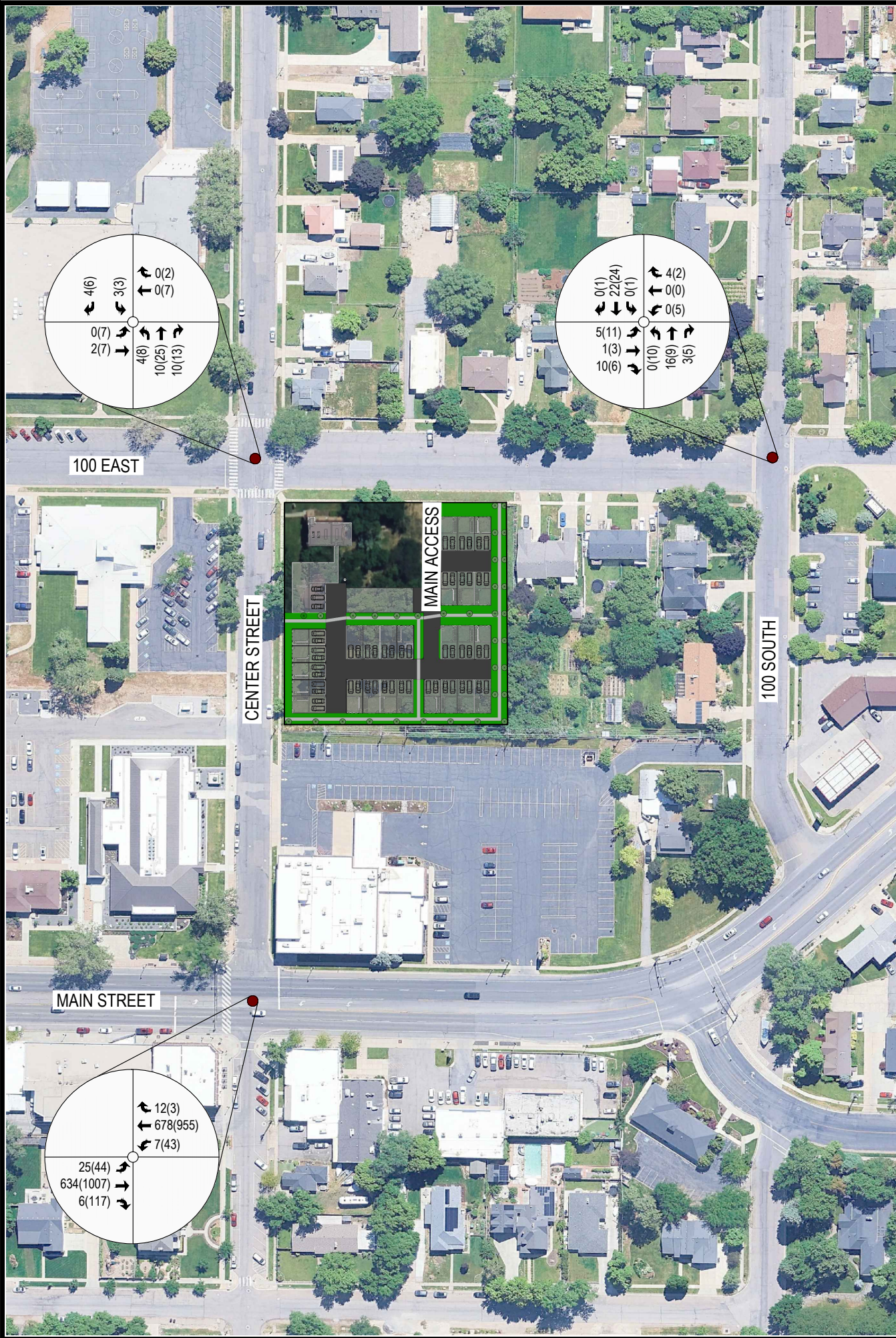
3.2 EXISTING TRAFFIC VOLUMES

Using Kaysville's traffic study guidelines, it was determined existing traffic counts would be collected at the following intersections:

- Main Street & Center Street
- 100 East & Center Street
- 100 East & 100 South

Existing AM and PM peak hour traffic counts were collected between 7 AM and 9 AM and 4 PM and 6 PM at the study area intersections on May 28, 2025 and May 29, 2025,

respectively. From the existing counts that were collected, it was determined the peak hours at these intersections are from 7:45 AM to 8:45 AM and from 4:45 PM to 5:45 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.



80 EAST & CENTER STREET DEVELOPMENT

FIGURE 3 - EXISTING TRAFFIC VOLUMES

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

4.0 Opening and Future 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. To our knowledge, there are no planned developments surrounding the 80 East & Center Street Development area. Therefore, it is assumed an average growth of 2% will occur within this study area from 2025 to 2031. Applying the assumed growth rate to the existing traffic volumes, the projected traffic volumes for the 2026 Opening Year traffic volumes are illustrated in Figure 4.

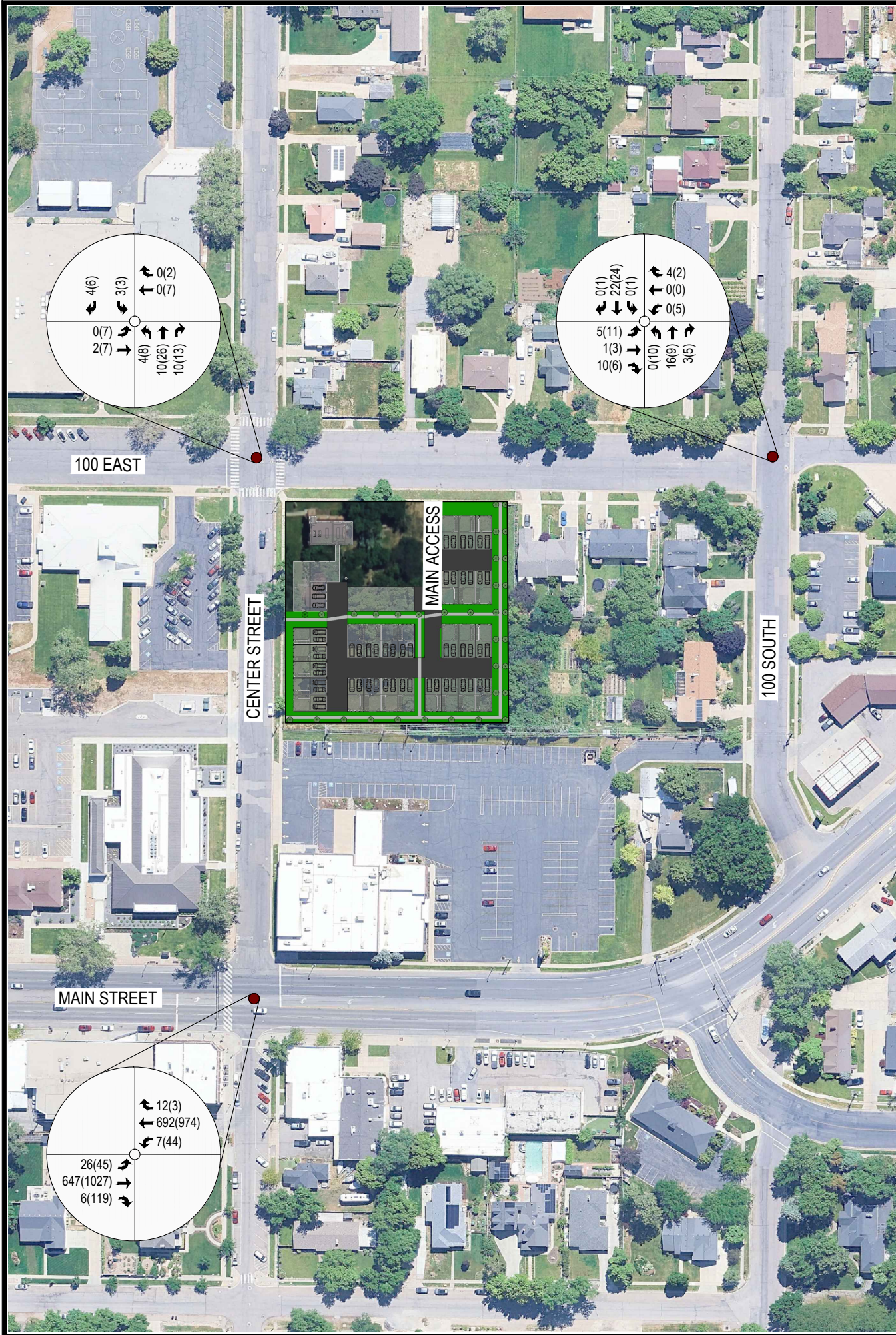
Following Kaysville City's traffic impact study guidelines, this analysis also looked at five years after Opening Year. Applying the growth rate described above to the Existing and Opening Year traffic volumes, the 2031 Future Year traffic volumes are generated. These volumes can be found in Figure 5.



80 EAST & CENTER STREET DEVELOPMENT

FIGURE 4 - 2026 OPENING YEAR TRAFFIC VOLUMES

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

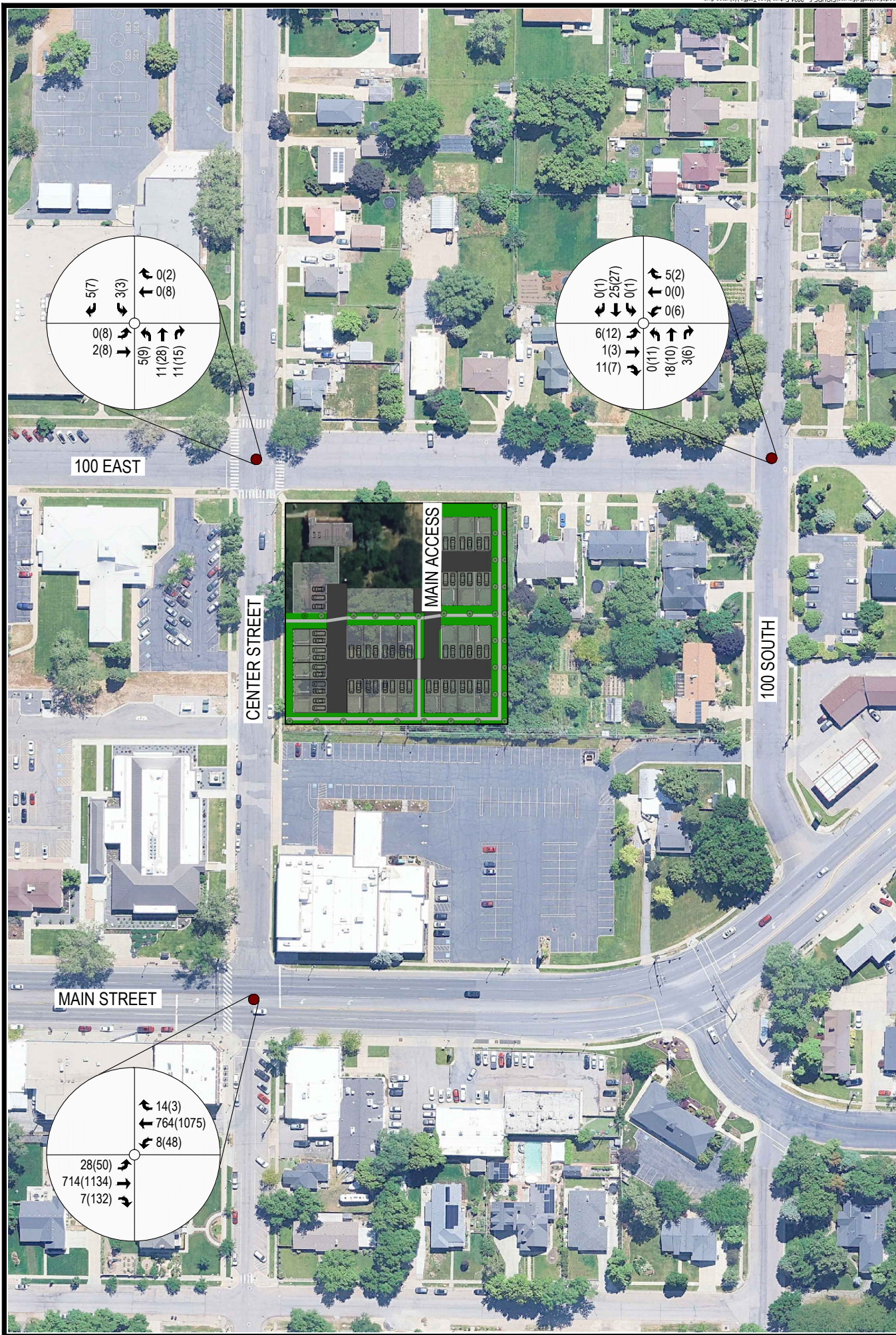




80 EAST & CENTER STREET DEVELOPMENT

FIGURE 5 - 2031 FUTURE 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 80 East & Center Street Development will consist of 1 single-family home, 26 townhomes, and 7,300-SF of Retail Plaza. Using land use code 210 for Single-Family Detached Housing, 215 for Single-Family Attached Housing, and 822 for Strip Retail Plaza (<40k), 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 and estimated square footage of building space. The trips generated from the 80 East & Center Street Development are presented in Table 1.

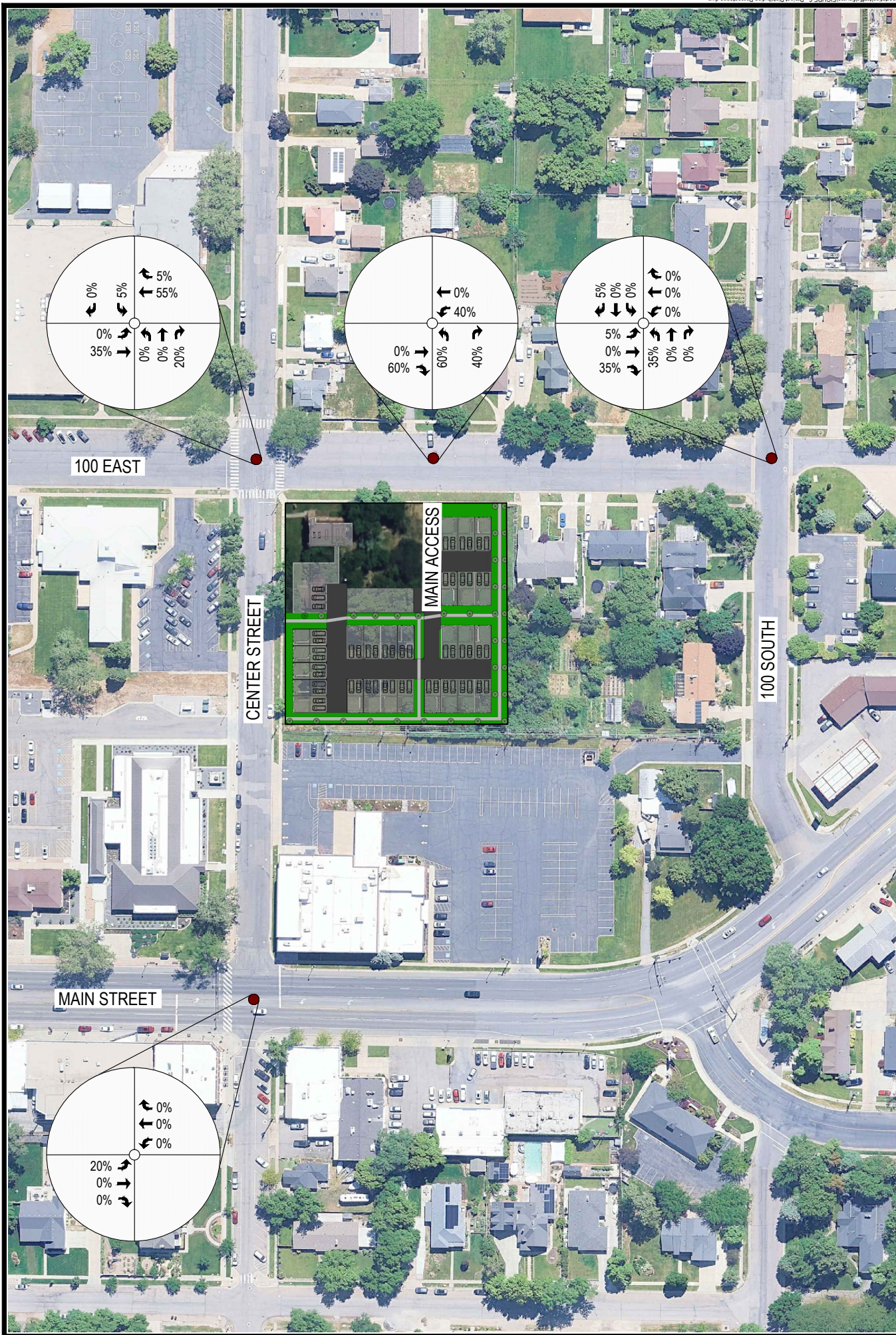
Table 1 - Trip Generation

ITE Land Use Code	Land Use	Land Use Description	Size	Daily (AADT)	Trip Generation (AM)		Trip Generation (PM)	
					Enter	Exit	Enter	Exit
210	Single-Family Detached Housing	Dwelling Units	1	15	0	1	1	0
215	Single-Family Attached Housing	Dwelling Units	26	187	3	9	9	6
822	Strip Retail Plaza (<40k)	1000 Sq Ft GLA	7.3	538	14	9	31	31
Total				740	17	19	41	37

5.1 SITE TRAFFIC DISTRIBUTION

Site ingress/egress traffic at the proposed Main Access 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. Figure 6 illustrates the site traffic distribution percentages throughout the study area.

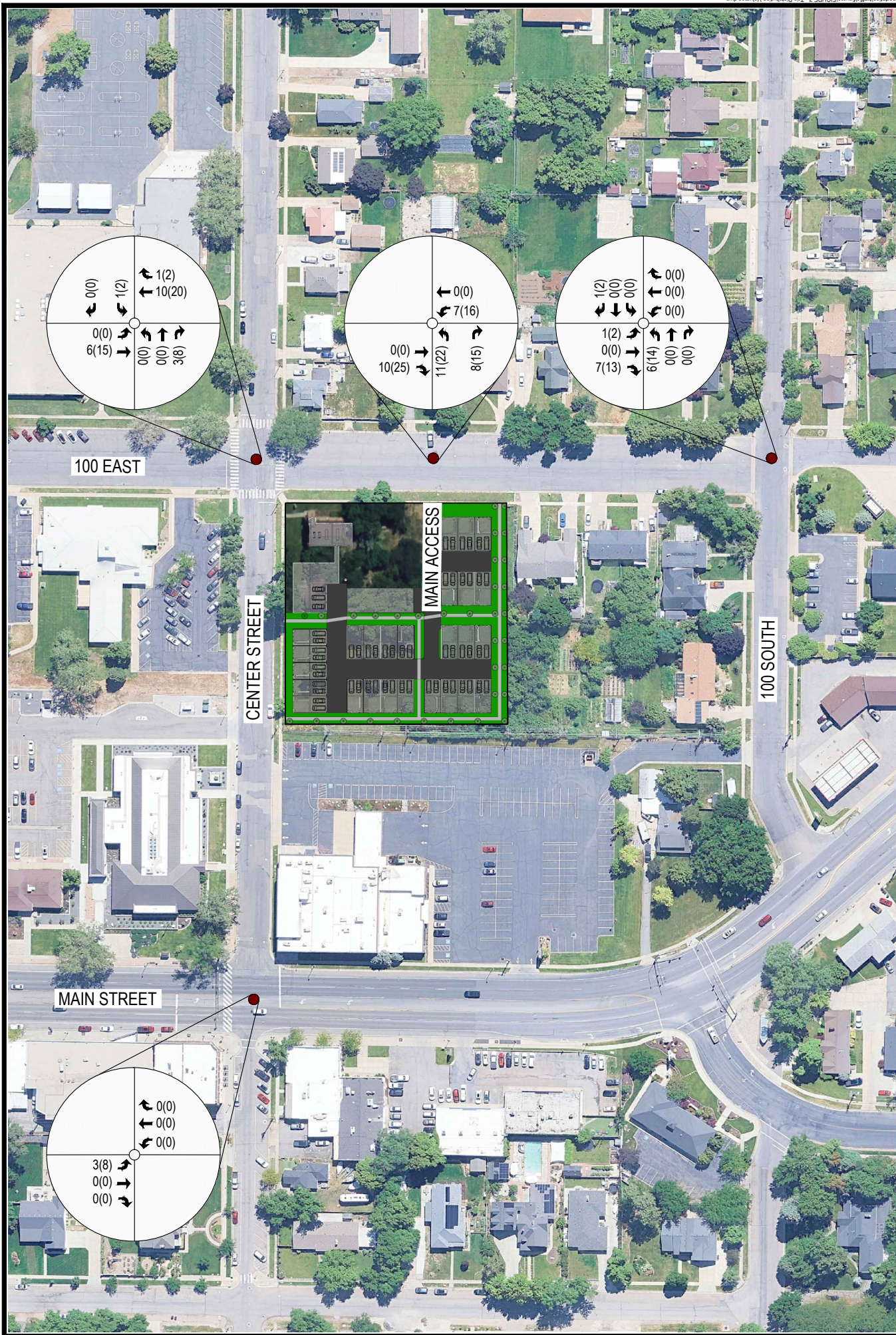
Using the distribution percentages along with the projected traffic volumes outlined in Table 1, Figure 7 illustrates the site traffic volumes anticipated at the study area intersections.



80 EAST & CENTER STREET DEVELOPMENT

FIGURE 6 - PROJECT DISTRIBUTION PERCENTAGES

XX% = PROJECT DISTRIBUTION PERCENTAGES



80 EAST & CENTER STREET DEVELOPMENT

FIGURE 7 - TRIP DISTRIBUTION VOLUMES

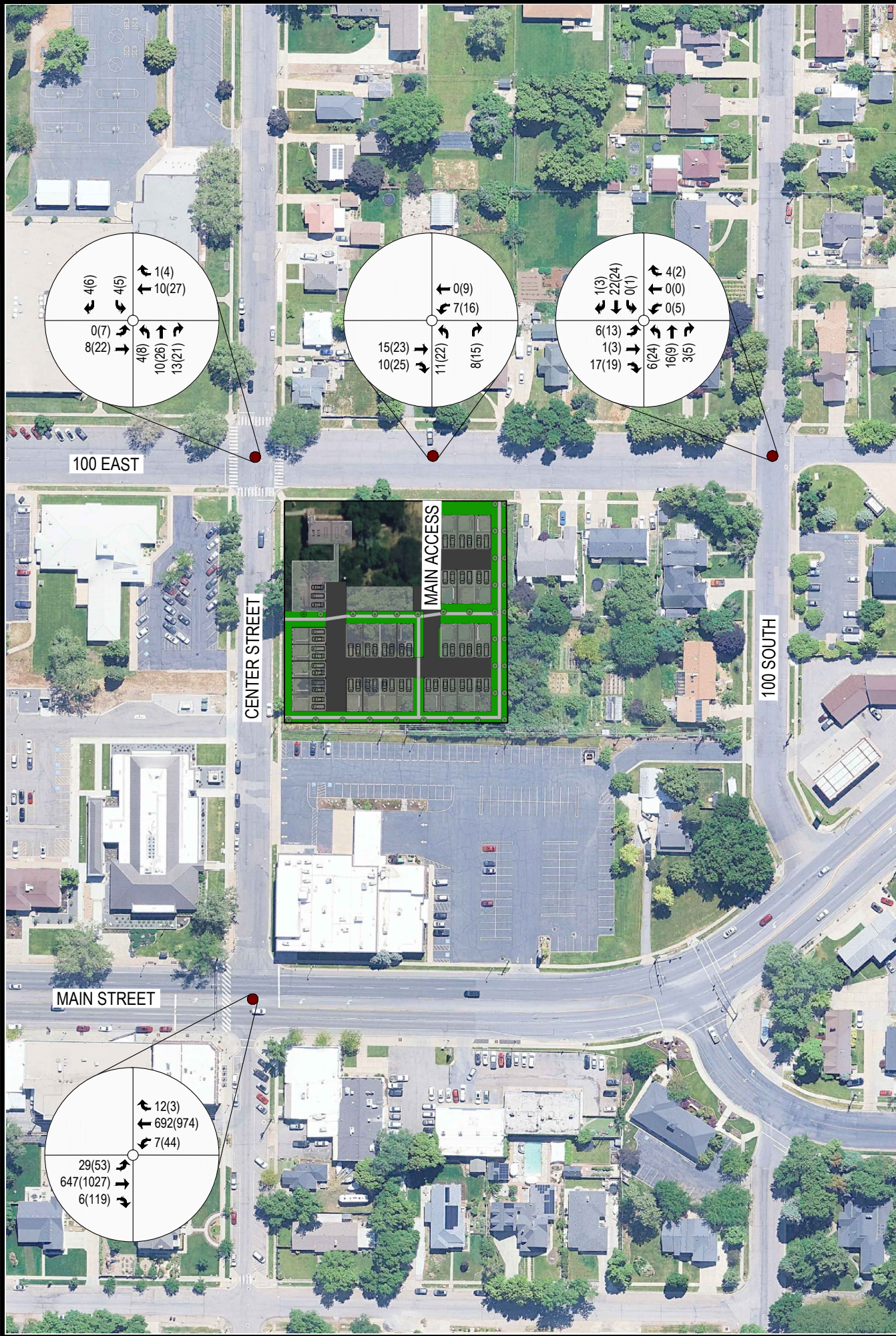
XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES



6.0 Opening and Future Year with Project Traffic Conditions

The 2026 Opening and 2031 Future Year scenarios with Project traffic volumes represent the traffic that will be added to the study area with the addition of the 80 East & Center Street Development. Using the 2026 Opening Year traffic volumes (Figure 4) and the site generated traffic volumes (Figure 7), the 2026 Opening Year with Project traffic volumes are generated. Per the developer's schedule, it is anticipated the 80 East & Center Street Development will be built out in 2026. The 2026 Opening Year with Project traffic volumes, which illustrates the full build-out of the development, are illustrated in Figure 8.

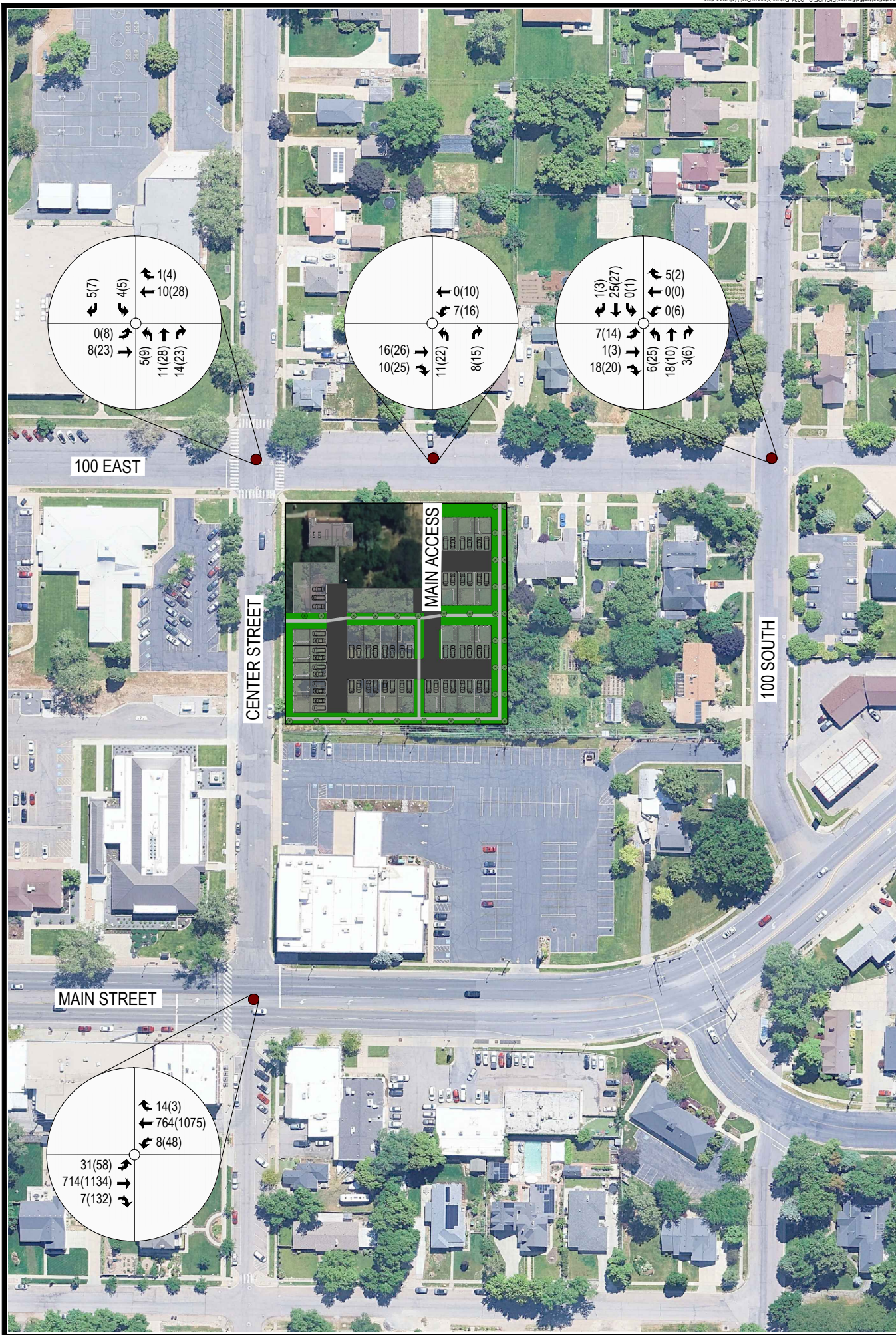
Applying this same approach, using the 2031 Future Year traffic volumes (Figure 5) and the site generated traffic volumes (Figure 7), the 2031 Future Year with Project traffic volumes are generated. These volumes are found in Figure 9.



80 EAST & CENTER STREET DEVELOPMENT

FIGURE 8 - 2026 OPENING YEAR w PROJECT VOLUMES

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



80 EAST & CENTER STREET DEVELOPMENT

FIGURE 9 - 2031 FUTURE YEAR w PROJECT 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 80 East & Center Street Development. 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 4 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 2025 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 – 2025 Existing Traffic LOS

Intersection	2025 Existing Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Main Street & Center Street					
AM Peak Hour	-	A(9.1)	A(9.3)	-	-
PM Peak Hour	-	B(11.9)	B(10.8)	-	-
2: 100 East & Center Street					
AM Peak Hour	A(6.9)	A(0.0)	A(7.0)	A(6.9)	A(7.1)
PM Peak Hour	A(7.2)	A(7.0)	A(7.2)	A(7.2)	A(7.0)
3: 100 East & 100 South					
AM Peak Hour	-	A(8.4)	A(8.6)	A(0.0)	A(0.0)
PM Peak Hour	-	A(8.8)	A(8.9)	A(3.0)	A(0.3)

As can be seen in Table 5, under the existing traffic conditions, all movements at the study area intersections function with acceptable levels of service B or better.

With the projected 2% growth to the Opening Year of 2026 and the Future Years of 2031, the following tables illustrate 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: Main Street & Center Street					
AM Peak Hour	-	A(9.1)	A(9.4)	-	-
PM Peak Hour	-	B(12.1)	B(11.0)	-	-
2: 100 East & Center Street					
AM Peak Hour	A(6.9)	A(0.0)	A(7.0)	A(6.9)	A(7.1)
PM Peak Hour	A(7.2)	A(7.0)	A(7.3)	A(7.2)	A(7.0)
3: 100 East & 100 South					
AM Peak Hour	-	A(8.4)	A(8.6)	A(0.0)	A(0.0)
PM Peak Hour	-	A(8.8)	A(8.9)	A(3.0)	A(0.3)

Table 5 – 2031 Future Year Traffic LOS

Intersection	2031 Future Year Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Main Street & Center Street					
AM Peak Hour	-	A(9.4)	A(9.8)	-	-
PM Peak Hour	-	B(13.1)	B(11.7)	-	-
2: 100 East & Center Street					
AM Peak Hour	A(7.0)	A(0.0)	A(7.0)	A(7.0)	A(7.1)
PM Peak Hour	A(7.2)	A(7.0)	A(7.3)	A(7.2)	A(7.1)
3: 100 East & 100 South					
AM Peak Hour	-	A(8.4)	A(8.7)	A(0.0)	A(0.0)
PM Peak Hour	-	A(8.9)	A(9.0)	A(3.0)	A(0.3)

As seen in Tables 6 and 7, the traffic movements at both intersections will continue to function with similar levels of services as under the Existing Year conditions.

With the addition of the 80 East & Center Street Development within this study area, the following tables illustrates the projected levels of service at the study area intersections under the 2030 Opening Year with Project and the 2035 Future Year with Project scenarios.

Table 6 – 2026 Opening Year w/ Project LOS

Intersection	2026 Opening Year w/ Project Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Main Street & Center Street					
AM Peak Hour	-	A(9.1)	A(9.4)	-	-
PM Peak Hour	-	B(12.1)	B(11.1)	-	-
2: 100 East & Center Street					
AM Peak Hour	A(7.0)	A(7.0)	A(7.1)	A(7.0)	A(7.2)
PM Peak Hour	A(7.3)	A(7.2)	A(7.3)	A(7.3)	A(7.3)
3: 100 East & 100 South					
AM Peak Hour	-	A(8.4)	A(8.7)	A(1.7)	A(0.0)
PM Peak Hour	-	A(9.1)	A(9.0)	A(4.6)	A(0.3)
4: 100 East & Main Access					
AM Peak Hour	-	A(7.3)	A(0.0)	A(8.7)	-
PM Peak Hour	-	A(4.7)	A(0.0)	A(8.9)	-

Table 7 – 2031 Future Year w/ Project LOS

Intersection	2031 Future Year w/ Project Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Main Street & Center Street					
AM Peak Hour	-	A(9.4)	A(9.8)	-	-
PM Peak Hour	-	B(13.1)	B(11.8)	-	-
2: 100 East & Center Street					
AM Peak Hour	A(7.0)	A(7.0)	A(7.1)	A(7.0)	A(7.1)
PM Peak Hour	A(7.3)	A(7.2)	A(7.4)	A(7.3)	A(7.3)
3: 100 East & 100 South					
AM Peak Hour	-	A(8.4)	A(8.7)	A(1.6)	A(0.0)
PM Peak Hour	-	A(9.1)	A(9.0)	A(4.5)	A(0.2)
4: 100 East & Main Access					
AM Peak Hour	-	A(7.3)	A(0.0)	A(8.7)	-
PM Peak Hour	-	A(4.5)	A(0.0)	A(9.0)	-

With the addition of the 80 East & Center Street Development, traffic movements will continue to function with acceptable levels of service.

8.0 Parking Generation

In order to generate the anticipated number of parking stalls needed for the 80 East and Center Street Development, Kaysville City Code 17-27-7 and 17-32-5 were used and can be found in the appendix. The full build-out of the proposed 80 East & Center Street Development will consist of 1 single-family home, 26 townhomes, and 7,300-SF of Retail Plaza. Table 2 illustrates the number of parking stalls needed for this development using the average rates available from the Kaysville City Code.

Table 8 – Parking Generation

Use	Size	Parking Requirement	Parking Stalls
Residential - Three Bedroom or Larger Units	27	2.5 per unit	68
Rentable Commercial Space	7.3	3.5 per 2,000-SF	13
Transit Based Reductions (within 1/8 mile)			8
Bike Rack Reductions			2
Total			71

As seen in Table 2, the number of parking stalls needed for the 80 East & Center Street Development is 71 parking stalls during a typical day. These calculations are assuming full occupancy of both the strip retail plaza and the residential units. The proposed site plan provides a total of 61 parking stalls for the residential units of this development. An additional 18 on-street angled parking stalls are available along 100 East and up to 10 on-street parallel parking stalls are available along Center Street, for a total of 89 parking stalls. This is 18 parking stalls more than the calculated number of occupied stalls per Kaysville City Code. This also assumes the maximum amount of parking stalls are needed for both the residential homes and commercial space at the same time.

As the proposed development is located within 1/8 mile of the Main St @ 50 S (Kaysville) bus stop, Kaysville City Code 17-27-7 allows for a 10% parking reduction based on project location proximity to a bus stop. From 2020 to 2025, the Main St @ 50 S (Kaysville) bus stop averaged 3.4 boardings on an average weekday and 2.6 boardings on an average weekend. The average boarding for the bus stop are 4.0 for a weekday and 3.0 for a weekend. As the proposed development is planned for bike racks for use of residents and the public, Kaysville City Code 17-27-7 allows for an additional two stall reduction seen in Table 2 above.

9.0 Recommendations

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

2025 Existing Scenario

All intersections currently function 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 all 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 80 East and Center Street Development by 2026, all intersections within the study area are anticipated to continue to function at acceptable levels of service.

The proposed Main Access onto 100 East from this development will function with acceptable levels of service. It is recommended the Main Access be constructed with the appropriate signing and striping to meet Kaysville City standards. The Main Access will function with eastbound stop-controlled movements and traffic along 100 East will remain free-flowing.

2031 Future Year Scenario

Following Kaysville City's guidelines and analyzing 5 years beyond full build-out of the 80 East and Center Street Development, all intersections will continue to function at acceptable levels of service. No mitigations are needed.

2031 Future Year w/Project Scenario

With the full build-out of the 80 East & Center Street Development under the 2031 Future Year with Project scenario, all intersections within the study area are anticipated to continue to function at acceptable levels of service. No additional mitigations are needed.

Appendix

Kaysville City Code 17-27-7

17-27-7 Development Standards

The following shall be the base standard for review of any project. Variations to the standards outlined may be altered by specific approval of the City Council in a Development Agreement when demonstrated that alternate standards are superior to those listed within this chapter.

1. Compatibility And Review:

- a. All uses and structures shall be sited and designed to be compatible with one another and surrounding development. To determine compatibility, a review, including, but not limited to, the following characteristics of the uses and structures shall be conducted by Community Development Department staff relative to other affected uses and structures: location, orientation, operation, architecture, massing, scale, and visual and sound privacy.

2. Building Placement and Orientation Standards:

- a. It is the intent of this section to ensure that new development is pleasant and inviting to pedestrians by placing buildings closer to the street and where primary building entrances are visually prominent and easily accessible. Developments shall demonstrate best practices in urban design principles by enhancing the streetscape consistent with the General Plan and any small area plans specific to the proposed location.
- b. In cases where it is not practical or possible to orient buildings to streets, the intent of these standards is to use a combination of setbacks, low-level screening and building materials and design variation to soften the visual impact of side or rear facing facades and to create street frontages that are inviting and pleasant for residents and passersby.
- c. Buildings and their primary entrances shall be oriented to streets or common courtyards unless prohibited by unique site conditions.
- d. No more than thirty percent (30%) of the frontage of any lot shall be occupied by any combination of parking, driveways and lanes. The predominant visible development from the street shall be buildings or landscaping.
 - i. Side yards unoccupied by that exceed fifteen feet (15') in width located adjacent to another side yard that exceeds fifteen feet (15') in width should be avoided unless the areas are to be used as a unified public gathering area or courtyard;
 - ii. The percentage of building frontage required along the lot width may be reduced to accommodate site plan approved pedestrian plazas located between buildings;

3. Building Design Criteria:

- a. Where applicable, such as the GC and CC zoning districts, the following shall apply in addition to the Kaysville City Commercial Building Design requirements of KCC 18-5. The following are also applicable for projects in the R-M zone.
 - i. Entrances shall be accessible to the public as a regular building entry from the public sidewalk.
 - ii. The street level floor elevation should match the elevation of the sidewalk at the front of the building as closely as possible to facilitate accessibility and primary street orientation.
 - iii. Detailing at intervals of thirty feet (30') shall be provided to break up expanses of blank walls with no openings. Additionally, walls with no openings shall be set

back from the public right-of-way a minimum of fifteen feet (15') and buffered with landscaping. Landscaping shall include trees spaced at thirty foot (30') intervals and at least one row of additional plants and/or shrubs. For every seventy-five feet (75') in building length along the street frontage or adjoining a Residential Zone, the design shall include at least one significant break in the vertical wall plane with a minimum depth of at least five feet (5'), a minimum length of at least twenty feet (20'), and running the full height of the building.

iv. Fenestration:

- (1) A minimum of fifty percent (50%) fenestration is required on the street level of all street facing facades. Street level is considered to be between two feet (2') and ten feet (10') on these street types. Upper stories shall have a minimum of thirty percent (30%) fenestration for each story;
- (2) Windows of tinted or reflective glass may not be located between two feet (2') and eight feet (8') above the sidewalk grade on street facing facades;

4. Open Space Requirements and Amenities:

- a. To support the residential component of each project, there shall be provided amenities that are commensurate with the type of development and scale of project being proposed. The developer shall demonstrate how the proposed amenities meet the needs of residents and how they will be maintained.
- b. Functional, improved open space shall be provided within each development as required by the DA. Open space can include such things as plazas, paseos, walking trails, amphitheaters, community gardens, water features, playgrounds, seating areas, pavilions, etc.
- c. The use of front yard areas for buildings that have nonresidential uses on the ground floor shall be oriented toward the pedestrian and shall include related amenities such as entrance walks, stairs, ramps, plazas, benches, bike racks, raised flower boxes or other such features.

5. Parking And Circulation:

- a. Projects shall provide safe and attractive pedestrian and bicycle connections to building entries and public sidewalks;
- b. Off street parking for vehicles shall not occupy any space located between the building and the primary street and the secondary street where applicable for a corner lot. Parking areas located to the side of structures shall be located a minimum of ten feet (10') back from the back of the adjacent sidewalk. The space between the parking and the walk in this instance shall be landscaped to help screen the parking area.
- c. The site shall be configured and landscaping provided so as to minimize the visual impacts of parking areas, parking structures and residential garages on streets, open spaces and adjoining developments;
 - i. Where an off street parking lot is visible from the street in a side yard, it shall be screened by either a two foot (2') tall screen wall or eighteen inch (18") seat wall located between the parking lot and the sidewalk. Where a parking lot is adjacent to a residential use, a three foot (3') screen wall and landscaping, sufficient to screen up to the headlight level of vehicles, shall be located between the residential use and the parking lot.

d. Amount of Parking Required:

i. Commercial Parking Requirements:

- (1) Minimum number of stalls based on use type.

ii. Residential Parking Requirements:

- (1) Studio Units - 1 parking stall/unit
(2) One Bedroom Units – 1.5 parking stalls/unit
(3) Two Bedroom Units – 2 parking stalls/unit
(4) Three Bedroom or larger Units - 2.5 parking stalls/unit

iii. Parking Reductions:

- (1) Shared Parking: The city may allow for shared parking and time of use parking scenarios to count towards required parking stalls. Parking reduction and shared parking requests shall be accompanied by a parking analysis and parking proposal provided by the developer.
- (2) Transit Based Parking Reductions: The number of parking stalls may be reduced by up to ten percent (10%). Reduction requests shall be accompanied by a parking analysis for the development and shall include information specific to the proposed uses in the development. The study shall include ridership information for the relevant transit stop including boarding and alighting data.
- (A) 10% within 1/8 mile of transit stop.
- (B) 5% within 1/4 mile of transit stop.
- (C) Additional reduction up to two (2) stalls for including bike racks, board, scooter, drone pads, or motorcycle stalls on site for use of residents and the public.

6. Curb Management:

- a. Projects shall include a sufficient plan and appropriate curb management facilities to accommodate delivery vehicles and trucks, ride share access, moving trucks and postal delivery.

7. Connectivity:

- a. Connectivity throughout the area is critical for the mixed use nature of the area to function as a pedestrian oriented environment. Connectivity will be evaluated for multiple modes of travel, including pedestrian and bicycle.

8. Traffic Access and Management Analysis Study:

- a. A traffic study shall be provided demonstrating safe ingress and egress to the proposed project and identifying measures or improvements to mitigate impact on traffic and adjacent properties.

9. Sidewalks:

- a. Sidewalks shall be provided on both sides of each motorized street unless otherwise approved by the Public Works Department.

10. Alleys:

- a. Alleys are allowed in any mixed use district in this chapter to minimize curb cuts and provide common access to parking and service areas behind buildings. Alleys should be generally oriented so that they are parallel to the primary street to which they serve. Alleys may be incorporated as drive aisles for rear parking lots or as a fire access. However, alleys shall not be considered a fire access unless specifically approved as such by the City Fire Department and the pavement width and durability/longevity design meets city standards.

11. Signs:

- a. Signs within the mixed use district shall comply with other city sign standards and any applicable rules of the underlying zoning district.
- b. In addition to signs permitted in the R-M zone by KCC 17-33, wall signs not to exceed 15% of the façade of a building are permitted. EMC signs are prohibited.

HISTORY

Adopted by Ord. [Mixed Use Zoning District Overlay](#) on 8/19/2021

Amended by Ord. [23-03-01](#) on 3/2/2023

Kaysville City Code 17-32-5

2. Each loading space shall be not less than fourteen feet (14') in width, twenty-five feet (25') in length, and fifteen feet (15') in height.
3. Such space may occupy any required yard or court except that if it shall be located closer than fifty feet (50') to any lot in any R-District, it shall be enclosed by a brick or stone wall or landscaping not less than six feet (6') in height.

17-32-4 Other Access And Parking-Related Provisions

1. Lanes for drive-through windows shall be at least twelve feet (12') wide.
2. Garages for storage of automobiles and commercial parking lots shall be permitted in the CC Central Commercial District, as provided in [KCC 17-20](#).

17-32-5 Number Of Parking Spaces Required

1. Except as may be provided elsewhere in this Title, there shall be provided at the time of erection of any building or at the time any main building is enlarged or increased in capacity, minimum off-street parking space with adequate provisions for ingress and egress by standard-sized automobiles. If any land, structure, or use is changed from one use to another which requires more off-street parking spaces as specified in Subsection (2), there shall be provided such additional off-street parking for the new use as is required by this chapter.
2. **Specific Requirement for Each Land Use.** Required off-street parking shall be provided for each use as listed below. Requirements calculated on floor areas shall be based upon [KCC 17-32-2\(4\)](#). Parking for uses not specifically listed below shall be provided in the same ratio as the use most nearly approximating the characteristics of the unlisted use, as determined by the Planning Commission. Parking shall be provided as follows, with spaces based upon one or a combination of uses listed:

Use	Parking Requirement
Residential	
Single-unit Dwelling	Two Parking Spaces
Two-unit Dwelling	Two Parking Spaces Per Unit
Three-unit Dwelling	Two Parking Spaces Per Unit
Four-unit Dwelling	Two Parking Spaces Per Unit
Multi-unit Dwelling	Minimum of eight (8) spaces, with 1.5 spaces for each additional unit over five (5)
Apartment House	Minimum of eight (8) spaces, with 1.5 spaces for each additional unit over five (5)
Golf courses, tennis courts and similar recreation areas	Determined by specific review by Planning Commission
Hotel, motel and lodge	One space per each one and one-half (1.5) rental units, plus one space per 200 square feet of assembly, banquet, and restaurant area
Intensive retail commercial	3.5 spaces fr each 1,000 square feet of shops selling directly to the floor area public

Less intensive commercial	1.5 spaces for each 1,000 square feet of business as furniture, appliance floor area and lumber sales
Offices	
Personal services including medical and dental clinics	Two (2) spaces for each 1,000 square feet of floor area plus one (1) space for each employee per shift
Business	3.5 spaces for each 1,000 square feet of floor area
Restaurants, bars, dining rooms	One (1) space for every four (4) seats
Churches, auditoriums, assembly halls, theaters	One (1) space for every five (5) seats
Bowling alleys, skating rinks	Two (2) spaces for every 1,000 square feet of floor area
Industrial and wholesale	1.2 spaces for each employee per shift establishments
Mortuary	One (1) space for every three hundred (300) square feet of floor area
Hospitals, schools, civic buildings	Determined by specific review by Planning Commission
Shopping centers, or complexes, or rentable commercial space	At least three and one-half (3.5) spaces per 2,000 square feet of floor area

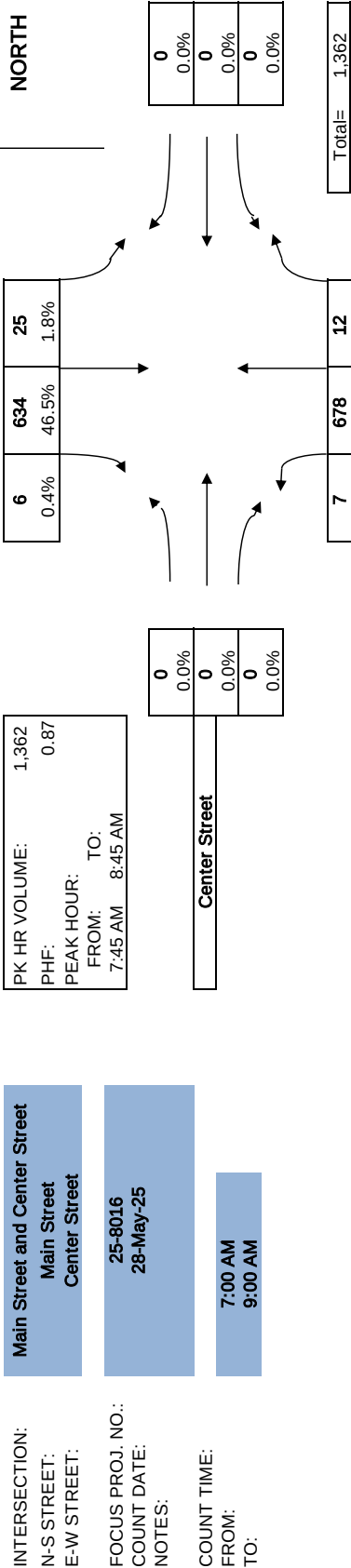
TABLE OF PARKING LOT DIMENSIONS
(Letters refer to the diagram below)

		Parking Angle		
		45°	60°	90°
Offset	A	18'	11'	1'6"
Car Space	B	12'	10'	8'7"
Stall Depth	C	16'	18'	18'6"
Stall Depth	D	18'	19'	19'
Overhang	E	2'	2'3"	2'9"
Driveway	F	13'	17'6"	25'
Turnaround	G	17'	14'	14'

Existing Traffic Counts

FOCUS ENGINEERING & SURVEYING, LLC

AM PEAK HOUR VOLUMES



COUNT DATA INPUT:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM	0	97	1				3	82	1				184
7:15 AM	7:30 AM	1	100	0				3	135	0				239
7:30 AM	7:45 AM	0	120	2				8	162	2				294
7:45 AM	8:00 AM	1	165	2				1	221	2				392
8:00 AM	8:15 AM	1	154	2				8	122	3				290
8:15 AM	8:30 AM	5	165	3				8	153	0				334
8:30 AM	8:45 AM	0	194	5				8	138	1				346
8:45 AM	9:00 AM	0	196	4				4	160	2				366

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	2	482	5	0	0	0	15	600	5	0	0	0	1,109
7:15 AM	8:15 AM	3	539	6	0	0	0	20	640	7	0	0	0	1,215
7:30 AM	8:30 AM	7	604	9	0	0	0	25	658	7	0	0	0	1,310
7:45 AM	8:45 AM	7	678	12	0	0	0	25	634	6	0	0	0	1,362
8:00 AM	9:00 AM	6	709	14	0	0	0	28	573	6	0	0	0	1,336

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:

Main Street and Center Street

Main Street

Center Street

FOCUS PROJ. NO.:
COUNT DATE:
NOTES:

25-8016

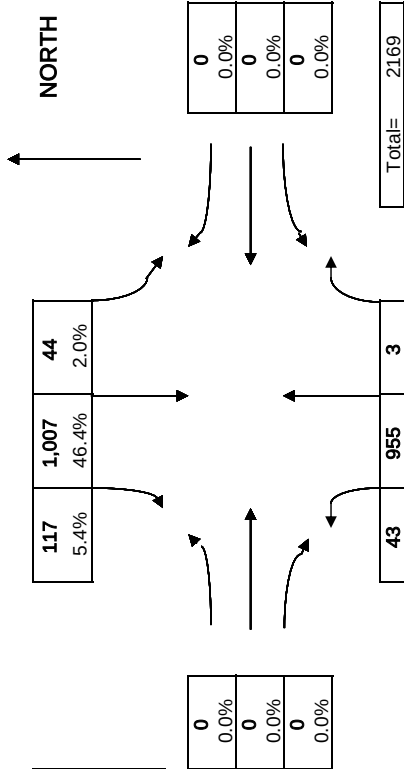
28-May-25

COUNT TIME:
FROM:
TO:

4:00 PM

6:00 PM

PK HR VOLUME:	2,169
PHF:	0.96
PEAK HOUR:	
FROM:	TO:
4:45 PM	5:45 PM



COUNT DATA INPUT:

TIME PERIOD		NORTHBOUND		EASTBOUND		SOUTHBOUND		WESTBOUND		TOTAL VOLUMES
FROM:	TO:	L	T	L	T	L	T	L	T	
4:00 PM	4:15 PM	10	270			4	245	12		542
4:15 PM	4:30 PM	4	226			10	202	6		448
4:30 PM	4:45 PM	4	222			8	199	21		454
4:45 PM	5:00 PM	15	230			18	248	39		551
5:00 PM	5:15 PM	14	243			5	259	45		566
5:15 PM	5:30 PM	13	233			13	260	28		548
5:30 PM	5:45 PM	1	249			8	240	5		504
5:45 PM	6:00 PM	11	221			4	242	25		503

HOURLY TOTALS:

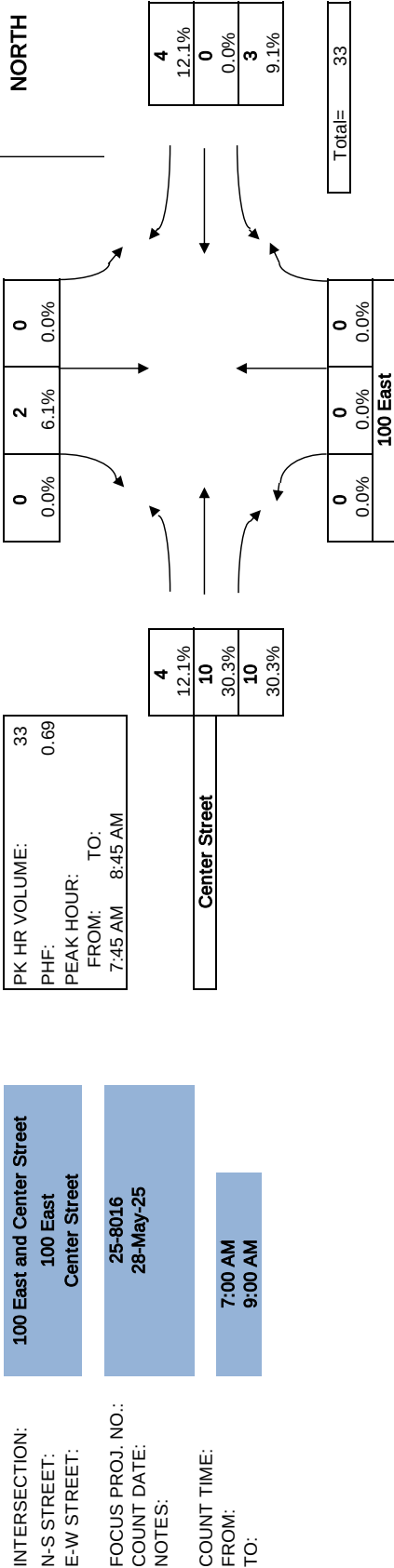
TIME PERIOD		NORTHBOUND		EASTBOUND		SOUTHBOUND		WESTBOUND		TOTAL VOLUMES
FROM:	TO:	L	T	L	T	L	T	L	T	
4:00 PM	5:00 PM	33	948			40	894	78		1,995
4:15 PM	5:15 PM	37	921			41	908	111		2,019
4:30 PM	5:30 PM	46	928			44	966	133		2,119
4:45 PM	5:45 PM	43	955			44	1,007	117		2,169
5:00 PM	6:00 PM	39	946			30	1,001	103		2,121

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

TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

AM PEAK HOUR VOLUMES



COUNT DATA INPUT:

TIME PERIOD		NORTHBOUND		EASTBOUND		SOUTHBOUND		WESTBOUND		TOTAL VOLUMES
FROM:	TO:	L	T	L	T	L	T	L	T	
7:00 AM	7:15 AM		0	1	0	0	1	0	0	2
7:15 AM	7:30 AM		0	0	3	0	0	0	0	4
7:30 AM	7:45 AM		1	2	1	1	0	0	0	8
7:45 AM	8:00 AM		0	0	2	0	1	1	0	5
8:00 AM	8:15 AM		0	1	2	0	0	1	2	10
8:15 AM	8:30 AM		0	0	3	0	0	1	0	6
8:30 AM	8:45 AM		0	2	3	0	1	0	2	12
8:45 AM	9:00 AM		0	0	0	2	0	0	0	3

HOURLY TOTALS:

TIME PERIOD		NORTHBOUND		EASTBOUND		SOUTHBOUND		WESTBOUND		TOTAL VOLUMES
FROM:	TO:	L	T	L	T	L	T	L	T	
7:00 AM	8:00 AM	0	1	4	6	1	2	1	0	19
7:15 AM	8:15 AM	0	1	4	8	1	1	2	0	27
7:30 AM	8:30 AM	0	1	4	8	1	1	3	0	29
7:45 AM	8:45 AM	0	0	4	10	0	2	3	0	33
8:00 AM	9:00 AM	0	0	3	8	2	1	2	0	31

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:

100 East and Center Street
100 East
Center Street

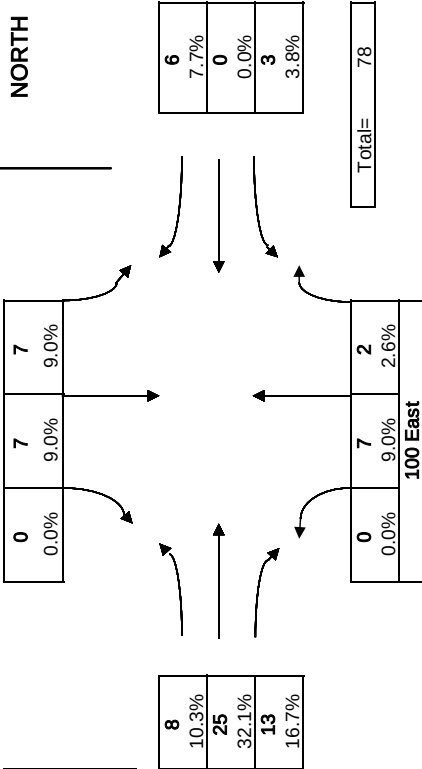
FOCUS PROJ. NO.:
COUNT DATE:
NOTES:

25-8016
28-May-25

COUNT TIME:
FROM:
TO:

4:00 PM
6:00 PM

PK HR VOLUME:	78
PHF:	0.81
PEAK HOUR:	
FROM:	TO:
4:45 PM	5:45 PM



COUNT DATA INPUT:

TIME PERIOD		NORTHBOUND		EASTBOUND		SOUTHBOUND		WESTBOUND		TOTAL VOLUMES
FROM:	TO:	L	T	R	L	T	R	L	T	
4:00 PM	4:15 PM	0	2	0	2	6	5	1	1	0
4:15 PM	4:30 PM	0	1	0	3	5	1	1	2	0
4:30 PM	4:45 PM	0	1	1	1	5	2	1	3	0
4:45 PM	5:00 PM	0	0	0	3	7	5	3	2	0
5:00 PM	5:15 PM	3	1	1	0	2	2	2	3	1
5:15 PM	5:30 PM	3	1	1	4	10	2	2	0	2
5:30 PM	5:45 PM	1	0	0	1	6	4	1	1	1
5:45 PM	6:00 PM	3	0	0	2	4	2	1	3	0

HOURLY TOTALS:

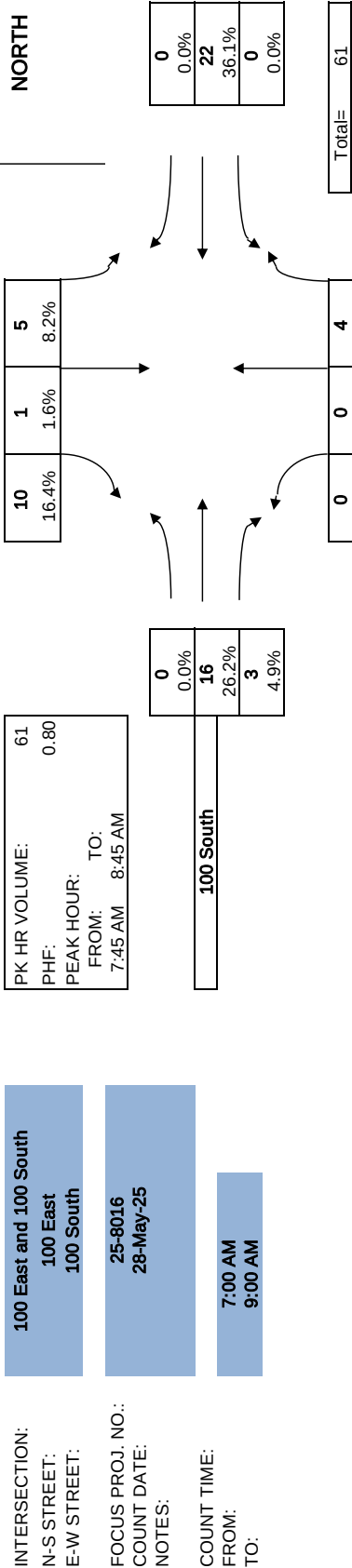
TIME PERIOD		NORTHBOUND		EASTBOUND		SOUTHBOUND		WESTBOUND		TOTAL VOLUMES
FROM:	TO:	L	T	R	L	T	R	L	T	
4:00 PM	5:00 PM	0	3	1	9	23	13	6	8	68
4:15 PM	5:15 PM	0	4	2	7	19	10	7	10	67
4:30 PM	5:30 PM	0	6	3	8	24	11	8	8	75
4:45 PM	5:45 PM	0	7	2	8	25	13	7	7	78
5:00 PM	6:00 PM	0	10	2	7	22	10	5	8	70

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

TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

AM PEAK HOUR VOLUMES



COUNT DATA INPUT:

TIME PERIOD		NORTHBOUND		EASTBOUND		SOUTHBOUND		WESTBOUND		TOTAL VOLUMES
FROM:	TO:	L	T	L	T	L	T	L	T	R
7:00 AM	7:15 AM	1	0	0	0	0	1	0	5	0
7:15 AM	7:30 AM	0	0	0	0	0	0	0	4	0
7:30 AM	7:45 AM	1	0	0	2	1	0	1	5	0
7:45 AM	8:00 AM	0	0	0	1	2	0	0	7	0
8:00 AM	8:15 AM	0	0	0	4	1	1	0	6	0
8:15 AM	8:30 AM	0	0	0	5	1	0	0	7	0
8:30 AM	8:45 AM	0	0	0	6	0	0	0	2	0
8:45 AM	9:00 AM	0	0	0	2	0	0	0	8	0
										11

HOURLY TOTALS:

TIME PERIOD		NORTHBOUND		EASTBOUND		SOUTHBOUND		WESTBOUND		TOTAL VOLUMES
FROM:	TO:	L	T	L	T	L	T	L	T	R
7:00 AM	8:00 AM	2	0	0	3	3	1	0	21	0
7:15 AM	8:15 AM	1	0	0	7	4	1	0	22	0
7:30 AM	8:30 AM	1	0	0	12	5	1	0	25	0
7:45 AM	8:45 AM	0	0	0	16	5	1	0	22	0
8:00 AM	9:00 AM	0	0	0	17	3	1	0	23	0

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:

100 East and 100 South
100 East
100 South

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

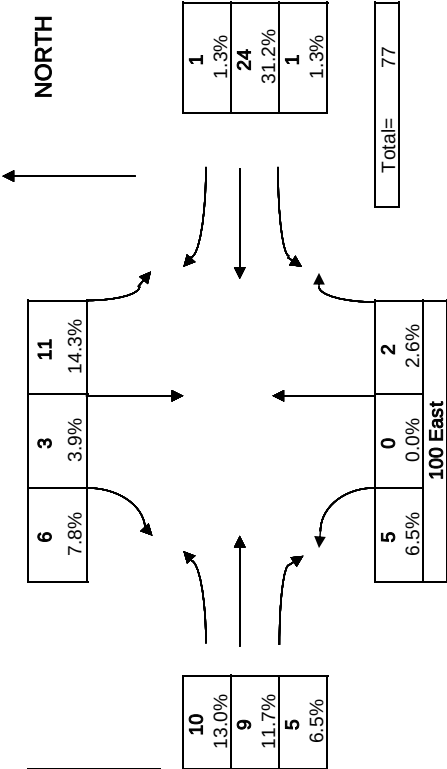
77
0.80
4:45 PM 5:45 PM

FOCUS PROJ. NO.:
COUNT DATE:
NOTES:

25-8016
28-May-25

COUNT TIME:
FROM:
TO:

4:00 PM
6:00 PM



COUNT DATA INPUT:

TIME PERIOD		NORTHBOUND		EASTBOUND		SOUTHBOUND		WESTBOUND		TOTAL VOLUMES
FROM:	TO:	L	T	L	T	L	T	L	T	
4:00 PM	4:15 PM	0	0	0	0	5	0	0	5	2
4:15 PM	4:30 PM	0	0	0	4	3	1	1	3	1
4:30 PM	4:45 PM	1	0	0	2	1	1	0	2	0
4:45 PM	5:00 PM	1	0	1	2	5	0	1	8	0
5:00 PM	5:15 PM	4	0	3	1	4	1	0	4	1
5:15 PM	5:30 PM	0	0	5	3	2	1	1	10	0
5:30 PM	5:45 PM	0	0	1	3	0	1	0	2	0
5:45 PM	6:00 PM	0	0	0	2	6	0	1	5	0
										15

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	2	0	2	8	14	2	1	18	3
4:15 PM	5:15 PM	6	0	5	9	13	3	1	17	2
4:30 PM	5:30 PM	6	0	2	8	12	3	1	24	1
4:45 PM	5:45 PM	5	0	2	9	11	3	1	24	1
5:00 PM	6:00 PM	4	0	1	9	12	3	1	21	1
										69

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

Trip Generation Reports

Single-Family Detached Housing

(210)

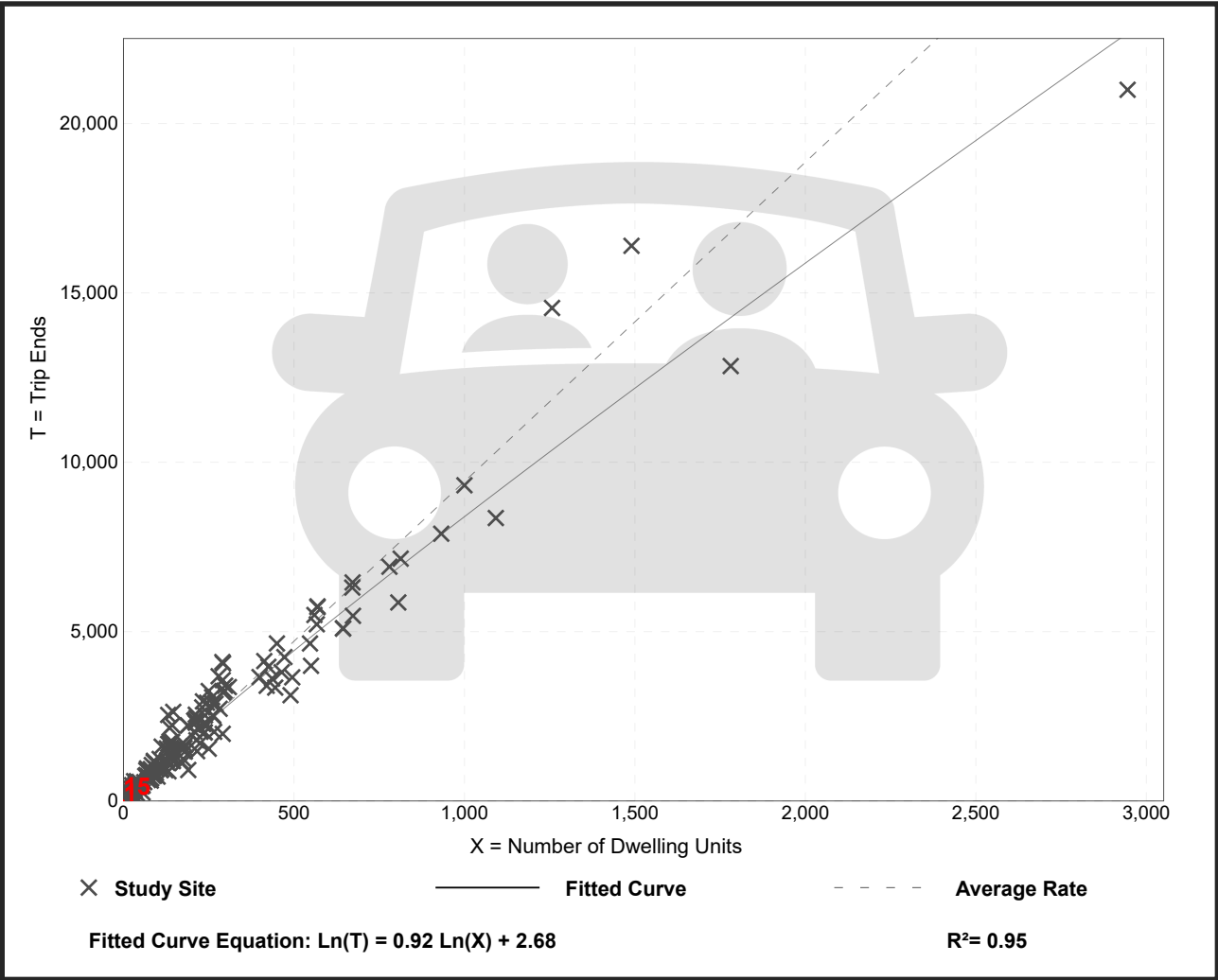
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Single-Family Detached Housing

(210)

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:

192

Avg. Num. of Dwelling Units:

226

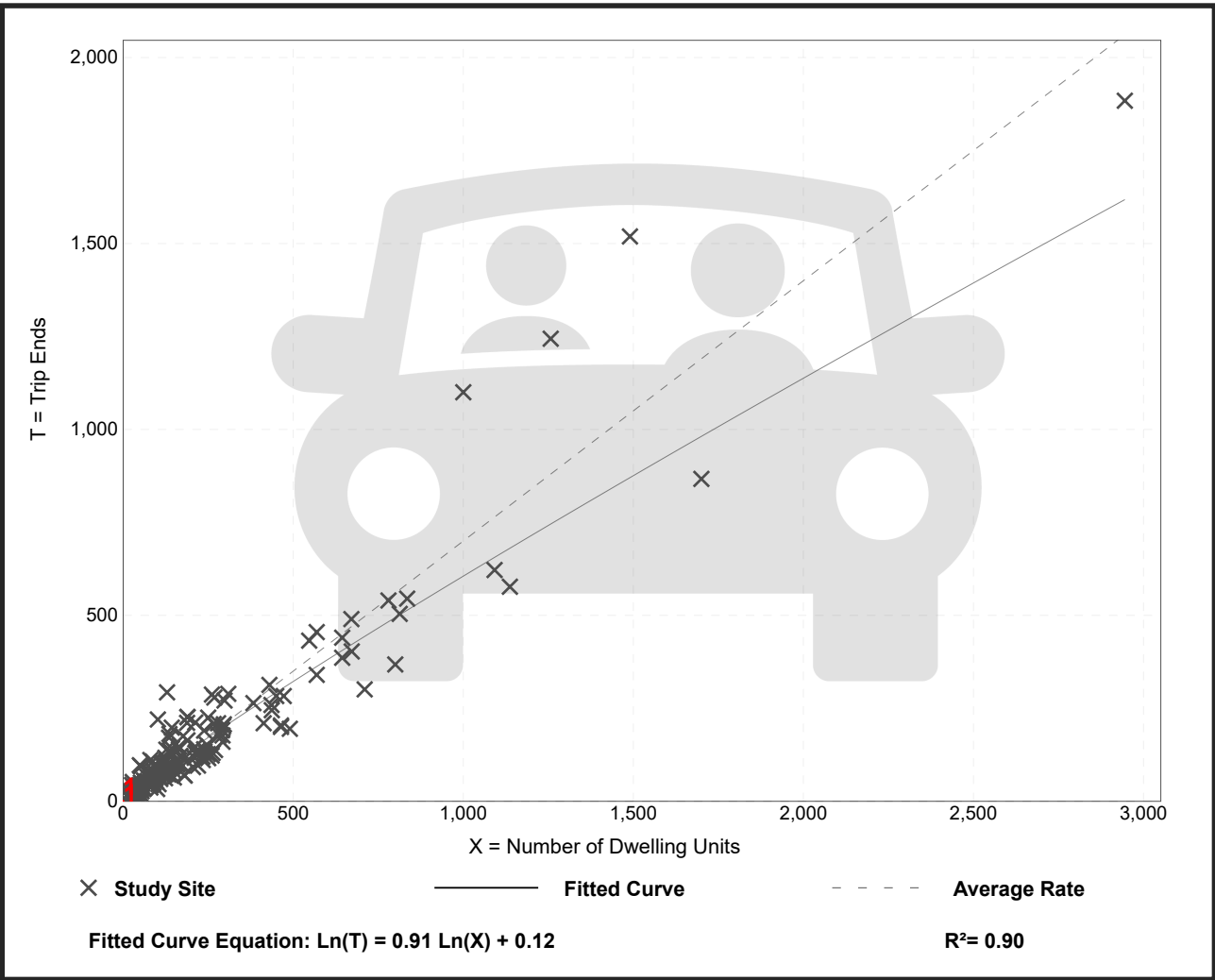
Directional Distribution:

25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Single-Family Detached Housing

(210)

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:

208

Avg. Num. of Dwelling Units:

248

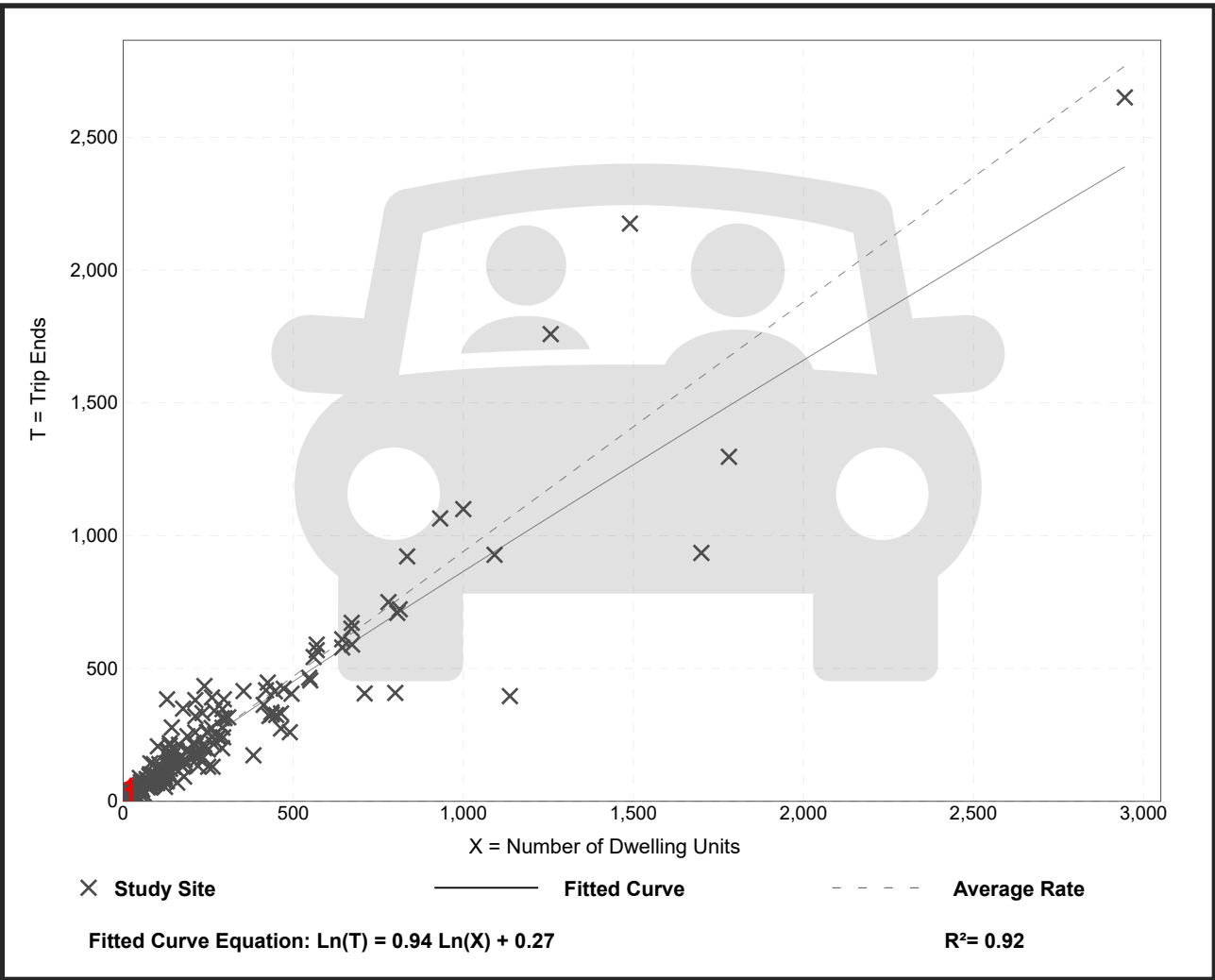
Directional Distribution:

63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

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

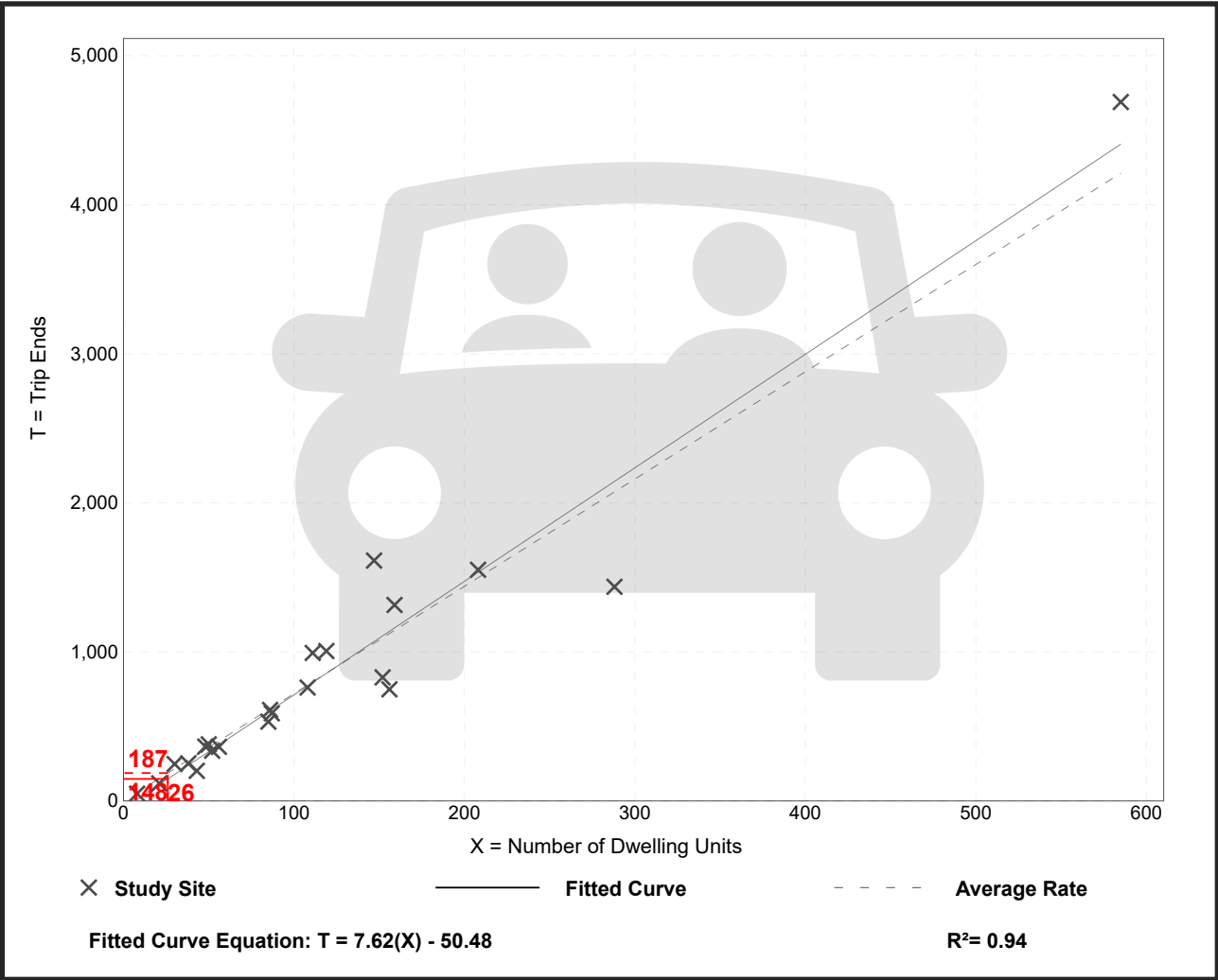
Avg. Num. of Dwelling Units: 120

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



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

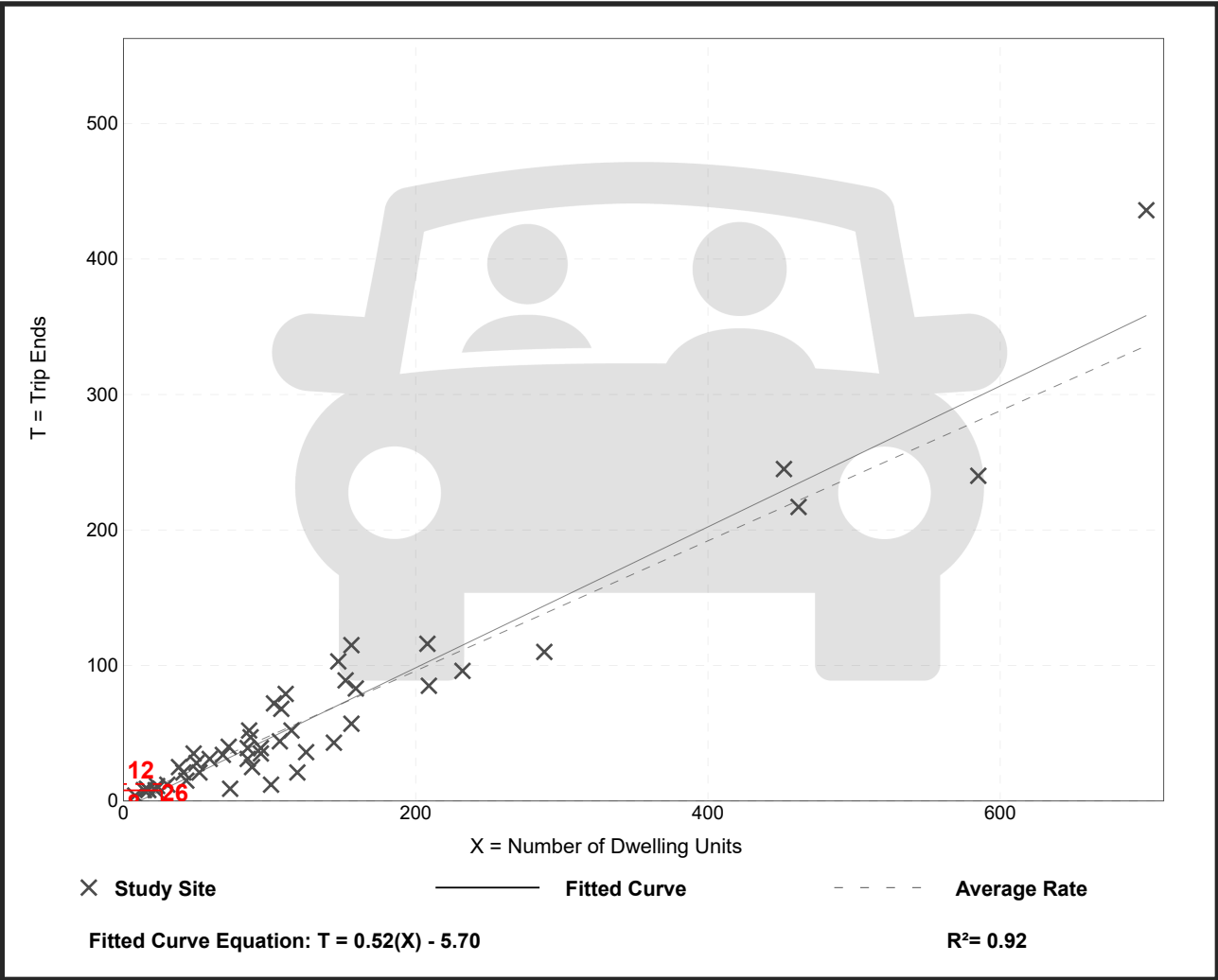
Avg. Num. of Dwelling Units: 135

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

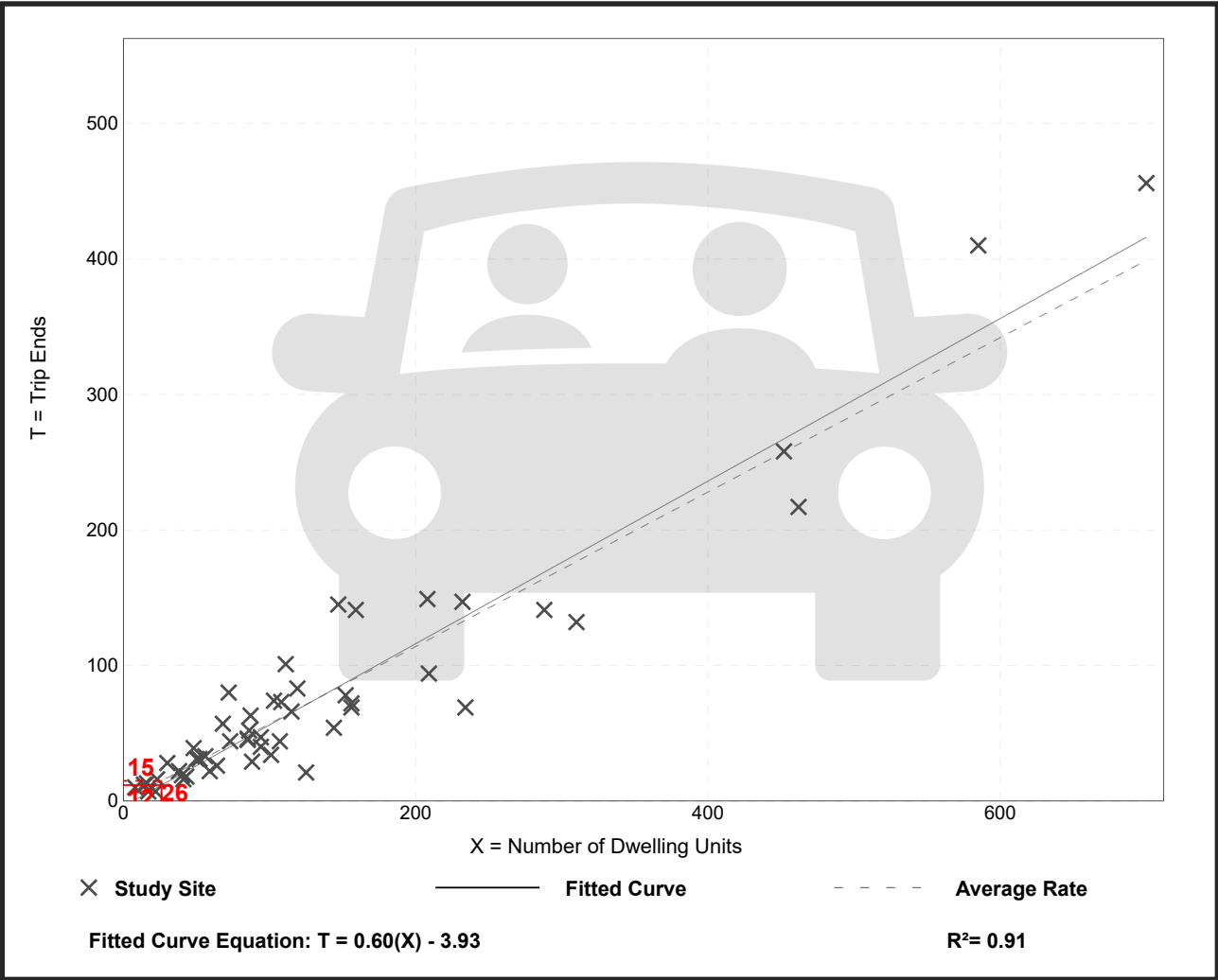
Directional Distribution:

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



Strip Retail Plaza (<40k)

(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

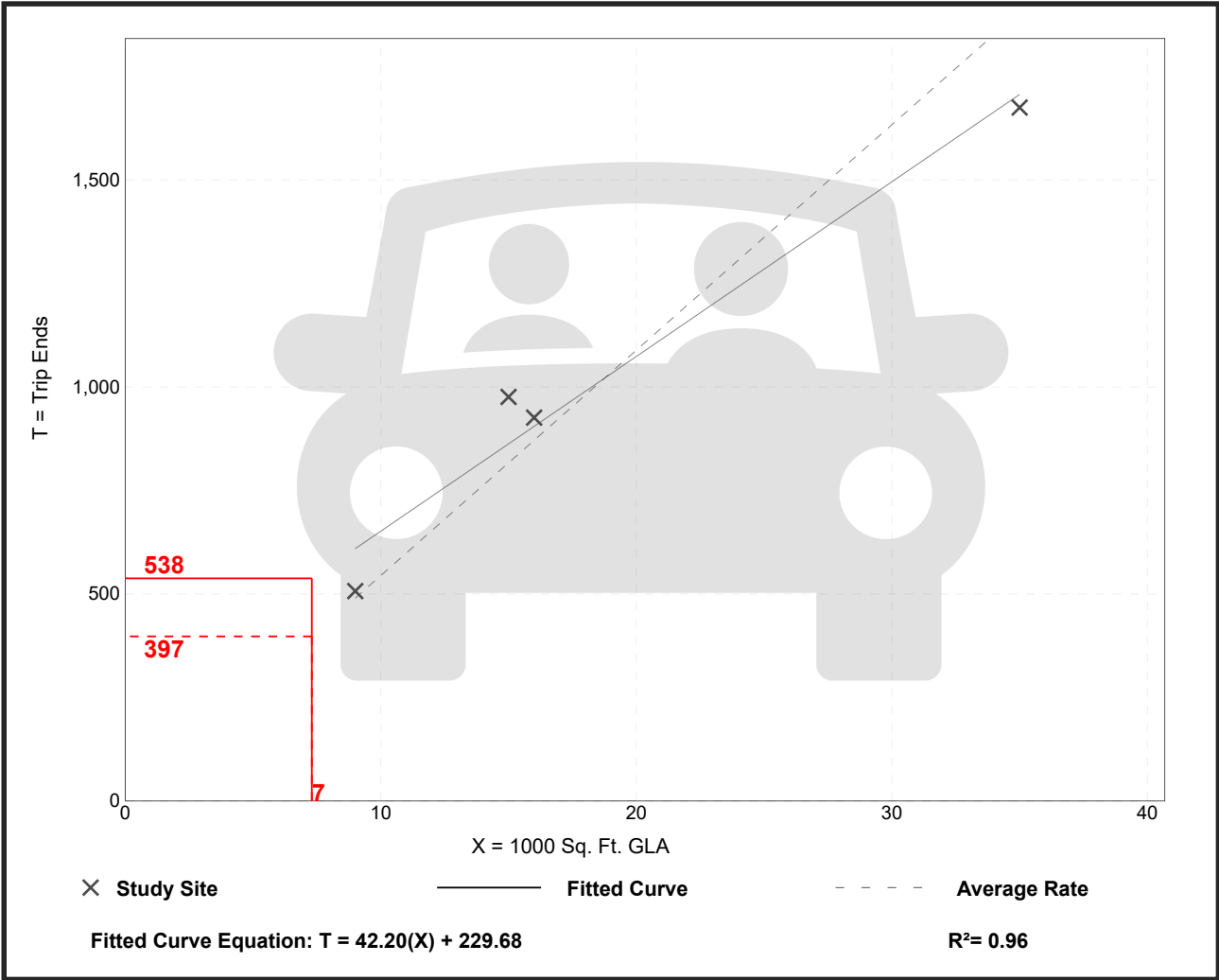
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k)

(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

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: 5

Avg. 1000 Sq. Ft. GLA: 18

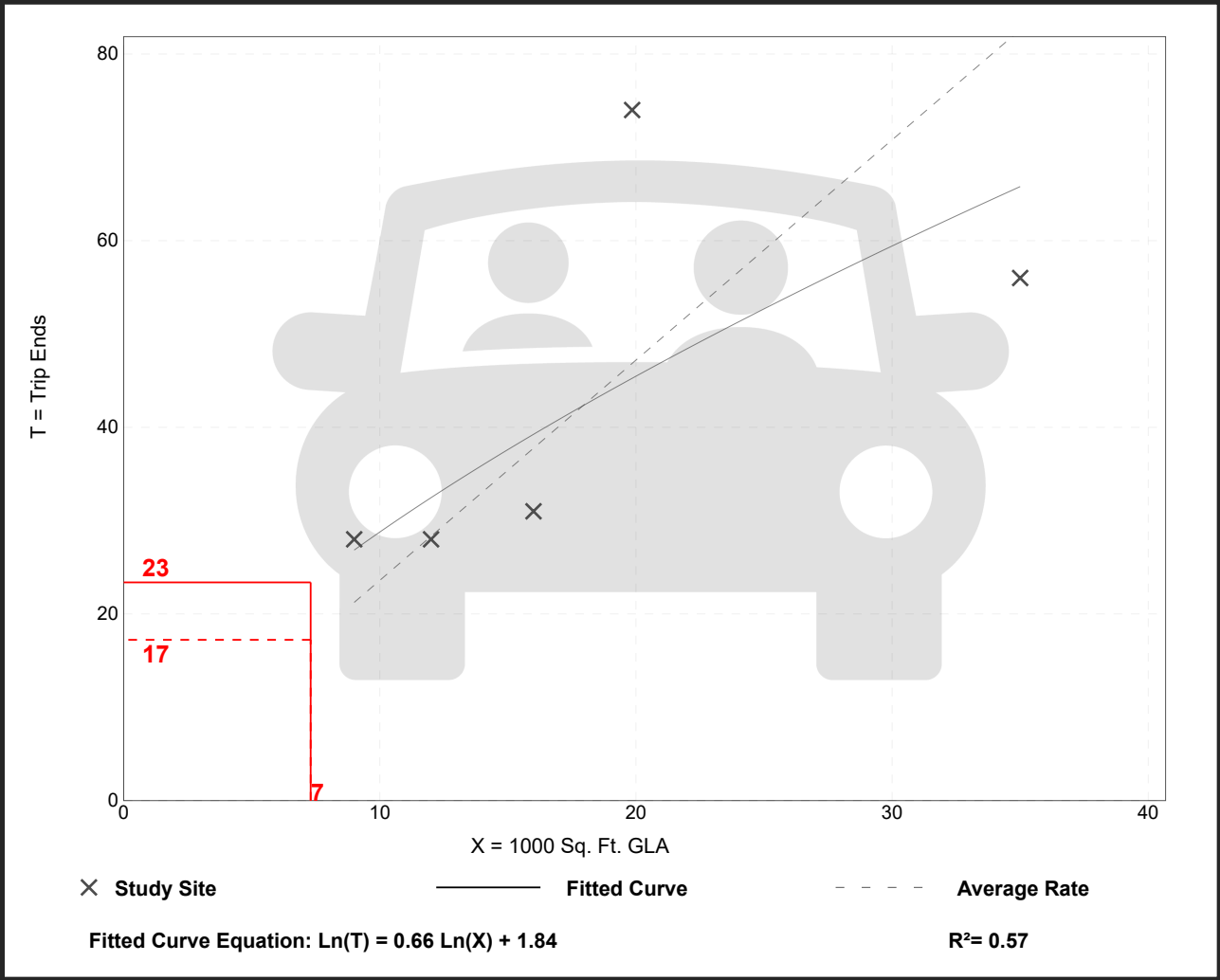
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k)

(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

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: 25

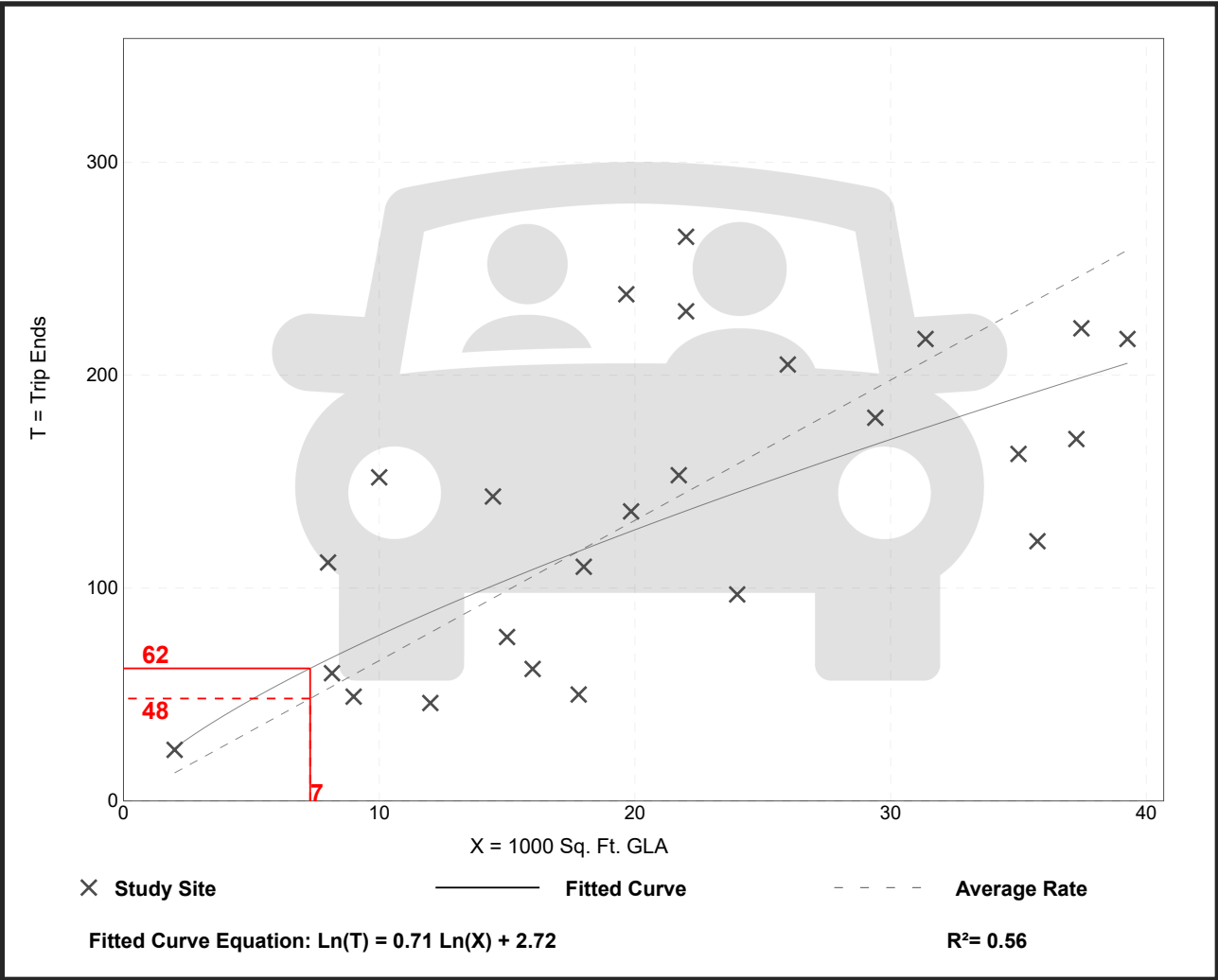
Avg. 1000 Sq. Ft. GLA: 21

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



Traffic Analysis Reports

2025 Existing Traffic Analysis

HCM Unsignalized Intersection Capacity Analysis

1: Main Street & Center Street

2025 Existing AM
80 East & Center Street Development

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	7	678	12	25	634	6
Future Volume (Veh/h)	0	0	0	0	0	0	7	678	12	25	634	6
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	8	737	13	27	689	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							TWLTL			TWLTL		
Median storage (veh)							2			2		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1131	1512	348	1158	1510	375	696				750	
vC1, stage 1 conf vol	746	746		760	760							
vC2, stage 2 conf vol	384	766		398	750							
vCu, unblocked vol	1131	1512	348	1158	1510	375	696				750	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1				4.1	
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	100	100	100	100	100	100	99				97	
cM capacity (veh/h)	323	292	648	322	299	623	896				855	
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3						
Volume Total	8	491	259	27	459	237						
Volume Left	8	0	0	27	0	0						
Volume Right	0	0	13	0	0	7						
cSH	896	1700	1700	855	1700	1700						
Volume to Capacity	0.01	0.29	0.15	0.03	0.27	0.14						
Queue Length 95th (ft)	1	0	0	2	0	0						
Control Delay (s)	9.1	0.0	0.0	9.3	0.0	0.0						
Lane LOS	A			A								
Approach Delay (s)	0.1			0.3								
Approach LOS												
Intersection Summary												
Average Delay				0.2								
Intersection Capacity Utilization				24.1%	ICU Level of Service				A			
Analysis Period (min)				15								

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	10	10	3	0	4	0	0	0	0	2	0
Future Vol, veh/h	4	10	10	3	0	4	0	0	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	11	11	3	0	4	0	0	0	0	2	0
Number of Lanes	0	1	0	1	0	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	6.9	7.1	0	7
HCM LOS	A	A	-	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	17%	100%	0%	0%
Vol Thru, %	100%	42%	0%	0%	100%
Vol Right, %	0%	42%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	24	3	4	2
LT Vol	0	4	3	0	0
Through Vol	0	10	0	0	2
RT Vol	0	10	0	4	0
Lane Flow Rate	0	26	3	4	2
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0	0.028	0.005	0.005	0.002
Departure Headway (Hd)	3.994	3.827	5.05	3.85	3.992
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	0	941	712	934	898
Service Time	2.009	1.829	2.753	1.553	2.007
HCM Lane V/C Ratio	0	0.028	0.004	0.004	0.002
HCM Control Delay	7	6.9	7.8	6.6	7
HCM Lane LOS	N	A	A	A	A
HCM 95th-tile Q	0	0.1	0	0	0

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	16	3	0	22	0	0	0	4	5	1	10
Future Vol, veh/h	0	16	3	0	22	0	0	0	4	5	1	10
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	-	-	-	-	-	-	-	-	-	-	-	-
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	0	17	3	0	24	0	0	0	4	5	1	11
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	24	0	0	20	0	0	49	43	19	45	44	24
Stage 1	-	-	-	-	-	-	19	19	-	24	24	-
Stage 2	-	-	-	-	-	-	30	24	-	21	20	-
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	1591	-	-	1596	-	-	951	849	1059	957	848	1052
Stage 1	-	-	-	-	-	-	1000	880	-	994	875	-
Stage 2	-	-	-	-	-	-	987	875	-	998	879	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1591	-	-	1596	-	-	941	849	1059	953	848	1052
Mov Cap-2 Maneuver	-	-	-	-	-	-	941	849	-	953	848	-
Stage 1	-	-	-	-	-	-	1000	880	-	994	875	-
Stage 2	-	-	-	-	-	-	976	875	-	994	879	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			8.4			8.6		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1059	1591	-	-	1596	-	-	1004				
HCM Lane V/C Ratio	0.004	-	-	-	-	-	-	0.017				
HCM Control Delay (s)	8.4	0	-	-	0	-	-	8.6				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

HCM Unsignalized Intersection Capacity Analysis

1: Main Street & Center Street

2025 Existing PM
80 E Center Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	43	955	3	44	1007	117
Future Volume (Veh/h)	0	0	0	0	0	0	43	955	3	44	1007	117
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	47	1038	3	48	1095	127
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							TWLTL			TWLTL		
Median storage (veh)							2			2		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1868	2390	611	1777	2452	520	1222				1041	
vC1, stage 1 conf vol	1254	1254		1134	1134							
vC2, stage 2 conf vol	613	1135		644	1318							
vCu, unblocked vol	1868	2390	611	1777	2452	520	1222				1041	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1				4.1	
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	100	100	100	100	100	100	92				93	
cM capacity (veh/h)	152	148	437	172	134	501	566				664	
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3						
Volume Total	47	692	349	48	730	492						
Volume Left	47	0	0	48	0	0						
Volume Right	0	0	3	0	0	127						
cSH	566	1700	1700	664	1700	1700						
Volume to Capacity	0.08	0.41	0.21	0.07	0.43	0.29						
Queue Length 95th (ft)	7	0	0	6	0	0						
Control Delay (s)	11.9	0.0	0.0	10.8	0.0	0.0						
Lane LOS	B			B								
Approach Delay (s)	0.5			0.4								
Approach LOS												
Intersection Summary												
Average Delay				0.5								
Intersection Capacity Utilization				39.9%	ICU Level of Service				A			
Analysis Period (min)				15								

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	25	13	3	0	6	0	7	2	7	7	0
Future Vol, veh/h	8	25	13	3	0	6	0	7	2	7	7	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	27	14	3	0	7	0	8	2	8	8	0
Number of Lanes	0	1	0	1	0	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	7.2	7	7	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	17%	100%	0%	50%
Vol Thru, %	78%	54%	0%	0%	50%
Vol Right, %	22%	28%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	9	46	3	6	14
LT Vol	0	8	3	0	7
Through Vol	7	25	0	0	7
RT Vol	2	13	0	6	0
Lane Flow Rate	10	50	3	7	15
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.011	0.055	0.005	0.007	0.018
Departure Headway (Hd)	3.915	3.952	5.104	3.903	4.144
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	913	908	703	918	863
Service Time	1.945	1.966	2.822	1.621	2.173
HCM Lane V/C Ratio	0.011	0.055	0.004	0.008	0.017
HCM Control Delay	7	7.2	7.8	6.6	7.2
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0	0.2	0	0	0.1

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	9	5	1	24	1	5	0	2	11	3	6
Future Vol, veh/h	10	9	5	1	24	1	5	0	2	11	3	6
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	-	-	-	-	-	-	-	-	-	-	-	-
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	11	10	5	1	26	1	5	0	2	12	3	7
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	27	0	0	15	0	0	69	64	13	65	66	27
Stage 1	-	-	-	-	-	-	35	35	-	29	29	-
Stage 2	-	-	-	-	-	-	34	29	-	36	37	-
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	1587	-	-	1603	-	-	923	827	1067	929	825	1048
Stage 1	-	-	-	-	-	-	981	866	-	988	871	-
Stage 2	-	-	-	-	-	-	982	871	-	980	864	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1587	-	-	1603	-	-	909	820	1067	922	818	1048
Mov Cap-2 Maneuver	-	-	-	-	-	-	909	820	-	922	818	-
Stage 1	-	-	-	-	-	-	974	860	-	981	870	-
Stage 2	-	-	-	-	-	-	971	870	-	971	858	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	3			0.3			8.8			8.9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	949	1587	-	-	1603	-	-	938				
HCM Lane V/C Ratio	0.008	0.007	-	-	0.001	-	-	0.023				
HCM Control Delay (s)	8.8	7.3	0	-	7.2	0	-	8.9				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

2026 Opening Year Traffic Analysis

HCM Unsignalized Intersection Capacity Analysis

1: Main Street & Center Street

2026 Opening Year AM
80 East & Center Street Development

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 			 	
Traffic Volume (veh/h)	0	0	0	0	0	0	7	692	12	26	647	6
Future Volume (Veh/h)	0	0	0	0	0	0	7	692	12	26	647	6
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	8	752	13	28	703	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							TWLTL			TWLTL		
Median storage veh							2			2		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1154	1544	355	1182	1540	382	710				765	
vC1, stage 1 conf vol	762	762		774	774							
vC2, stage 2 conf vol	392	781		408	766							
vCu, unblocked vol	1154	1544	355	1182	1540	382	710				765	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1				4.1	
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	100	100	100	100	100	100	99				97	
cM capacity (veh/h)	316	285	641	315	293	616	885				844	
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3						
Volume Total	8	501	264	28	469	241						
Volume Left	8	0	0	28	0	0						
Volume Right	0	0	13	0	0	7						
cSH	885	1700	1700	844	1700	1700						
Volume to Capacity	0.01	0.29	0.16	0.03	0.28	0.14						
Queue Length 95th (ft)	1	0	0	3	0	0						
Control Delay (s)	9.1	0.0	0.0	9.4	0.0	0.0						
Lane LOS	A				A							
Approach Delay (s)	0.1				0.4							
Approach LOS												
Intersection Summary												
Average Delay				0.2								
Intersection Capacity Utilization				24.9%	ICU Level of Service			A				
Analysis Period (min)				15								

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	10	10	3	0	4	0	0	0	0	2	0
Future Vol, veh/h	4	10	10	3	0	4	0	0	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	11	11	3	0	4	0	0	0	0	2	0
Number of Lanes	0	1	0	1	0	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	6.9	7.1	0	7
HCM LOS	A	A	-	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	17%	100%	0%	0%
Vol Thru, %	100%	42%	0%	0%	100%
Vol Right, %	0%	42%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	24	3	4	2
LT Vol	0	4	3	0	0
Through Vol	0	10	0	0	2
RT Vol	0	10	0	4	0
Lane Flow Rate	0	26	3	4	2
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0	0.028	0.005	0.005	0.002
Departure Headway (Hd)	3.994	3.827	5.05	3.85	3.992
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	0	941	712	934	898
Service Time	2.009	1.829	2.753	1.553	2.007
HCM Lane V/C Ratio	0	0.028	0.004	0.004	0.002
HCM Control Delay	7	6.9	7.8	6.6	7
HCM Lane LOS	N	A	A	A	A
HCM 95th-tile Q	0	0.1	0	0	0

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	16	3	0	22	0	0	0	4	5	1	10
Future Vol, veh/h	0	16	3	0	22	0	0	0	4	5	1	10
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	-	-	-	-	-	-	-	-	-	-	-	-
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	0	17	3	0	24	0	0	0	4	5	1	11
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	24	0	0	20	0	0	49	43	19	45	44	24
Stage 1	-	-	-	-	-	-	19	19	-	24	24	-
Stage 2	-	-	-	-	-	-	30	24	-	21	20	-
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	1591	-	-	1596	-	-	951	849	1059	957	848	1052
Stage 1	-	-	-	-	-	-	1000	880	-	994	875	-
Stage 2	-	-	-	-	-	-	987	875	-	998	879	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1591	-	-	1596	-	-	941	849	1059	953	848	1052
Mov Cap-2 Maneuver	-	-	-	-	-	-	941	849	-	953	848	-
Stage 1	-	-	-	-	-	-	1000	880	-	994	875	-
Stage 2	-	-	-	-	-	-	976	875	-	994	879	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			8.4			8.6		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1059	1591	-	-	1596	-	-	1004				
HCM Lane V/C Ratio	0.004	-	-	-	-	-	-	0.017				
HCM Control Delay (s)	8.4	0	-	-	0	-	-	8.6				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

HCM Unsignalized Intersection Capacity Analysis

1: Main Street & Center Street

2026 Opening Year PM

80 E Center Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	44	974	3	45	1027	119
Future Volume (Veh/h)	0	0	0	0	0	0	44	974	3	45	1027	119
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	48	1059	3	49	1116	129
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							TWLTL			TWLTL		
Median storage veh							2			2		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1904	2436	622	1812	2500	531	1245				1062	
vC1, stage 1 conf vol	1278	1278		1156	1156							
vC2, stage 2 conf vol	626	1158		656	1343							
vCu, unblocked vol	1904	2436	622	1812	2500	531	1245				1062	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1				4.1	
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	100	100	100	100	100	100	91				92	
cM capacity (veh/h)	146	143	429	166	128	493	555				652	
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3						
Volume Total	48	706	356	49	744	501						
Volume Left	48	0	0	49	0	0						
Volume Right	0	0	3	0	0	129						
cSH	555	1700	1700	652	1700	1700						
Volume to Capacity	0.09	0.42	0.21	0.08	0.44	0.29						
Queue Length 95th (ft)	7	0	0	6	0	0						
Control Delay (s)	12.1	0.0	0.0	11.0	0.0	0.0						
Lane LOS	B			B								
Approach Delay (s)	0.5			0.4								
Approach LOS												
Intersection Summary												
Average Delay	0.5											
Intersection Capacity Utilization	40.7%			ICU Level of Service					A			
Analysis Period (min)	15											

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	26	13	3	0	6	0	7	2	7	7	0
Future Vol, veh/h	8	26	13	3	0	6	0	7	2	7	7	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	28	14	3	0	7	0	8	2	8	8	0
Number of Lanes	0	1	0	1	0	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	7.2	7	7	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	17%	100%	0%	50%
Vol Thru, %	78%	55%	0%	0%	50%
Vol Right, %	22%	28%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	9	47	3	6	14
LT Vol	0	8	3	0	7
Through Vol	7	26	0	0	7
RT Vol	2	13	0	6	0
Lane Flow Rate	10	51	3	7	15
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.011	0.056	0.005	0.007	0.018
Departure Headway (Hd)	3.917	3.955	5.105	3.904	4.146
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	912	908	703	918	863
Service Time	1.947	1.969	2.823	1.622	2.175
HCM Lane V/C Ratio	0.011	0.056	0.004	0.008	0.017
HCM Control Delay	7	7.2	7.8	6.6	7.3
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0	0.2	0	0	0.1

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	9	5	1	24	1	5	0	2	11	3	6
Future Vol, veh/h	10	9	5	1	24	1	5	0	2	11	3	6
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	-	-	-	-	-	-	-	-	-	-	-	-
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	11	10	5	1	26	1	5	0	2	12	3	7
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	27	0	0	15	0	0	69	64	13	65	66	27
Stage 1	-	-	-	-	-	-	35	35	-	29	29	-
Stage 2	-	-	-	-	-	-	34	29	-	36	37	-
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	1587	-	-	1603	-	-	923	827	1067	929	825	1048
Stage 1	-	-	-	-	-	-	981	866	-	988	871	-
Stage 2	-	-	-	-	-	-	982	871	-	980	864	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1587	-	-	1603	-	-	909	820	1067	922	818	1048
Mov Cap-2 Maneuver	-	-	-	-	-	-	909	820	-	922	818	-
Stage 1	-	-	-	-	-	-	974	860	-	981	870	-
Stage 2	-	-	-	-	-	-	971	870	-	971	858	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	3			0.3			8.8			8.9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	949	1587	-	-	1603	-	-	938				
HCM Lane V/C Ratio	0.008	0.007	-	-	0.001	-	-	0.023				
HCM Control Delay (s)	8.8	7.3	0	-	7.2	0	-	8.9				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

2026 Opening Year with Project Traffic Analysis

HCM Unsignalized Intersection Capacity Analysis

1: Main Street & Center Street

2026 Opening Year w Project AM
80 East & Center Street Development

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	7	692	12	29	647	6
Future Volume (Veh/h)	0	0	0	0	0	0	7	692	12	29	647	6
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	8	752	13	32	703	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							TWLTL			TWLTL		
Median storage veh							2			2		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1162	1552	355	1190	1548	382	710				765	
vC1, stage 1 conf vol	770	770		774	774							
vC2, stage 2 conf vol	392	781		416	774							
vCu, unblocked vol	1162	1552	355	1190	1548	382	710				765	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1				4.1	
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	100	100	100	100	100	100	99				96	
cM capacity (veh/h)	311	282	641	314	290	616	885				844	
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3						
Volume Total	8	501	264	32	469	241						
Volume Left	8	0	0	32	0	0						
Volume Right	0	0	13	0	0	7						
cSH	885	1700	1700	844	1700	1700						
Volume to Capacity	0.01	0.29	0.16	0.04	0.28	0.14						
Queue Length 95th (ft)	1	0	0	3	0	0						
Control Delay (s)	9.1	0.0	0.0	9.4	0.0	0.0						
Lane LOS	A				A							
Approach Delay (s)	0.1				0.4							
Approach LOS												
Intersection Summary												
Average Delay				0.2								
Intersection Capacity Utilization				27.4%	ICU Level of Service			A				
Analysis Period (min)				15								

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	10	13	4	0	4	0	10	1	0	8	0
Future Vol, veh/h	4	10	13	4	0	4	0	10	1	0	8	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	11	14	4	0	4	0	11	1	0	9	0
Number of Lanes	0	1	0	1	0	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	7	7.2	7	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	15%	100%	0%	0%
Vol Thru, %	91%	37%	0%	0%	100%
Vol Right, %	9%	48%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	11	27	4	4	8
LT Vol	0	4	4	0	0
Through Vol	10	10	0	0	8
RT Vol	1	13	0	4	0
Lane Flow Rate	12	29	4	4	9
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.013	0.031	0.006	0.005	0.01
Departure Headway (Hd)	3.952	3.819	5.086	3.885	4.009
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	907	941	706	924	894
Service Time	1.969	1.829	2.797	1.596	2.026
HCM Lane V/C Ratio	0.013	0.031	0.006	0.004	0.01
HCM Control Delay	7	7	7.8	6.6	7.1
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0	0.1	0	0	0

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	16	3	0	22	1	0	0	4	6	1	17
Future Vol, veh/h	6	16	3	0	22	1	0	0	4	6	1	17
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	-	-	-	-	-	-	-	-	-	-	-	-
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	7	17	3	0	24	1	0	0	4	7	1	18
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	25	0	0	20	0	0	67	58	19	60	59	25
Stage 1	-	-	-	-	-	-	33	33	-	25	25	-
Stage 2	-	-	-	-	-	-	34	25	-	35	34	-
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	1589	-	-	1596	-	-	926	833	1059	936	832	1051
Stage 1	-	-	-	-	-	-	983	868	-	993	874	-
Stage 2	-	-	-	-	-	-	982	874	-	981	867	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1589	-	-	1596	-	-	906	830	1059	929	829	1051
Mov Cap-2 Maneuver	-	-	-	-	-	-	906	830	-	929	829	-
Stage 1	-	-	-	-	-	-	979	865	-	989	874	-
Stage 2	-	-	-	-	-	-	964	874	-	973	864	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.7			0			8.4			8.7		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1059	1589	-	-	1596	-	-	1007				
HCM Lane V/C Ratio	0.004	0.004	-	-	-	-	-	0.026				
HCM Control Delay (s)	8.4	7.3	0	-	0	-	-	8.7				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	8	7	0	15	10
Future Vol, veh/h	11	8	7	0	15	10
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	-	-	-	-	-
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	12	9	8	0	16	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	38	22	27	0	-	0
Stage 1	22	-	-	-	-	-
Stage 2	16	-	-	-	-	-
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	974	1055	1587	-	-	-
Stage 1	1001	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	969	1055	1587	-	-	-
Mov Cap-2 Maneuver	969	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.7	7.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1587	-	1003	-	-	
HCM Lane V/C Ratio	0.005	-	0.021	-	-	
HCM Control Delay (s)	7.3	0	8.7	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM Unsignalized Intersection Capacity Analysis

1: Main Street & Center Street

2026 Opening Year w Project PM

80 E Center Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	44	974	3	53	1027	119
Future Volume (Veh/h)	0	0	0	0	0	0	44	974	3	53	1027	119
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	48	1059	3	58	1116	129
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							TWLTL			TWLTL		
Median storage (veh)							2			2		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1922	2454	622	1830	2518	531	1245				1062	
vC1, stage 1 conf vol	1296	1296		1156	1156							
vC2, stage 2 conf vol	626	1158		674	1361							
vCu, unblocked vol	1922	2454	622	1830	2518	531	1245				1062	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1				4.1	
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	100	100	100	100	100	100	91				91	
cM capacity (veh/h)	141	137	429	164	124	493	555				652	
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3						
Volume Total	48	706	356	58	744	501						
Volume Left	48	0	0	58	0	0						
Volume Right	0	0	3	0	0	129						
cSH	555	1700	1700	652	1700	1700						
Volume to Capacity	0.09	0.42	0.21	0.09	0.44	0.29						
Queue Length 95th (ft)	7	0	0	7	0	0						
Control Delay (s)	12.1	0.0	0.0	11.1	0.0	0.0						
Lane LOS	B				B							
Approach Delay (s)	0.5				0.5							
Approach LOS												
Intersection Summary												
Average Delay	0.5											
Intersection Capacity Utilization	42.2%			ICU Level of Service					A			
Analysis Period (min)	15											

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	26	21	5	0	6	0	27	4	7	22	0
Future Vol, veh/h	8	26	21	5	0	6	0	27	4	7	22	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	28	23	5	0	7	0	29	4	8	24	0
Number of Lanes	0	1	0	1	0	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	7.3	7.3	7.2	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	15%	100%	0%	24%
Vol Thru, %	87%	47%	0%	0%	76%
Vol Right, %	13%	38%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	55	5	6	29
LT Vol	0	8	5	0	7
Through Vol	27	26	0	0	22
RT Vol	4	21	0	6	0
Lane Flow Rate	34	60	5	7	32
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.037	0.066	0.008	0.007	0.036
Departure Headway (Hd)	4.004	3.957	5.179	3.977	4.132
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	891	903	690	897	864
Service Time	2.044	1.99	2.917	1.715	2.171
HCM Lane V/C Ratio	0.038	0.066	0.007	0.008	0.037
HCM Control Delay	7.2	7.3	8	6.7	7.3
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0	0	0.1

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	9	5	1	24	3	5	0	2	13	3	19
Future Vol, veh/h	24	9	5	1	24	3	5	0	2	13	3	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	-	-	-	-	-	-	-	-	-	-	-	-
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	26	10	5	1	26	3	5	0	2	14	3	21
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	29	0	0	15	0	0	107	96	13	96	97	28
Stage 1	-	-	-	-	-	-	65	65	-	30	30	-
Stage 2	-	-	-	-	-	-	42	31	-	66	67	-
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	1584	-	-	1603	-	-	872	794	1067	887	793	1047
Stage 1	-	-	-	-	-	-	946	841	-	987	870	-
Stage 2	-	-	-	-	-	-	972	869	-	945	839	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1584	-	-	1603	-	-	841	780	1067	873	779	1047
Mov Cap-2 Maneuver	-	-	-	-	-	-	841	780	-	873	779	-
Stage 1	-	-	-	-	-	-	930	827	-	970	869	-
Stage 2	-	-	-	-	-	-	948	868	-	927	825	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.6			0.3			9.1			9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	895	1584	-	-	1603	-	-	949				
HCM Lane V/C Ratio	0.009	0.016	-	-	0.001	-	-	0.04				
HCM Control Delay (s)	9.1	7.3	0	-	7.2	0	-	9				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.1				

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	15	16	9	23	25
Future Vol, veh/h	22	15	16	9	23	25
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	-	-	-	-	-
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	24	16	17	10	25	27
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	83	39	52	0	-	0
Stage 1	39	-	-	-	-	-
Stage 2	44	-	-	-	-	-
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	919	1033	1554	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	978	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	909	1033	1554	-	-	-
Mov Cap-2 Maneuver	909	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	978	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.9	4.7		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1554	-	955	-	-	
HCM Lane V/C Ratio	0.011	-	0.042	-	-	
HCM Control Delay (s)	7.3	0	8.9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

2031 Future Year Traffic Analysis

HCM Unsignalized Intersection Capacity Analysis

1: Main Street & Center Street

2031 Future Year AM
80 East & Center Street Development

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 			 	
Traffic Volume (veh/h)	0	0	0	0	0	0	8	764	14	28	714	7
Future Volume (Veh/h)	0	0	0	0	0	0	8	764	14	28	714	7
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	9	830	15	30	776	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							TWLTL			TWLTL		
Median storage veh							2			2		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1273	1703	392	1304	1700	422	784				845	
vC1, stage 1 conf vol	840	840		856	856							
vC2, stage 2 conf vol	433	863		448	844							
vCu, unblocked vol	1273	1703	392	1304	1700	422	784				845	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1				4.1	
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	100	100	100	100	100	100	99				96	
cM capacity (veh/h)	282	255	607	281	263	580	830				787	
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3						
Volume Total	9	553	292	30	517	267						
Volume Left	9	0	0	30	0	0						
Volume Right	0	0	15	0	0	8						
cSH	830	1700	1700	787	1700	1700						
Volume to Capacity	0.01	0.33	0.17	0.04	0.30	0.16						
Queue Length 95th (ft)	1	0	0	3	0	0						
Control Delay (s)	9.4	0.0	0.0	9.8	0.0	0.0						
Lane LOS	A			A								
Approach Delay (s)	0.1			0.4								
Approach LOS												
Intersection Summary												
Average Delay	0.2											
Intersection Capacity Utilization	26.6%			ICU Level of Service					A			
Analysis Period (min)	15											

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	11	11	3	0	5	0	0	0	0	2	0
Future Vol, veh/h	5	11	11	3	0	5	0	0	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	12	12	3	0	5	0	0	0	0	2	0
Number of Lanes	0	1	0	1	0	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	7	7.1	0	7
HCM LOS	A	A	-	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	19%	100%	0%	0%
Vol Thru, %	100%	41%	0%	0%	100%
Vol Right, %	0%	41%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	27	3	5	2
LT Vol	0	5	3	0	0
Through Vol	0	11	0	0	2
RT Vol	0	11	0	5	0
Lane Flow Rate	0	29	3	5	2
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0	0.031	0.005	0.006	0.002
Departure Headway (Hd)	4.001	3.837	5.052	3.852	3.999
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	0	938	712	934	897
Service Time	2.017	1.84	2.755	1.554	2.015
HCM Lane V/C Ratio	0	0.031	0.004	0.005	0.002
HCM Control Delay	7	7	7.8	6.6	7
HCM Lane LOS	N	A	A	A	A
HCM 95th-tile Q	0	0.1	0	0	0

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	18	3	0	25	0	0	0	5	6	1	11
Future Vol, veh/h	0	18	3	0	25	0	0	0	5	6	1	11
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	-	-	-	-	-	-	-	-	-	-	-	-
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	0	20	3	0	27	0	0	0	5	7	1	12
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	27	0	0	23	0	0	56	49	22	51	50	27
Stage 1	-	-	-	-	-	-	22	22	-	27	27	-
Stage 2	-	-	-	-	-	-	34	27	-	24	23	-
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	1587	-	-	1592	-	-	941	843	1055	948	841	1048
Stage 1	-	-	-	-	-	-	996	877	-	990	873	-
Stage 2	-	-	-	-	-	-	982	873	-	994	876	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1587	-	-	1592	-	-	930	843	1055	943	841	1048
Mov Cap-2 Maneuver	-	-	-	-	-	-	930	843	-	943	841	-
Stage 1	-	-	-	-	-	-	996	877	-	990	873	-
Stage 2	-	-	-	-	-	-	970	873	-	989	876	-
Approach	EB		WB				NB			SB		
HCM Control Delay, s	0		0				8.4			8.7		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1055	1587	-	-	1592	-	-	997				
HCM Lane V/C Ratio	0.005	-	-	-	-	-	-	0.02				
HCM Control Delay (s)	8.4	0	-	-	0	-	-	8.7				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

HCM Unsignalized Intersection Capacity Analysis

1: Main Street & Center Street

2031 Future Year PM

80 E Center Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	48	1075	3	50	1134	132
Future Volume (Veh/h)	0	0	0	0	0	0	48	1075	3	50	1134	132
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	52	1168	3	54	1233	143
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							TWLTL			TWLTL		
Median storage veh							2			2		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2100	2688	688	1998	2758	586	1376				1171	
vC1, stage 1 conf vol	1412	1412		1274	1274							
vC2, stage 2 conf vol	688	1275		724	1484							
vCu, unblocked vol	2100	2688	688	1998	2758	586	1376				1171	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1				4.1	
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	100	100	100	100	100	100	89				91	
cM capacity (veh/h)	119	116	389	138	100	454	494				592	
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3						
Volume Total	52	779	392	54	822	554						
Volume Left	52	0	0	54	0	0						
Volume Right	0	0	3	0	0	143						
cSH	494	1700	1700	592	1700	1700						
Volume to Capacity	0.11	0.46	0.23	0.09	0.48	0.33						
Queue Length 95th (ft)	9	0	0	7	0	0						
Control Delay (s)	13.1	0.0	0.0	11.7	0.0	0.0						
Lane LOS	B				B							
Approach Delay (s)	0.6				0.4							
Approach LOS												
Intersection Summary												
Average Delay	0.5											
Intersection Capacity Utilization	44.9%			ICU Level of Service					A			
Analysis Period (min)	15											

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	28	15	3	0	7	0	8	2	8	8	0
Future Vol, veh/h	9	28	15	3	0	7	0	8	2	8	8	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	30	16	3	0	8	0	9	2	9	9	0
Number of Lanes	0	1	0	1	0	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	7.2	7.1	7	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	17%	100%	0%	50%
Vol Thru, %	80%	54%	0%	0%	50%
Vol Right, %	20%	29%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	52	3	7	16
LT Vol	0	9	3	0	8
Through Vol	8	28	0	0	8
RT Vol	2	15	0	7	0
Lane Flow Rate	11	57	3	8	17
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.012	0.062	0.005	0.008	0.02
Departure Headway (Hd)	3.943	3.953	5.111	3.91	4.158
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	906	908	702	916	860
Service Time	1.976	1.969	2.832	1.631	2.189
HCM Lane V/C Ratio	0.012	0.063	0.004	0.009	0.02
HCM Control Delay	7	7.2	7.9	6.7	7.3
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0	0.2	0	0	0.1

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	10	6	1	27	1	6	0	2	12	3	7
Future Vol, veh/h	11	10	6	1	27	1	6	0	2	12	3	7
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	-	-	-	-	-	-	-	-	-	-	-	-
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	12	11	7	1	29	1	7	0	2	13	3	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	30	0	0	18	0	0	76	71	15	72	74	30
Stage 1	-	-	-	-	-	-	39	39	-	32	32	-
Stage 2	-	-	-	-	-	-	37	32	-	40	42	-
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	1583	-	-	1599	-	-	914	819	1065	919	816	1044
Stage 1	-	-	-	-	-	-	976	862	-	984	868	-
Stage 2	-	-	-	-	-	-	978	868	-	975	860	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1583	-	-	1599	-	-	898	812	1065	911	809	1044
Mov Cap-2 Maneuver	-	-	-	-	-	-	898	812	-	911	809	-
Stage 1	-	-	-	-	-	-	968	855	-	976	867	-
Stage 2	-	-	-	-	-	-	966	867	-	965	853	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	3			0.3			8.9			9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	935	1583	-	-	1599	-	-	933				
HCM Lane V/C Ratio	0.009	0.008	-	-	0.001	-	-	0.026				
HCM Control Delay (s)	8.9	7.3	0	-	7.3	0	-	9				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

2031 Future Year with Project Traffic Analysis

HCM Unsignalized Intersection Capacity Analysis

1: Main Street & Center Street

2031 Future Year w Project AM
80 East & Center Street Development

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	8	764	14	31	714	7
Future Volume (Veh/h)	0	0	0	0	0	0	8	764	14	31	714	7
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	9	830	15	34	776	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							TWLTL			TWLTL		
Median storage veh)							2			2		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1281	1711	392	1312	1708	422	784				845	
vC1, stage 1 conf vol	848	848		856	856							
vC2, stage 2 conf vol	433	863		456	852							
vCu, unblocked vol	1281	1711	392	1312	1708	422	784				845	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1				4.1	
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	100	100	100	100	100	100	99				96	
cM capacity (veh/h)	277	252	607	280	261	580	830				787	
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3						
Volume Total	9	553	292	34	517	267						
Volume Left	9	0	0	34	0	0						
Volume Right	0	0	15	0	0	8						
cSH	830	1700	1700	787	1700	1700						
Volume to Capacity	0.01	0.33	0.17	0.04	0.30	0.16						
Queue Length 95th (ft)	1	0	0	3	0	0						
Control Delay (s)	9.4	0.0	0.0	9.8	0.0	0.0						
Lane LOS	A			A								
Approach Delay (s)	0.1			0.4								
Approach LOS												
Intersection Summary												
Average Delay	0.2											
Intersection Capacity Utilization	29.1%			ICU Level of Service					A			
Analysis Period (min)	15											

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	11	14	4	0	5	0	10	1	0	8	0
Future Vol, veh/h	5	11	14	4	0	5	0	10	1	0	8	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	12	15	4	0	5	0	11	1	0	9	0
Number of Lanes	0	1	0	1	0	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	7	7.1	7	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	17%	100%	0%	0%
Vol Thru, %	91%	37%	0%	0%	100%
Vol Right, %	9%	47%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	11	30	4	5	8
LT Vol	0	5	4	0	0
Through Vol	10	11	0	0	8
RT Vol	1	14	0	5	0
Lane Flow Rate	12	33	4	5	9
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.013	0.035	0.006	0.006	0.01
Departure Headway (Hd)	3.96	3.832	5.088	3.887	4.017
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	905	938	706	924	892
Service Time	1.979	1.842	2.799	1.598	2.036
HCM Lane V/C Ratio	0.013	0.035	0.006	0.005	0.01
HCM Control Delay	7	7	7.8	6.6	7.1
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0	0.1	0	0	0

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	18	3	0	25	1	0	0	5	7	1	18
Future Vol, veh/h	6	18	3	0	25	1	0	0	5	7	1	18
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	-	-	-	-	-	-	-	-	-	-	-	-
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	7	20	3	0	27	1	0	0	5	8	1	20
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	28	0	0	23	0	0	74	64	22	66	65	28
Stage 1	-	-	-	-	-	-	36	36	-	28	28	-
Stage 2	-	-	-	-	-	-	38	28	-	38	37	-
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	1585	-	-	1592	-	-	916	827	1055	927	826	1047
Stage 1	-	-	-	-	-	-	980	865	-	989	872	-
Stage 2	-	-	-	-	-	-	977	872	-	977	864	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1585	-	-	1592	-	-	895	824	1055	920	823	1047
Mov Cap-2 Maneuver	-	-	-	-	-	-	895	824	-	920	823	-
Stage 1	-	-	-	-	-	-	976	862	-	985	872	-
Stage 2	-	-	-	-	-	-	958	872	-	968	861	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.6			0			8.4			8.7		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1055	1585	-	-	1592	-	-	999				
HCM Lane V/C Ratio	0.005	0.004	-	-	-	-	-	0.028				
HCM Control Delay (s)	8.4	7.3	0	-	0	-	-	8.7				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	8	7	0	16	10
Future Vol, veh/h	11	8	7	0	16	10
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	-	-	-	-	-
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	12	9	8	0	17	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	39	23	28	0	-	0
Stage 1	23	-	-	-	-	-
Stage 2	16	-	-	-	-	-
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	973	1054	1585	-	-	-
Stage 1	1000	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	968	1054	1585	-	-	-
Mov Cap-2 Maneuver	968	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.7	7.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1585	-	1002	-	-	
HCM Lane V/C Ratio	0.005	-	0.021	-	-	
HCM Control Delay (s)	7.3	0	8.7	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM Unsignalized Intersection Capacity Analysis

1: Main Street & Center Street

2031 Future Year w Project PM
80 E Center Street

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	48	1075	3	58	1134	132
Future Volume (Veh/h)	0	0	0	0	0	0	48	1075	3	58	1134	132
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	52	1168	3	63	1233	143
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							TWLTL			TWLTL		
Median storage veh							2			2		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2118	2706	688	2016	2776	586	1376				1171	
vC1, stage 1 conf vol	1430	1430		1274	1274							
vC2, stage 2 conf vol	688	1275		742	1502							
vCu, unblocked vol	2118	2706	688	2016	2776	586	1376				1171	
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1				4.1	
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	100	100	100	100	100	100	89				89	
cM capacity (veh/h)	114	110	389	136	96	454	494				592	
Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3						
Volume Total	52	779	392	63	822	554						
Volume Left	52	0	0	63	0	0						
Volume Right	0	0	3	0	0	143						
cSH	494	1700	1700	592	1700	1700						
Volume to Capacity	0.11	0.46	0.23	0.11	0.48	0.33						
Queue Length 95th (ft)	9	0	0	9	0	0						
Control Delay (s)	13.1	0.0	0.0	11.8	0.0	0.0						
Lane LOS	B			B								
Approach Delay (s)	0.6			0.5								
Approach LOS												
Intersection Summary												
Average Delay				0.5								
Intersection Capacity Utilization				45.6%	ICU Level of Service				A			
Analysis Period (min)				15								

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	28	23	5	0	7	0	28	4	8	23	0
Future Vol, veh/h	9	28	23	5	0	7	0	28	4	8	23	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	30	25	5	0	8	0	30	4	9	25	0
Number of Lanes	0	1	0	1	0	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	7.3	7.3	7.2	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	15%	100%	0%	26%
Vol Thru, %	88%	47%	0%	0%	74%
Vol Right, %	12%	38%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	60	5	7	31
LT Vol	0	9	5	0	8
Through Vol	28	28	0	0	23
RT Vol	4	23	0	7	0
Lane Flow Rate	35	65	5	8	34
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.039	0.072	0.008	0.008	0.039
Departure Headway (Hd)	4.02	3.964	5.188	3.986	4.147
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	887	901	688	894	860
Service Time	2.062	2	2.931	1.728	2.189
HCM Lane V/C Ratio	0.039	0.072	0.007	0.009	0.04
HCM Control Delay	7.2	7.3	8	6.8	7.4
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0	0	0.1

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	10	6	1	27	3	6	0	2	14	3	20
Future Vol, veh/h	25	10	6	1	27	3	6	0	2	14	3	20
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	-	-	-	-	-	-	-	-	-	-	-	-
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	27	11	7	1	29	3	7	0	2	15	3	22
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	32	0	0	18	0	0	114	103	15	103	105	31
Stage 1	-	-	-	-	-	-	69	69	-	33	33	-
Stage 2	-	-	-	-	-	-	45	34	-	70	72	-
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	1580	-	-	1599	-	-	863	787	1065	877	785	1043
Stage 1	-	-	-	-	-	-	941	837	-	983	868	-
Stage 2	-	-	-	-	-	-	969	867	-	940	835	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1580	-	-	1599	-	-	831	773	1065	863	771	1043
Mov Cap-2 Maneuver	-	-	-	-	-	-	831	773	-	863	771	-
Stage 1	-	-	-	-	-	-	925	823	-	966	867	-
Stage 2	-	-	-	-	-	-	944	866	-	922	821	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.5			0.2			9.1			9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	879	1580	-	-	1599	-	-	942				
HCM Lane V/C Ratio	0.01	0.017	-	-	0.001	-	-	0.043				
HCM Control Delay (s)	9.1	7.3	0	-	7.3	0	-	9				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.1				

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	15	16	10	26	25
Future Vol, veh/h	22	15	16	10	26	25
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	-	-	-	-	-
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	24	16	17	11	28	27
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	87	42	55	0	-	0
Stage 1	42	-	-	-	-	-
Stage 2	45	-	-	-	-	-
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	914	1029	1550	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	977	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	904	1029	1550	-	-	-
Mov Cap-2 Maneuver	904	-	-	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	977	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9	4.5		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1550	-	951	-	-	
HCM Lane V/C Ratio	0.011	-	0.042	-	-	
HCM Control Delay (s)	7.3	0	9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Kaysville City Planning Commission Meeting Minutes
June 26, 2025

The Planning Commission meeting was held on Thursday, June 26, 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 Wilf Sommerkorn, Megan Sevy, Debora Shepard and Katie Ellis

Planning Commissioners Absent: Commissioners Paul Allred and Erin Young

Staff Present: Melinda Greenwood and Anne McNamara

Public Attendees: City Councilmember Abbi Hunt, Jill Dredge, Randi Beckstrom, Reese Kearney, Dave Williams, Cindy Garlick, Joanne Williams, and Tim and Anna Crabb.

1- WELCOME AND MEETING ORDER

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

2- DECLARATION OF CONFLICTS OF INTEREST

There were no conflicts of interest, however Chair Packer made a motion to move agenda item number three and place it after agenda item number five to wait for the applicant to arrive. There was no second to the motion and the motion failed.

3- CONDITIONAL USE PERMIT FOR A MAJOR B HOME OCCUPATION LOCATED AT 789 EAST 80 NORTH FOR OASIS CONSTRUCTION AND JAKE BURTON

Melinda Greenwood presented a request for a Conditional Use Permit for a Major Home Occupation B at 789 East 80 North. The application was submitted on behalf of Oasis Construction, a business specializing in prefabricated pool installations and general construction/renovation services.

Ms. Greenwood noted that the applicant, Mr. Burton, was not in attendance, but a business partner named Todd Merrill was present to represent the application and answer any questions. She clarified that Mr. Burton is the property owner and that all construction activities will occur off-site, with no clients or employees visiting the residence.

According to the application and staff report, materials will be delivered directly to job sites, not to the home. Equipment associated with the business includes a truck, a skid steer, a mini excavator, and two trailers, with some of it used out of state during the winter months. When stored on-site, the equipment will be kept in the backyard behind a gated fence, hidden from public view.

Ms. Greenwood added that Mr. Burton is in the process of obtaining his Division of Professional Licensing (DOPL) certification, and the city will not issue the business license until that licensure is confirmed. She concluded by stating that while the Commission has the discretion to delay

action due to the property owner's absence, the representative is available to address any concerns. If the Commission feels those concerns are satisfactorily addressed, they may proceed with a motion to approve.

Commissioner Shepard asked if staff had any concerns or comments from residents.

Ms. Greenwood said a public notice sign was placed on the property the previous Friday and no calls or public comments regarding the application had been received.

Commissioner Ellis made a motion to approve the Conditional Use Permit for a Major B Home Occupation for Oasis Construction, located at 789 East 80 North, submitted on behalf of Jake Burton. Commissioner Sevy seconded the motion, and the vote was unanimous in favor of the motion (5-0).

Commissioner Packer: Yay
Commissioner Ellis: Yay
Commissioner Sevy: Yay
Commissioner Sommerkorn: Yay
Commissioner Shepard: Yay

4- CONDITIONAL USE PERMIT FOR FARM ANIMALS LOCATED AT 336 SOUTH MARIE CIRCLE FOR RANDI BECKSTROM

Anne McNamara presented a Conditional Use Permit (CUP) application submitted by Randi Backstrom for the keeping of farm animals (goats) on a residential property located in an R-1-20 zoning district, with a total area of 20,168 square feet. The permit request followed a code enforcement complaint received on May 20, 2025 which required the applicant to formally apply for the CUP, which was received on June 6.

Under city regulations, the lot size allows for up to three goats, with each goat requiring a minimum of 5,445 square feet. Ms. McNamara explained that the applicant's mitigation plan—addressing noise, odor, dust, and other potential nuisances—was submitted as required by city code and was deemed satisfactory by staff.

Additionally, city code requires that animal-related structures be placed at least 50 feet from neighboring dwellings. Following a site visit and discussion with the applicant, it was determined that existing fencing would need to be modified to meet this requirement. The applicant acknowledged this and intends to make the necessary adjustments.

Ms. McNamara noted that the current site conditions included three adult goats and seven baby goats, which are currently nursing, and clarified that baby goats are not counted toward the maximum number allowed because of the nursing. A public notice sign was placed on the property on June 20, 2025. Subsequently, two phone calls and three written comments from neighbors had been received, raising concerns largely related to past code violations and the potential for odor and noise.

Ms. McNamara referenced a prior code enforcement case in December 2023, when the property had a higher number of goats. Those animals were subsequently removed before the new complaint in May 2025. During a staff site visit earlier that day, no odor issues were detected, and the property appeared to be clean and well maintained.

Ms. McNamara concluded that the application meets all current code requirements, and while the Planning Commission may suggest additional mitigation measures, staff recommended approval of the CUP based on current findings and site conditions.

Ms. Greenwood provided additional context regarding CUPs to help clarify their purpose and legal framework, particularly for members of the public attending the meeting. She explained that under Utah law, conditional uses are considered permitted within the applicable zoning districts, such as residential zones in Kaysville. However, these uses may require reasonable conditions to mitigate potential negative impacts on surrounding properties or neighborhoods.

Ms. Greenwood emphasized that CUPs are not typically subject to outright denial unless specific legal grounds exist. The role of the Planning Commission is to determine whether reasonable mitigation can be applied, not to approve or reject the use itself based on subjective preference. For example, in this case, keeping farm animals is allowed if the property meets the minimum lot size required by city code.

Ms. Greenwood reiterated that baby animals (suckling offspring) are not counted toward the allowed number of animals. However, once weaned, they must be re-homed if their presence would cause the property to exceed the permitted animal count.

Lastly, Ms. Greenwood addressed the topic of public comment, noting that this matter is considered an administrative item, meaning it involves application of code rather than discretionary decision-making. Therefore, under the Planning Commission's bylaws, public comment is not typically allowed for such items. Nonetheless, due to the concerns raised by neighbors, she had encouraged written comments to be submitted through the city's contact form. These written comments were shared with the Planning Commission in advance and provided to the applicant.

Chair Mike Packer expressed appreciation to city staff for their work on the application and acknowledged the mitigation plan submitted by the applicant. He also thanked the neighbors who submitted written comments, stating that these communications are helpful and appreciated by the Commission. Chair Packer confirmed that all Commissioners had likely reviewed the submitted letters. He then asked whether it would be appropriate at this point in the meeting to hear directly from the applicant.

Commissioner Sommerkorn asked staff whether the complaint was specifically about goats or if other animals were involved.

Ms. McNamara responded that while the original complaint may have mentioned other animals such as chickens or swine, staff observed only goats and chickens on the property during their recent site visit. She confirmed that the six chickens present are permitted under current city code without a CUP.

Ms. Greenwood added that chickens and other birds do not require a CUP, whereas farm animals like goats do.

Chair Packer clarified that there are limits for fowl, and Ms. McNamara explained that the code requires 500 square feet of yard space per chicken, which this property meets.

Ms. Greenwood explained that during a site visit earlier that day, staff measured the distance between the animal enclosure and the neighboring dwelling and found it to be approximately 17 feet. However, city code requires a minimum setback of 50 feet between any structure housing farm animals and adjacent dwellings. Staff advised the applicant, Ms. Beckstrom, that the fencing and animal pens would need to be moved an additional 33 feet to meet the setback requirement. Ms. Greenwood noted that due to the angled layout of the property, the fencing could be repositioned at an angle to achieve compliance on all sides. Ms. Beckstrom agreed to make the adjustments, and staff allowed her a few weeks to complete the relocation.

Commissioner Shepard asked whether the site would be re-inspected after the changes were made.

Ms. Greenwood responded that staff could either have the applicant submit photos showing that the fence had been relocated to meet the setback requirement or conduct another site visit to verify the changes in person.

Chair Packer invited the applicant to come to the podium to answer some questions. Randi Beckstrom identified herself as the applicant. Chair Packer then asked how long baby goats typically nurse (suckle) before being weaned, referencing the city's rule that only weaned animals count toward the total number of allowed animals under a conditional use permit.

Applicant Randi Beckstrom explained that she typically allows baby goats to nurse for about six months. To stay within the city's limit of three adult goats, she either sells adult goats and raises a baby to adulthood or sells the baby goats once they are weaned.

She addressed concerns raised by neighbors, particularly about a rodent problem, stating that the issue appears to stem from a neighboring shed that houses chickens and stores feed, which she believes attracts rats. Ms. Beckstrom emphasized that all grain on her property is stored in sealed trash bins inaccessible to rodents. She acknowledged the rats might be traveling between her hay shelter and the neighbor's chicken coop.

Additionally, she offered to submit letters of support from two adjacent neighbors who back her property. She also referenced her mitigation plan, noting her yard is graveled to control

dust, and while flies were initially an issue in her first year of keeping goats, she has remained in regular contact with neighbors to address any concerns. Ms. Beckstrom stated she has not recently received complaints from immediate neighbors.

Commissioner Sevy asked Randi Beckstrom about her experience with goats, to which Ms. Beckstrom responded that she began raising goats in 2020. When asked about a prior complaint, Ms. Beckstrom confirmed that after receiving it, she sold her goats due to a personal situation. There were no goats on the property for approximately six to eight months.

Ms. Beckstrom explained that her process of breeding and raising goats follows a typical cycle: dairy goats must be bred annually to produce milk, with breeding taking place in the fall and births occurring between February and April. The baby goats are usually weaned at six months.

Following Beckstrom's remarks, Chair Mike Packer addressed the Planning Commission, noting that public comment letters had been received and asking whether the Commission wished to open additional public comment or consider the submitted correspondence sufficient.

Commissioner Sommerkorn made a motion to allow public comment regarding the conditional use permit application for the goats on Randi Beckstrom's property. Commissioner Shepard seconded the motion. The vote was unanimous in favor of the motion (5-0).

Reese Gurney, a neighbor who has lived in the area for 31 years, addressed the Planning Commission to express concern about being blamed for a rat issue related to the goat-keeping conditional use permit under consideration. He stated that the shed alleged to be attracting rats belongs to him and houses four bantam chickens. Their feed is stored in a locked container. Gurney said he had never seen rats in the area until recently, noting he had seen multiple rats running along the fence line and into the neighboring yard where hay is stored. He emphasized that he should not be held responsible for the rat problem. While acknowledging the odor and noise from the goats, especially the constant crying of baby goats—he stated he can tolerate those issues, but not rats, which he views as a serious health concern.

Dave Williams, the neighbor living directly adjacent to the applicant's property with only 17 feet separating their homes, voiced his support for the concerns previously raised by Reese Gurney.

Mr. Williams confirmed that, in the past, including when goats were previously on the property, there were no rat issues, only occasional mice. However, in the last three weeks, he and his household have encountered a significant rat problem, including finding two large rats and observing their family cat killing rats nightly. He emphasized the health concerns this poses, especially with grandchildren and dogs regularly present at his home. While he appreciates the applicant's effort to move fencing and plant trees for mitigation, he noted that trees will take years to have any effect and will not address the immediate rat issue.

Cindy Garlick, who operates a large dairy goat herd, addressed the Planning Commission to share her perspective and experience. She explained that in her case, rat problems began after

construction activity near her property disrupted the environment and pushed rodents into residential areas. She noted that chickens tend to produce a stronger odor than goats and spoke positively of Randi Beckstrom's efforts to maintain a clean and hygienic property and foster good relationships with neighbors. Ms. Garlick emphasized that Ms. Beckstrom's goat operation provides a valuable educational opportunity for her children and potentially for neighbors, teaching them about the origins of food and agricultural practices. She described similar outreach efforts on her own farm and encouraged the commission to allow Ms. Beckstrom to continue raising goats, while also working with neighbors to address and mitigate the rat issue, which she acknowledged as a legitimate and ongoing challenge.

Joy Burch, a resident living on the corner of Marie Circle and Lauder Drive, addressed the Planning Commission to express her concerns regarding the goat operation and disputed the claim that the applicant had maintained communication with neighbors, stating that general posts on Instagram do not constitute meaningful dialogue.

Ms. Burch voiced two main concerns: the persistent smell from the animals and the risk posed to her two small dogs by poisoned rats that had reportedly been found dead in nearby yards, including one that had entered her yard. She emphasized the potential danger of her pets encountering either bait or the poisoned rodents. Burch confirmed that the smell and crying of the animals are ongoing issues and noted that even from a distance, the noise can be heard through open windows. She also pointed out that the property houses more than just goats and chickens, including cats, rabbits, and at times, a turkey—essentially creating a small farm. Ms. Burch suggested that relocating the animal pens to another area of the yard, farther from neighboring homes, might alleviate many of the concerns being raised.

Joanne Williams, who lives 17 feet from the goat enclosure, spoke to the Planning Commission expressing strong concerns about the impact the animals have had on her home and quality of life. She stated there has been no meaningful communication from the applicant despite claims to the contrary. Ms. Williams said she eventually told the applicant directly that the situation had become too much. She described ongoing issues with persistent noise and odor, which prevent her and her family from opening windows or enjoying their backyard. Ms. Williams noted that it took her 31 years to make her backyard a comfortable, family-friendly space, but now her grandchildren comment on how bad it smells. She also emphasized that the presence of rats on the property poses a serious health and safety concern, especially for her young grandchildren who play outside.

Chair Packer reopened the Planning Commission discussion following the public comment period. He acknowledged the complexity of the issue, noting that it reflects a longstanding balance between individual property rights and the broader expectations of the community. Chair Packer reiterated that a CUP is legally allowed under city code, and while it comes with limitations, it is generally difficult for the city to deny outright.

Chair Packer emphasized that the CUP allows for the keeping of up to three goats (excluding suckling offspring) and requires compliance with mitigation standards related to odor, noise,

dust, pests, and rodents. While he recognized that such standards can be subjective and difficult to quantify, he underscored that granting the permit obligates the applicant to adhere to all outlined requirements. Chair Packer expressed sympathy for the concerns of the neighbors and noted the challenge in identifying specific sources for problems like rodents, which do not recognize property boundaries. Nonetheless, he concluded by saying the expectation would be full compliance with all city regulations if the permit were approved.

Commissioner Sommerkorn asked staff to clarify what mitigation plan the applicant submitted to satisfy the conditional use permit requirements, specifically for controlling odor, dust, noise, pests (flies and rodents), and drainage.

Ms. McNamara responded that the applicant had included those details in their application. She confirmed that each required category was addressed and directed commissioners to page eight of the meeting packet, where the full plan could be reviewed.

Chair Packer acknowledged that health concerns raised by neighbors—particularly regarding children, pets, and rodent control—are valid, but emphasized that the Planning Commission is limited to evaluating whether the applicant is following the city's code and has submitted an adequate mitigation plan.

Commissioner Ellis explained that public comment is usually not part of administrative items like this one because it may suggest the Commission has broader authority than it does. If a use meets code, there is little room to deny it. She added that changing the code itself is the only real way to alter what is allowed.

Commissioner Sommerkorn agreed, stating that unless a use is completely impossible to mitigate, the Commission is obligated to approve it if a mitigation plan is submitted and deemed sufficient. In this case, the applicant did submit such a plan.

Chair Packer then asked what the consequences would be if the applicant—or any city resident—was found to be in violation of the code or not in compliance with the conditions of a conditional use permit.

Ms. Greenwood responded to Chair Packer's question about enforcement procedures when a property is found to be in violation of city code or conditional use permit conditions. She explained that code enforcement is one of the more difficult responsibilities the city manages. Typically, complaints come from neighbors who have reached a point of frustration after enduring an issue for some time. In many cases, the person in violation is unaware and may be upset, especially if the issue wasn't discussed directly by neighbors beforehand.

Regarding the process, Ms. Greenwood stated that city staff first conducts a site visit to verify the issue. For complaints involving odor, noise, or dust—which may not be detectable at the time of inspection—the city does its best but may not always observe the problem directly. In the case of the goat permit, she noted that staff spent approximately 20–25 minutes at the

property earlier that day and did not detect any odor, though she acknowledged that conditions may vary on other days.

If a violation is found, the city's first approach is to seek voluntary compliance, typically giving the property owner two weeks to make necessary corrections. These are tracked in the city's system, with a follow-up visit scheduled. If compliance is achieved, the case is closed. If not, another opportunity to comply is usually granted. If noncompliance persists, the matter may be escalated to the city attorney, potentially resulting in the revocation of the conditional use permit or even legal citation.

Ms. Greenwood emphasized that the city does not have the resources to conduct surveillance or monitor properties for extended periods, but it strives to address issues fairly and reasonably, using the legal system when necessary to enforce compliance.

Commissioner Sommerkorn made a motion to approve the conditional use permit for Randi Beckstrom at 336 South Murray Circle to keep farm animals, based on findings that the applicant submitted a mitigation plan as required by city code and will be held accountable for compliance. He also recommended that city staff periodically monitor the property to ensure the mitigation measures are effective and adjust if necessary. Commissioner Deborah Shepard seconded the motion. The vote was unanimous in favor of the motion (5-0).

Commissioner Packer: Yay
Commissioner Ellis: Yay
Commissioner Sevy: Yay
Commissioner Sommerkorn: Yay
Commissioner Shepard: Yay

5-STONEYBROOK COMMUNITY SCHOOL PARKING DETERMINATION AT 579 SOUTH MAIN STREET FOR ANNA CRABB

Ms. McNamara presented a unique item to the Planning Commission regarding a business license application submitted by Anna Crabb to operate a preschool and micro-education entity at 579 South Main Street in Kaysville. Since Kaysville City Code does not specify a required number of parking spaces for schools, it defers to the Planning Commission for determination. In response, staff conducted a comparative analysis of nearby municipalities' standards and found a general norm: one parking space per employee and one additional space per 5–6 children.

Based on this standard and given the applicant's proposal of a maximum of four employees and 26 students on site at any one time, staff suggested eight parking spaces as a reasonable requirement. The property currently offers approximately 11 designated parking spaces, along with a pull-through driveway that could accommodate 2–3 more vehicles, confirming adequate parking availability.

Staff also acknowledged a recent amendment to Utah State Code that prohibits municipalities

from requiring excessive parking for micro-education facilities. While Kaysville's code lacks a specific metric to define "excessive," staff believes the proposed parking requirement aligns with state standards and does not represent an overreach.

The applicant also submitted details about staggered student drop-off and pickup schedules to reduce traffic congestion. The site is zoned Professional Business, which normally requires a 20-foot setback from residential uses. However, the applicant qualifies for an exception in the code by providing landscaped buffering between the business and adjacent homes. A site plan has been submitted demonstrating that vehicle and pedestrian traffic will not be impeded.

Ms. McNamara concluded that the existing conditions and proposed operations are sufficient to meet zoning and safety requirements, and they recommend that the Planning Commission approve the proposed parking allocation. The applicant was present to answer any questions.

Chair Packer commended Ms. McNamara for her thorough and well-prepared staff report regarding the parking requirements for the proposed preschool and micro-education entity at 579 South Main Street. He noted that her research and clarity made it difficult to raise any questions, as she had already addressed relevant points, including code interpretation and comparisons with neighboring cities.

Commissioner Sommerkorn echoed the praise and highlighted how this situation illustrated the strengths of the city's zoning code, despite its occasional need for clarification in unique cases.

Ms. Greenwood acknowledged that situations like this underscore the importance of continually refining the city's land use code and explained that she had discussed with the applicant the need to research reasonable benchmarks since the code leaves the parking requirement for schools up to Planning Commission discretion.

Commissioner Shepard asked whether street parking is allowed on Main Street near the proposed preschool and micro-education entity.

Ms. Greenwood confirmed that parking is generally permitted on the public right-of-way along Main Street, with no specific restrictions aside from standard city regulations. She noted that large vehicles, like semis, are technically not supposed to park there, but this occasionally occurs, especially near the assisted living facility further south. Parking enforcement, she clarified, falls under the police department, as city staff are not authorized to enforce parking regulations. Greenwood also mentioned that vehicles can park on public streets for up to 48 hours before needing to be moved.

Ms. Greenwood then commended the applicant, Anna Crabb, for her exceptional thoroughness and responsiveness, noting how quickly she provided detailed exhibits, including diagrams showing vehicle flow. She explained that the property has had difficulty finding a suitable user due to its small size and unique location. Ms. Greenwood stated that a preschool and micro-education use seems like an ideal fit, as it is compatible with the property's layout and less

intense than other commercial uses.

Commissioner Ellis made the motion to approve the Stoneybrook Community School Parking determination at 579 South Main Street and Commissioner Sommerkorn seconded the motion. The vote was unanimous in favor of the motion (5-0).

Commissioner Packer: Yay
Commissioner Ellis: Yay
Commissioner Sevy: Yay
Commissioner Sommerkorn: Yay
Commissioner Shepard: Yay

6- APPROVAL OF THE MINUTES FROM THE JUNE 12, 2025 PLANNING COMMISSION

Commissioner Sommerkorn made a motion to approve the minutes and Commissioner Ellis seconded the motion. The vote was unanimous in favor of the motion (5-0).

7- OTHER MATTERS THAT PROPERLY COME BEFORE THE PLANNING COMMISSION

Ms. Greenwood provided several important updates to the Planning Commission:

1. **City Center Visioning Project:** The consultant team will host another public engagement event during the Kaysville City Fourth of July breakfast. Social media will promote this effort. A follow-up survey is expected in August, with another public open house in August or September. Ms. Greenwood noted that the process is shifting from gathering baseline data (like utilities and market analysis) to the more complex phase of crafting a vision for the city center based on community input. She praised the performance of GSB and their sub-consultants.
2. **July Planning Commission Schedule:** Only one meeting will be held in July, on the 10th, due to the state holiday on July 24th.
3. **Upcoming Rezone Application – Presbyterian Church Site:** An application has been submitted to rezone the former Presbyterian Church property to Mixed Use. Developer Jake Williams plans to preserve the existing church building and develop live/work townhomes with potential ground-floor commercial space. Staff anticipates a public hearing at the August 14 Planning Commission meeting.
4. **General Plan Amendment – Water Conservation Element:** A state mandate requires municipalities to include a water conservation component in their general plans by the end of the year. Kaysville will contract again with GSB for this addition, given their ongoing work with the city. The update is expected to come before the Planning Commission in the fall.
5. **Subdivision Code Amendments Approved:** The City Council has adopted the Planning Commission's recommended amendments to subdivision regulations, including renaming "lot line adjustments" to "boundary line adjustments" per state direction. Updates to stormwater standards were also approved.
6. **Upcoming Development – Symphony and Ivory Homes:** A large rezone application has been submitted by Symphony Homes and Ivory Homes for approximately 52 acres just

south of Sunset Equestrian Estates. Not all adjacent properties are participating—10 to 12 acres will remain excluded—but the applicants propose a total of 300 residential units, including:

- Large single-family homes on the northern portion.
- Smaller single-family lots (6,000–8,000 sq ft).
- Approximately 100 townhomes.

A development agreement will be required. Staff and utility providers recently held a coordination meeting, and further vetting is needed before bringing the proposal to the Commission, likely in August.

7. **July 10 Meeting Agenda – Election of a New Chair:** As required in Article III, Paragraph 1 of the Commission’s rules, a new Planning Commission chair will be elected at the first July meeting. Commissioners were humorously reminded that if absent, they risk being nominated by default.

8. **Planning Commission Membership Updates:**

- Paul Toler, formerly an alternate, has been moved to a full commissioner seat.
- Interviews were recently conducted for a new alternate to fill Toler’s vacancy. The mayor has not yet finalized the appointment.
- Deborah Shepard has expressed a willingness to serve again but is unable to due to personal scheduling.
- Ms. Greenwood noted the high interest from the community in serving on the Planning Commission, with 9–10 applicants and even a last-minute call from a hopeful candidate after the deadline.

8- ADJOURNMENT

Chair Packer adjourned the meeting at 8:12 pm.