



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

The Kaysville City Planning Commission will hold a regular meeting on August 28, 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. Election of a Vice Chair
4. Conditional Use Permit for a Major B Home Occupation for BeeGinning Learner's Preschool located at 1973 West Orchard Harvest Drive for Jennifer White
5. Public Hearing for a rezone request for approximately 2053 West Grassy Plain Drive (parcel #11-245-0002) from GC General Commercial to R-1-14 Single Family Residential
6. Public Hearing for a rezone request for approximately 1800 South 550 West from R-A Residential Agricultural District, A-1 Light Agricultural District, and A-5 Heavy Agricultural District to R-1-6 Single Family Residential District and R-M Multiple Family Residential District
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: August 21, 2025

Agenda Item #4: Conditional Use Permit for a Major B Home Occupation for BeeGinning Learner's Preschool located at 1973 West Orchard Harvest Drive for Jennifer White

Meeting Date	August 28, 2025
Application Type	Conditional Use Permit
Applicant Owner	Jennifer White BeeGinning Learner's Preschool
Address Parcel ID Number	1973 West Orchard Harvest Drive 11-761-0203
Lot Size	0.22 9,583.2 ft ²
Current Use	Single Family Dwelling
Conditional Use	Major B Home Occupation for a Preschool

1. BACKGROUND

Jennifer White is requesting a Conditional Use Permit for a Major B Home Occupation for *BeeGinning Learner's Preschool* to operate a preschool from her home located at 1973 West Orchard Harvest Drive.

The preschool will accommodate up to 12 students per session, with the following class schedule:

- **Tuesday / Wednesday / Thursday (9:30 a.m. – 12:00 p.m.):** for children ages 4–5
- **Tuesday / Thursday (1:00 p.m. – 3:00 p.m.):** for children ages 3–4



Ms. White is currently compliant with Kaysville City's zoning regulations and has applied for her entity number with the Utah Department of Commerce. Ms. White will coordinate with the Kaysville Fire Department to complete

a required fire inspection prior to operating.

The preschool will operate only during the specified daytime hours, with traffic expected to be staggered for drop-off and pick-up. Ms. White has indicated that these activities will be managed to avoid congestion and ensure safety for students and neighbors.

2. PUBLIC NOTICING AND PUBLIC COMMENT

A sign was placed on the property on Friday, August 22, 2025.

3. RECOMMENDATION

Staff is recommending approval of this Conditional Use Permit for Jennifer White located at 1973 West Orchard Harvest Drive with any conditions Planning Commission feel are necessary as allowed by [KCC 17-30-8 Standards](#).

Findings for a recommendation of approval include:

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

PLANNING COMMISSION STAFF REPORT

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

Agenda Item #5: Rezone request and public hearing for approximately 2053 West Grassy Plain Drive from GC General Commercial to R-1-14 Single Family Residential for applicant Phil Holland.

Meeting Date	August 28, 2025
Application Type	Rezone
Applicant Owner	Phil Holland The Holland Group
Address Parcel ID Number	2053 West Grassy Plain Drive 11-245-0002
Lot Size	1.62 acres 70,567 ft ²
Current Use	Single Family Residence
Current Zoning	GC General Commercial
Density Entitlement	NA
Requested Zoning	R-1-14 Single Family Residential
Density Entitlement	4 Dwelling Units

1. BACKGROUND

The subject property is a 1.62 acre parcel on the western side of Angel Street and south side of 200 North and is located at the east end of Grassy Plain Drive where the road dead ends. The General Commercial zone has no lot size requirements or setbacks. The requested zone change to R-1-14 would require a minimum lot size of 14,000 square feet. The intent of the proposed rezone is to allow for the creation of four single family residential lots.



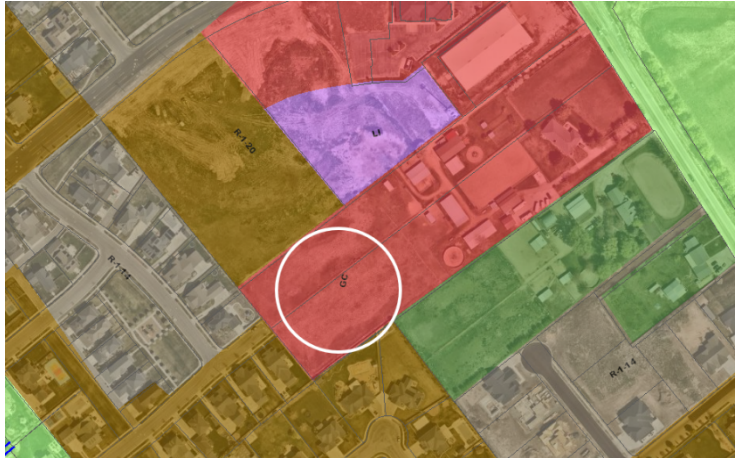
2. SURROUNDING LAND USE AND ZONING

North – To the north of the property is a small cluster of commercial properties, with one lot directly adjacent to the property zoned as LI, and several parcels further east of the LI parcel are zoned GC. The LDS church will constructing a stake center on the parcel directly north of the subject property.

South – To the south of the property is a mixture of residential that consists primarily of R-A lots, with a handful of A-1 lots and R-1-14 lots to the southeast.

East – To the east is an assortment of single family residential lots consisting primarily of R-A and R-1-20 zoning.

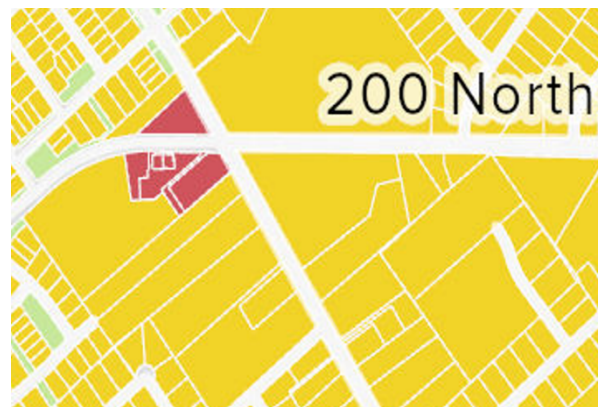
West – To the west of the property is primarily residential with R-1-14 and R-1-20 being the predominant zoning designations that line the western border of the city.



3. GENERAL PLAN

The future land use map on the 2022 General Plan shows the property at approximately 2053 West Grassy Plain to be zoned as single family residential. The R-1-14 zone is designated as single family, therefore this rezone request is supported by the future land use map.

Staff review of the General Plan believes it supports the zone change proposed. The setbacks for the R-1-14 zone are consistent with the existing setbacks (30' front yard, 8' side yard, 15' rear yard) in the surrounding R-1-20 and R-1-14 zoned lots, meaning that approval of the rezone would not change the functionality of the surrounding neighborhood. Maintaining this functionality supports Chapter 1 Goal 1 as included in the 2022 General Plan which states that the City should “preserve single family neighborhoods by restricting development to models that fit the existing character of the neighborhood.” The approval of the proposed rezone to R-1-14 would maintain this character and support the continued functioning of the neighborhood as encouraged in the General Plan.



4. ZONING

R-1-14 ZONE

The purpose of the R-1 Single Family District, which includes the R-1-14 zoning designations is stated as:

To provide for areas in appropriate locations where quiet, low-density residential neighborhoods may be established, maintained, and protected. The regulations of this district are designed to promote and encourage a suitable environment for families, most of whom will have children. To this end, the regulations permit the establishment of single-family dwellings and also permit, with proper controls, those public and quasi-public activities such as schools, libraries, churches, parks and playgrounds, which serve the needs of families. The regulations are intended to

prohibit the establishment or operation of any activity which would be adverse to such a residential environment.

The proposed R-1-14 zoning requires setbacks of 30' in the front yard, 8' in each side yard, and a 15' rear yard. Buildings must be at least 10' in height and cannot exceed 30'.

The Planning Commission should determine if the purpose statement for the R-1-14 zone is fulfilled in this particular location.

5. PUBLIC COMMENT

A total of 30 public notices were mailed to property owners within 500' of the subject property and a sign was placed on the property on Friday, August 15. As of the date of this report, no comments have been received.

6. RECOMMENDATION

Staff is recommending approval of the zone change for 2053 West Grassy Plain Drive from GC General Commercial to R-1-14 Single Family with support of the 2022 General Plan and the Future Land Use Map as the best compatible zone.

The Planning Commission may make a recommendation to the City Council to approve or deny the rezone request.

PLANNING COMMISSION STAFF REPORT

To: Kaysville City Planning Commission
From: Melinda Greenwood, Community Development Director
Date: August 22, 2025

Agenda Item #6: Public Hearing for a rezone request for approximately 1800 South 550 West from R-A Residential Agricultural District, A-1 Light Agricultural District, and A-5 Heavy Agricultural District to R-1-6 Single Family Residential District and R-M Multiple Family Residential District

Meeting Date	August 28, 2025
Application Type	Rezone
Applicant Owner	Symphony Homes
Address Parcel ID Number	~1800 South 550 West 08-024-0028; 08-024-0018; 08-024-0022; 08-024-0007; 08-484-0006; 08-484-0005; 08-024-0046; 08-024-0012; 08-024-0006; 08-694-0005; 08-027-0009; 08-027-0008; 08-024-0011
Lot Size	52 acres
Current Use	Undeveloped and Agricultural
Current Zoning	A-1, A-5
Density Entitlement	~50 dwellings
Requested Zoning	R-1-6 and R-M
Density Request	293 dwellings per development agreement (5.8 units/acre) 191 detached single family dwellings 102 townhome dwellings

1. BACKGROUND

Symphony Homes and Ivory Homes have submitted a joint application to rezone and develop approximately 52 acres in the southwest corner of the City. There are 13 properties included in the rezone application and the properties are located south of the existing Sunset Equestrian Estates subdivision, west of Sunset Drive, and east of the West Davis Corridor. The area is largely undeveloped and currently zoned for agricultural uses (A-1 and A-5). The subject properties also include the Sunset Equestrian Center.



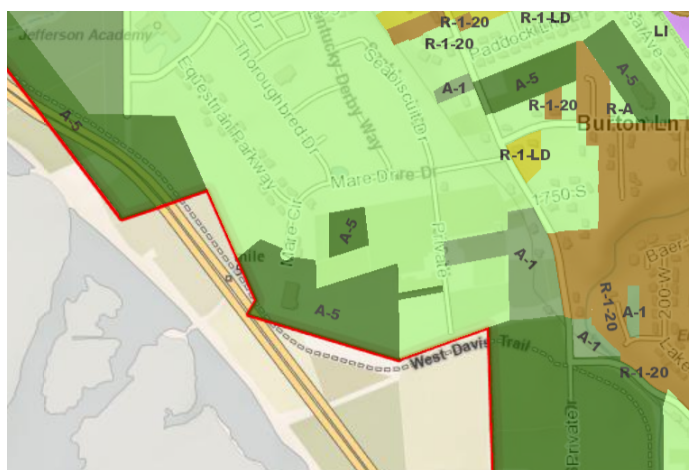
The proposed rezone is for a mix of two residential zones: R-1-6, a single-family zone requiring a minimum lot size of 6,000 square feet, and R-M, which allows attached housing such as townhomes. The developer is requesting a total of 293 dwellings—191 single-family detached homes and 102 townhomes—with an overall density of about 5.8 units per acre. If approved, the development would be subject to a development agreement specifying standards and other project requirements.

The master-planned community, which the developer has named Horizon, would also include six acres of open space and community amenities. Included in their proposal is a bike park that would be dedicated to the City for use as a public park.

2. SURROUNDING LAND USE AND ZONING

Existing uses in the area and neighborhood include the following.

- **Adjacent** – The subject properties are bordered by single-family homes, agricultural land, the West Davis Corridor, and land owned by the Central Davis Sewer District.
- **North** – Properties to the north are zoned R-A (Residential-Agricultural), which requires a minimum lot size of 21,780 square feet.
- **South** – Properties to the south are zoned A-5 (Heavy Agriculture) and are owned by the Central Davis Sewer District. The border between Kaysville and Farmington also lies to the south.
- **East** – Properties to the east are zoned R-A and A-1, both single-family agricultural zones. Farther east are areas zoned R-1-20 (single-family, minimum 20,000-square-foot lots) and R-1-LD (single-family, averaging half-acre lots).
- **West** – Properties to the west include UDOT-owned parcels along the West Davis Corridor, as well as wetlands outside city limits at Kaysville’s western boundary.



3. 2022 GENERAL PLAN

A. GUIDING PRINCIPLES

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

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

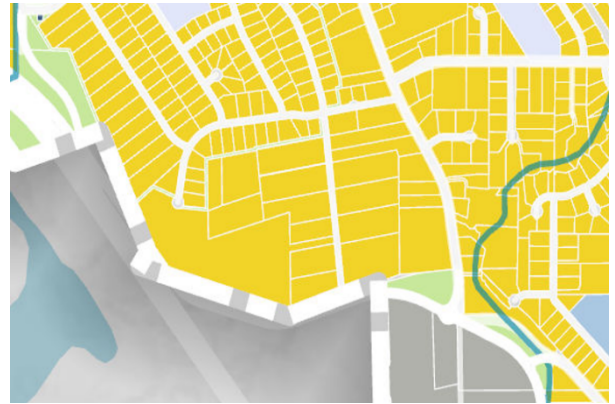
The proposed R-1-6 and R-M zoning combined with the proposed housing styles of townhomes, single family dwelling on small lots as well as larger sized lots will provide diverse housing

options in a single development. The bulk of housing in this area is large single family lots, so a cohesive and master planned community such as Horizon would provide some housing styles that don't currently exist anywhere in the City.

The rezone application is supported by this guiding principle.

B. FUTURE LAND USE MAP

As shown in yellow, the 2022 General Plan Future Land Use Map designates the subject properties for single-family use but does not specify lot size or density. The proposed Horizon project and zone change includes a mix of approximately two-thirds single-family detached dwellings and one-third attached townhomes. Given this mix and the project's overall emphasis on single-family housing, staff considers the Future Land Use Map generally supportive of the proposed zone change.



C. GOALS, OBJECTIVES AND IMPLEMENTATION MEASURES

Each chapter of the 2022 General Plan has a section of goals, objectives and implementation measures which help determine if a proposed rezone application meets ideals established by the community's vision. The 2022 General Plan has a section of goals, objectives and implementation measures at the end of each chapter and after a staff evaluation of the General Plan, the following excerpts contain support for the rezone application.

- i. **Chapter 1 Land Use & Placemaking Plan** notes that "Quality places are about quality of life - they include a mix of uses and housing, embody good design, contain effective public spaces and green spaces, and multiple options for transportation." At the end of the chapter, Goal 8 supports the rezone request and encourages "new residential development models" which can help meeting differing community need for housing.

Goal 8: Provide a range of housing options and price points that help ensure Kaysville is an affordable place to live.

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.

Kaysville is limited in its existing housing options and affordability, especially on the west side of the city. Horizon's proposed mix of 293 residential dwellings, which blends large, medium and small single family lots as well as townhomes would diversify housing options and price points, especially in this area of the city.

- ii. **Chapter 2 Transportation & Connectivity** speaks about community access, and states *“Community access identifies the network used by people moving within the Kaysville community for accessing goods, services, recreation, social visits, and other trips. The community access aspects of the network should seek to preserve existing access and further enhance it. This includes improving multi-modal access to local and neighborhood destinations; overcoming barriers; creating a connected network; shaping collector-level streets that balance modes as well as mobility and neighborhood character; leveraging and expanding trail corridors; implementing planned active transportation facilities and programs; and pursuing innovative and cost-effective local transit options.”*

COMMUNITY STREET CORRIDORS

Community street corridors are those that play a large role in moving people around the city. They include:

- 50 West
- Angel Street
- Burton Lane
- Crestwood Road
- Fairfield Road/100 East
- Flint Street
- Mutton Hollow Road
- Sunset Drive
- Deseret Drive
- Western Drive
- Old Mill Lane
- Center Street

Connectivity is what ties a community together. When streets, sidewalks, and trails link easily, people can get around more safely and conveniently—whether they’re walking to school, biking to a park, or driving to work. A connected neighborhood encourages interaction with neighbors and makes it easier for emergency responders to reach homes when needed. It also gives people healthier choices for how they travel, creates a stronger sense of belonging and a safer, healthier, and more enjoyable place to live.

The following paragraphs further illustrate support from Chapter 2 of the 2022 General Plan.

Goal 2: Preserve and enhance community access.

Objective 2.3 which falls under Goal 2 suggests the City should *“Seek to create a highly connected street and pathway network for new and existing development. This includes connected streets, a dense network, and accessibility to community destinations.”*

Goal 3: Preserve neighborhood character.

Objective 3.3: Integrate new development. Balance the preservation of neighborhoods with the integration of new development. Connect new development to the existing network in ways that respect neighborhoods.

Currently, this area of the City has limited connectivity and is not accessible through dedicated public rights-of-way. If the Horizon project is approved, connectivity will improve as gaps between existing and planned streets are completed. Specifically, 550

West would be extended to connect with Mare Drive and Seabiscuit Drive, linking existing and proposed neighborhoods and creating a more efficient road network.

In addition, the Horizon project would provide connections to community street corridors identified in the General Plan (shown above). Most importantly, it would link into Sunset Drive and the planned final segment of Angel Street. The existing Sunset Equestrian Estates subdivision would benefit from these connections, gaining better access to collector and major arterial roads.

While Burton Lane and Western Drive are not directly connected to Horizon, they are in the project's vicinity, and the overall transportation network would see improved efficiency and resilience from enhanced connectivity.

- iii. **Chapter 3 Housing & Neighborhoods** says that "Development activity within the city, especially west of I-15 where the majority of vacant developable land is located, is expected to continue expanding the low and medium density neighborhoods within the city." With an overall proposed density of 5.8 units per acre, the Horizon development would be classified as low density. For comparison, the City's R-1-6 zone allows approximately 7.2 units per acre. In this context, Horizon's overall density is lower than that of R-1-6, the City's most dense single-family zone.

It is fair to note, however, that a portion of the project does include medium-density attached housing.

The southwestern section of the development is proposed for townhomes, which would account for about one-third of the total housing mix.

GOAL 1: PROVIDE A FULL RANGE OF HOUSING OPPORTUNITIES TO MEET THE ECONOMIC, LIFESTYLE AND LIFECYCLE NEEDS AND EXPECTATIONS FOR RESIDENTS

Objective 1.3: (A) Rezone for densities necessary to facilitate the production of moderate income housing.

The Utah State Legislature has demanded municipalities focus on moderate income housing as the State is experiencing a housing shortage as well as rapidly increasing housing costs. In November of 2022, the City amended the 2022 General Plan to include the following state required Moderate Income Housing (MIH) elements.

Goal 1: Provide a full range of housing opportunities to meet economic, lifestyle, and lifecycle needs and expectations for residents.

Rezoning this property to R-1-6 and R-M will allow for much needed housing, specifically starter homes, and would foster positive outcomes for this particular goal.

Falling underneath the umbrella of Goal 1 and offering support for the rezone application, **Objective 1.3** states the City will:

“Rezone for densities necessary to facilitate the production of moderate income housing.” The implementation measures for this objective include that staff will give positive staff recommendations to rezone applications which are harmonious with the future land use map and requires strong consideration for rezone applications that are supported by elements of the General Plan but may not align with the future land use map.

While the entirety of the proposed project isn’t fully supported by the future land use map, the overall low density of the project and the placement of the townhomes still respects the notion of single family housing expected in the area while facilitating a variety of housing types and styles which is more likely to produce housing at an attainable price point. The bulk of housing offered in Kaysville, and specifically in this quadrant of the city, is single family housing on large half acre lots which are not conducive to affordability. The Horizon project would include:

- 62 Traditional Single Family lots
- 129 Rearload Single Family
- 102 Townhomes

Because of the Moderate Income Housing requirements, the goals and objectives in Chapter 3 offer heavier support for this rezone and project than the other portions of the 2022 General Plan

After a comprehensive review of the 2022 General Plan, the proposed rezone for the Horizon project is supported by the guiding principles, goals, objectives and implementation measures of the plan.

4. PROJECT SPECIFICS & DEVELOPMENT AGREEMENT

Because approving a rezone application is a legislative action taken by the City Council, laws allow for a development agreement to set zoning standards for a project and allow for variations of adopted zoning regulations. The applicant has proposed several variations and conditions which will be solidified by the development agreement should the City Council choose to approve the project. Details of the project and development agreement will be further discussed in the staff report based on categories.

A. HOUSING TYPES & NUMBER OF DWELLINGS

Symphony homes has requested 293 units over the approximate 52 acres of property. Specifically the rezone request includes 191 detached single family homes. The site plan shows a thoughtful layout to match existing lot sizes on the bordering subdivisions. The proposed R-1-6 areas would include traditional single family homes, with a “legacy series” of homes that would be on lots that are at least 12,000 square feet in size. Another “concert series” would be on lots that are at least 6,000 square feet in size. Last, the “bravo series, traditional single family” are planned for a minimum lot size of 3,500 square feet. The development agreement would require all single family detached products have at least 1,200 square feet of finished living space.

The R-M portion of the project includes 102 attached townhomes which are located on the southwest portion of the project, close to the West Davis Corridor, the planned Angel Street connection, and the large easement area for the Rocky Mountain Power powerline corridor. The development agreement limits the number of dwellings to no more than six per building.

B. SETBACKS

The project proposal asks for variations on setbacks to the following standards. For the R-1-6 portion, setbacks would be:

- 25 feet for the front yard;
- 5 feet for the side yard; and
- 20 feet for the rear yard.

Setbacks for the R-M zone are:

- 12 feet for the front yard;
- 5 feet for the side yard; and
- 5 feet for the garage.

C. BUILDING HEIGHT

The applicant is asking for an increase in allowed building height, which is limited to 30 feet. On the detached single family homes, the request is for 32 feet in height, and no more than two stories. For the R-M townhome portion, the request is for 35 feet with a limitation of three stories.

D. OPEN SPACE & AMENITIES

The project includes a total of six acres of functional and usable open space. As part of that open space, the developer will:

- Provide a minimum of 4,500 linear feet of trails and connection into existing trails.
- Provide the following amenities in the listed quantities:
 - Pool & Cabana (1)
 - Pickleball Court (2)
 - Playground (1)
 - Shade Structure (2)
 - Bench/Seating (6)
 - Outdoor Library (1)
- Construct and dedicate between one acre and one and half acres of property to the city for a bike park that would be open to the public. The developer commits to donating the land as well as \$250,000 for the costs of the bike park. The City's Parks and Recreation Department would be involved in the design of the project to ensure it meets the needs of the community.



E. MISCELLANEOUS PROVISIONS

The development agreement would also:

- Require fencing in areas where the project abuts existing housing and developments.
- Limit the housing styles to Craftsman, Traditional, European Romantic, Transitional, Prairie, or Contemporary or Farmhouse architecture.
- Require the project be landscaped according to the City's waterwise landscaping ordinance.
- Provide for phasing with built in flexibility based on market conditions.
- Provide at least two parking stalls per dwelling.
- Require a minimum of 60% owner occupancy in the overall project, and require that be included in the project's recorded CC&Rs.

5. UTILITIES, TRAFFIC & PARKING

City staff and utility partners have reviewed the project for utility capacity and identified no concerns related to water, power, or sewer. While most utilities are not yet in place to serve the entire area, as is typical, the developer would construct the necessary infrastructure to support the project.

The developer has also submitted a traffic impact analysis, which was reviewed by the City Engineer and the Public Works Director, a licensed professional engineer. Their review raised no concerns.

6. PUBLIC COMMENT

A total of 65 public notices were mailed to property owners within 500' of the subject property and a sign was placed on the property on Friday, August 22, 2025.

As of the date of this staff report five comments have been received through the online portal, which automatically distributes those comments to the Planning Commission. Two of the five comments were in support of the project. The other comments expressed opposition based on concerns with lot sizes, density, traffic, safety, infrastructure, impacts to schools, environmental concerns and public engagement.

7. RECOMMENDATION

Based on adequate support from the 2022 General Plan, staff recommends that the Planning Commission forward a recommendation of approval to the City Council for the zone change application, along with the proposed development agreement.

The Planning Commission may recommend approval or denial of the rezone request and may also suggest modifications to the project if deemed appropriate.

Findings supporting a recommendation of approval include:

- A. The application aligns with one of the five Guiding Principles of the 2022 General Plan: "Provide diverse housing options."

- B.** The Future Land Use Map supports the detached single-family elements of the project, which comprise approximately two-thirds of the proposed housing.
- C.** Chapters 1, 2, and 3 of the 2022 General Plan contain multiple goals, policy objectives, and implementation measures that support approval of the rezone request.
- D.** The addition of 293 housing units, including townhomes and small-lot single-family dwellings, would contribute toward the City's reporting requirements for Moderate-Income Housing in the 2026 cycle.
- E.** The project design, as outlined in the site plan and development agreement, is not expected to negatively impact the character of the area.
- F.** The project would diversify housing options in Kaysville and increase the overall supply of housing.
- G.** The development agreement, to be recorded against the properties, ensures the project will be completed as approved.



HORIZON

OPEN HOUSE SUMMARY

August 2025



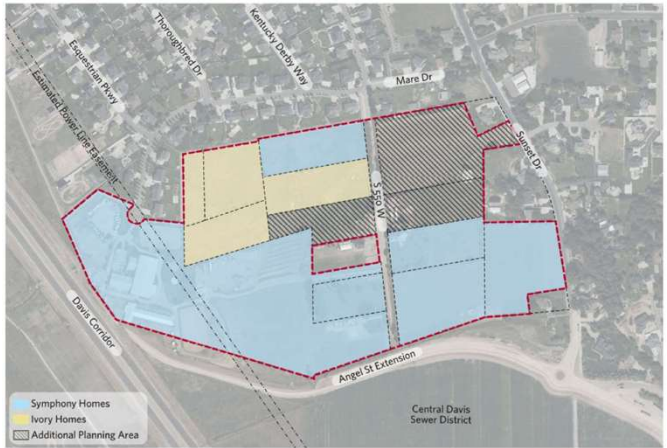
OPEN HOUSE
OVERVIEW

On the evening of January 14th, 2025, Symphony Homes and Ivory Homes hosted a neighborhood Open House to gather community input for the initial planning of Horizon and the surrounding parcels. In the preceding weeks, residents were notified of the Open House via email from the Sunset Equestrian HOA, and door hangers were placed on residences outside the HOA but still in the surrounding area. The Open House received a strong turnout. Sign-in sheets for the evening showed 75 households and it was estimated about 150 total in attendance.

After the sign-in & welcoming station, residents were encouraged to engage with presenters at each station and provide input by voting with green & red stickers and/or providing specific feedback through a hand-written sticky note. The subsequent slides are an attempt to consolidate resident feedback with the goal of identifying key factors to influence the community design. Special thank you to Davis School District for allowing the Open House in their facility, and to all the residents who took time in the evening to attend.



Residents were invited to place pins on their homes.



Horizon Land Plan
Neighborhood Open House

January 14th 2025
5-7PM

Snow Horse Elementary School
1095 Smith Ln, Kaysville, UT 84037



Scan to RSVP:



OPEN HOUSE

ATTAINABLE HOUSING

Residents were asked whether they thought a portion of new home construction in Kaysville should, or should not, include Attainable Housing opportunities. As a summary, 12 of the 25 respondents (48%) agreed that new projects should consider attainability, and another 4 of 25 (16%) felt a portion of new home construction in Kaysville should consider attainable housing. Whereas 9 of the 25 (36%) respondents felt Kaysville should not have, or consider, attainable housing with new home construction. Several residents noted the desire and need for attainable housing within Kaysville, specifically for young families; and others expressed support for attainability, as long as it was within the 'right area'.

"[No] Townhomes backing Mare Drive."

"Kaysville City needs to create more areas where young families can live!"

"Kaysville needs homes the people who grew up here can actually afford"

"Would love to see more affordable homes"



OPEN HOUSE

BUILDING TYPOLOGIES

	Support	Oppose
Traditional Single Family	20	7
Cottage Single Family	15	0
Luxury Townhomes	8	10
Urban Townhomes	4	28

Residents showed levels of support trending towards Traditional and Cottage Single Family. The majority of residents disliked the Urban Townhomes and Apartments; and with split favor, there was receptiveness for Luxury Townhomes. Lastly, the Cottage Single Family did not receive any opposition votes.

"Townhomes should be on the perimeter to reduce traffic in the single-family areas"

"Lot sizes that borders Mare Drive homes needs to be similar lot sizes .."

"Would love to see more affordable homes"

"We like the idea of small/more affordable single-family homes"

Horizon Master Plan
BUILDING TYPOLOGIES

What housing types resonate with you?
Successful Neighborhoods have a mix of housing types to serve families in all stages of life.

HOUSING SPECTRUM
HIGH PRICED ← → MODERATELY PRICED

TRADITIONAL SINGLE FAMILY
Large single-family homes with 4-5 bedrooms on large lots

COTTAGE SINGLE FAMILY
Generous single-family homes with 3-4 bedrooms moderately sized lots

LUXURY TOWNHOMES
Luxury townhomes that are assembled into a mansion

URBAN TOWNHOMES & APARTMENTS
Moderately priced units that fit into the community

Horizon **Symphony Homes**



OPEN HOUSE

ARCHITECTURAL CHARACTER

	Support	Oppose	Summary
Craftsman	High	Very Low	Strongly favored for its natural tones, porches, and traditional charm.
Farmhouse/ Victorian	Moderate- High	Moderate	Mixed feedback; some like the charm, others dislike ornate detailing.
European Romantic	Moderate	Moderate	Divided opinion; admired for elegance but not for everyone.
Prairie/ Contemporary	Mixed	Mixed	Very polarizing; some like modernity, others dislike flat roofs.

"Cottage on border (Angle Dr & Sunset) progressing to townhomes/ apartments on inside"

"European Romantic w/ contemporary vibe is great!!"

"Would like to more affordable homes"

"Have driveways in the back of homes and townhomes"

Horizon Master Plan
ARCHITECTURAL CHARACTER

What architecture style resonate with you?

Green dot: I like this option
Red dot: I don't like this option

CRAFTSMAN

ESSENTIAL ELEMENTS

- Simple massing
- Shallow-pitched roofs with deep overhangs
- Deep, broad porches with expressive structural elements
- Mixture of materials such as brick, shingle and siding
- Natural colors & with earth tones

FARMHOUSE / VICTORIAN

ESSENTIAL ELEMENTS

- Simple massing with additive elements to create variety
- Moderate to steep roof pitches
- Delicate and ornate detailing
- Vertical window and door proportions

EUROPEAN ROMANTIC

ESSENTIAL ELEMENTS

- Picturesque Massing
- Steeply pitched roofs in a unique composition
- Rich palette of materials

PRAIRIE / CONTEMPORARY

ESSENTIAL ELEMENTS

- Shallow and/or flat roofs forms
- Modern windows, with large expanses of glass
- Rich, modern materials

Symphony Homes

OPEN HOUSE

COMMUNITY CHARACTER

Residents were invited to visit the professional sketch artist to help illustrate their ideas & vision about open-space or overall planning for Horizon. The landscape sketch artist was able to complete close to a dozen different illustrations, along with short narrative for each. All based on community input, the varying elements ranged from mountain biking, view and observation points, themed parks, mini-golf, public transit, ice cream or food trucks, ball diamond, and botanical garden.



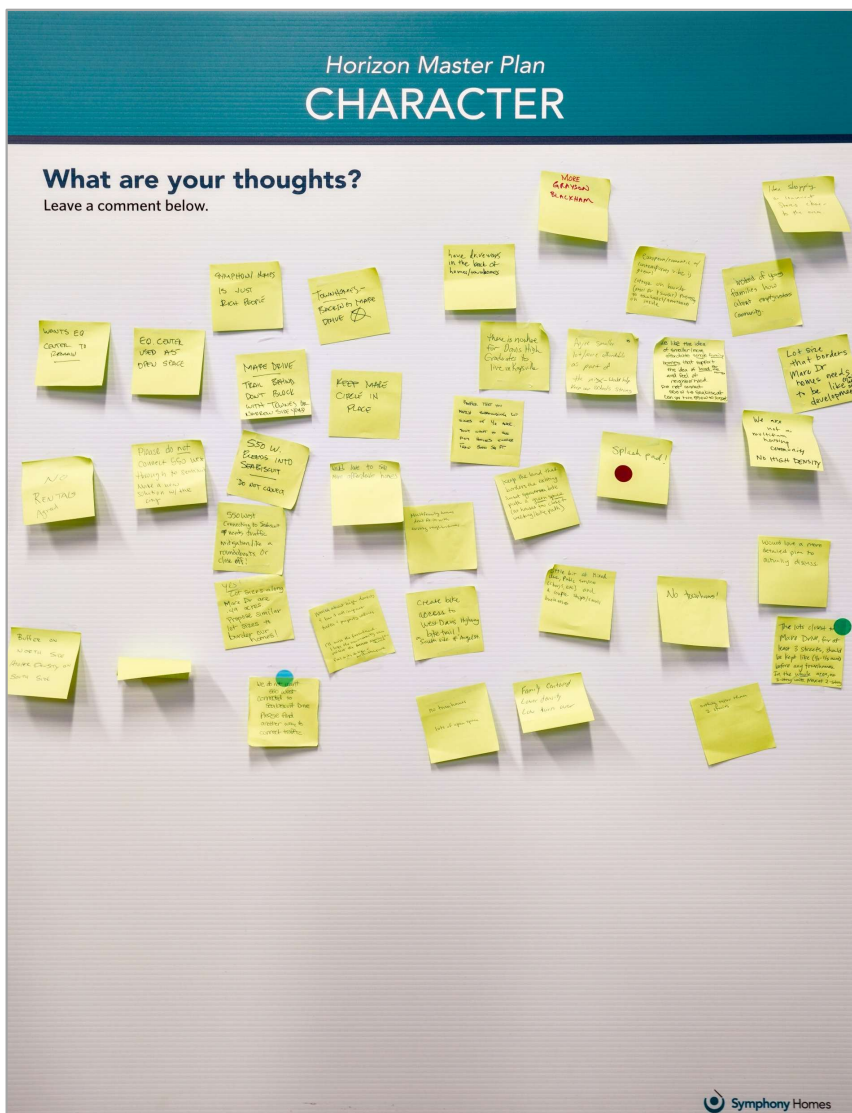
TWO STORY TOWNHOMES WITH RURAL FEEL
WITH SPACE & GREEN IN-BETWEEN
[NO MORE THAN FOUR UNITS ~~PER~~ CONNECTED]

"No light pollution"

"Put money from this into City Parks"

"Entrances to walking trails on UDOT corridor"

"Walkable walking trails"



OPEN HOUSE

NEIGHBORHOOD AMENITIES



BENCH WITH VIEWS OVER FREEWAY WITH SHADE

*"Lots of big trees,
bike/walking paths,
playground with
pavilion"*

*"Create bike trail &
access to West Davis
Hwy bike trail!"*



*"I would like more
bike parks"*

"NEED SHADE"

OPEN HOUSE

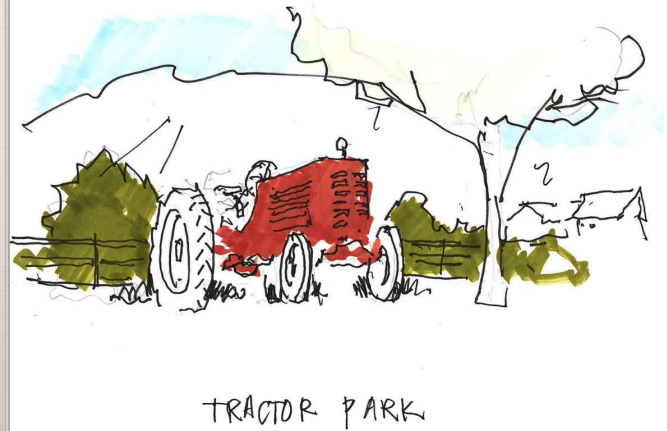
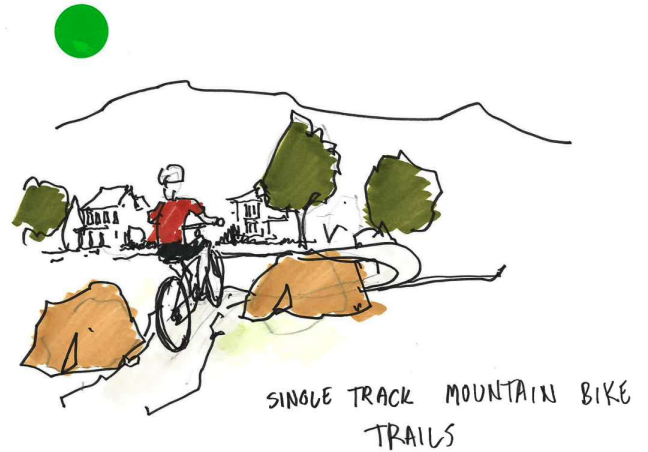
NEIGHBORHOOD AMENITIES



TOWER PLAYGROUND WITH SWINGS, SLIDE & MONKEY BARS



The following 'Wordle' was generated by Resident feedback on the sticky notes.



OPEN HOUSE

NEIGHBORHOOD AMENITIES



TWO STORY TOWNHOMES WITH RURAL FEEL
WITH SPACE & GREEN IN-BETWEEN
[NO MORE THAN FOUR UNITS ~~BE~~ CONNECTED]



ARBORETUM & BOTANICAL GARDEN



ORGANIC & RURAL CHARACTER AND FEEL

*"Do not connect 550
West to Seabiscuit"*

*"Keep Mare Circle
in place"*

*"I would like more
bike parks"*

*"Wants EQ Center to
remain"*

*"No more than 4
[townhomes]
connected with
open space
between groups."*

*"Do not like high
density"*

*"Want to exclude
3-story housing"*

*"Prefer smaller
single family,
rambler, duplex, or
townhomes ... no
more than 2 stories"*

OPEN HOUSE

NEIGHBORHOOD AMENITIES

Horizon Master Plan MASTER PLAN INTRODUCTION

GOALS FOR HORIZON

- Create a sense of place
- Implement a walkable neighborhood
- Include a range of housing types that appeal to families & individuals
- Acknowledge ODOT Freeway & Dash Street, while respecting and buffering neighbors

We are looking for your input on...

BUILDING TYPOLOGIES



CHARACTER



NEIGHBORHOOD AMENITIES



Horizon Master Plan PLANNING AREA

CREATING A PLAN FOR HORIZON

The Symphony team wants to think holistically about the site and how it will respond to what is around it. We want your input.



SINGLE FAMILY RESIDENTIAL



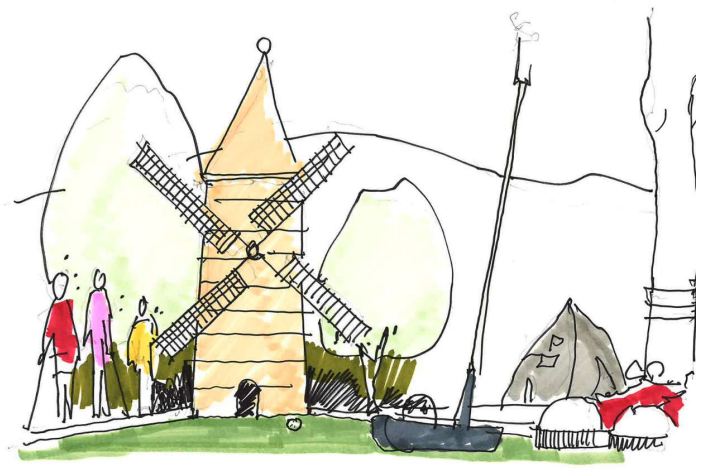
MULTI FAMILY & ATTACHED



OPEN SPACE



COMMERCIAL



MINI-GOLF



ICE CREAM TRUCK



BASEBALL DIAMOND



LIGHT RAIL - ORANGE LINE



OPEN HOUSE

KEY FINDINGS

550 West & Seabiscuit Drive

To limit impacts and through traffic from 550 West into Sunset Equestrian, it is planned that 550 West will have traffic calming additions within the ROW. Applicant has also requested a smaller ROW asphalt section (55' from 66') for 550 West to reduce potential for high-speed through travel.

Equestrian Center

As an alternative to the Equestrian Center, the proposal includes the construction of a public City Bike Park. In-lieu of a private equine use, the Bike Park is intended to be for all Kaysville residents with the single goal of getting kids outside.

High Density vs. Attainable Housing

“Don’t want Farmington Station!” The proposal assumes a mix of Traditional, Cottage, and Attached Single Family Homes. From First Home to Forever Home, the mix of housing types will offer both attainable and high-end homes in Kaysville from \$500k - \$2M+. All home construction heights are proposed at 35 ft or less.

Increased Traffic

A Traffic Impact Study (“TIS”) analyzed existing and future traffic conditions and showed Acceptable Level of Services with the addition of Horizon. To influence traffic patterns, the Cottage and Attached Single Family Homes were placed along Collector ROWs to limit additional traffic within Sunset Equestrian.

Buffering & Transition

The proposal includes lots with 60, 80, and 100 ft frontages planned with Traditional Single-Family Homes; Cottage and Attached Single-Family Homes have been placed South and West of existing homes along Angle Street, UDOT Hwy, and the Sewer District.

Passive Open Space & Trail Connections

Pedestrian connectivity was a heavy consideration with the overall Community design. The community contemplates additional trail connections from the Sunset Equestrian trail system, provides additional connection points to the Davis Corridor trail network, and include an additional 4,500 ft of internal trails and connection points.





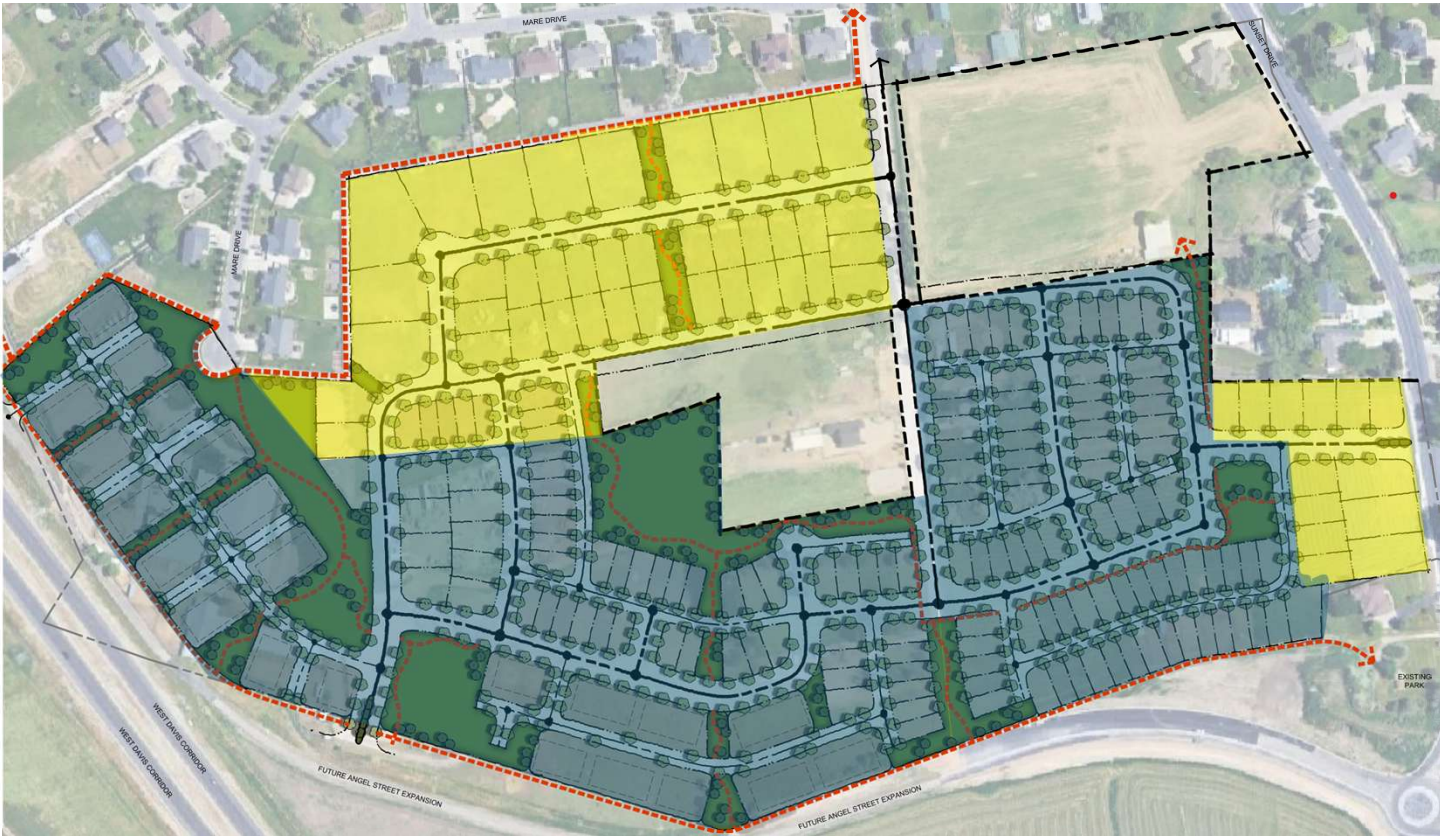
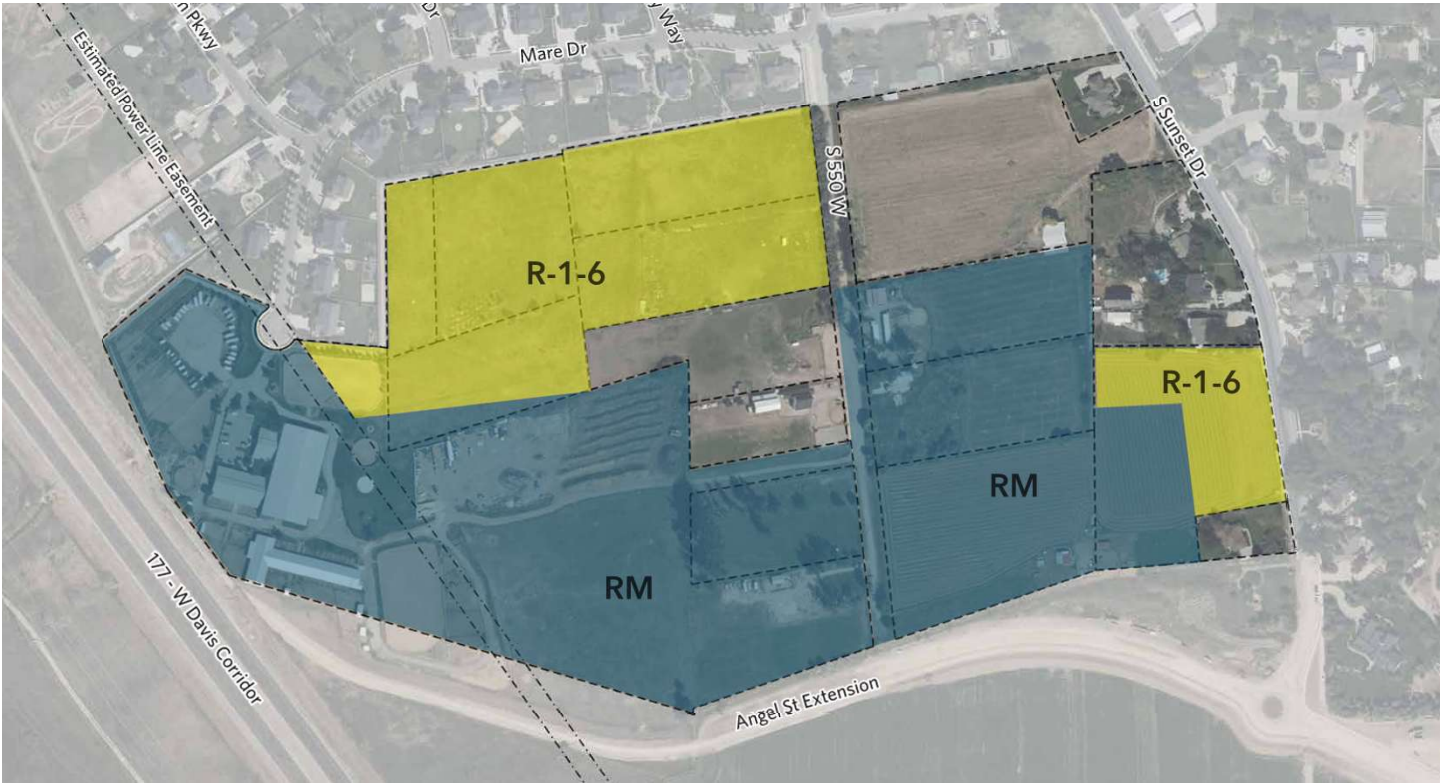
HORIZON

COMMUNITY PLAN

May 21, 2025



LAND USE
ZONING



COMMUNITY PLAN
OVERALL BOUNDARY



OVERALL

Total Project	52 ac
Open Space	6 ac
R-1-6 (zc)	
RM (zc)	

RESIDENCES

Traditional Single Family	62
Rearload Single Family	129
Townhomes	102
Total Residences	293

LIFESTYLE

Amenity Nodes	5
Open Space	6 ac
Additional Trails	4,500 ln ft
Pool	
Bike Park	



OVERALL

Total Project	52 ac
Open Space	6 ac
R-1-6 (zc)	
RM (zc)	

RESIDENCES

Traditional Single Family	62
Rearload Single Family	129
Townhomes	102
Total Residences	293

LIFESTYLE

Amenity Nodes	5
Open Space	6 ac
Additional Trails	4,500 ln ft
Pool	
Bike Park	



COMMUNITY PLAN
EAST

OVERALL

Total Project	52 ac
Open Space	6 ac
R-1-6 (zc)	
RM (zc)	

RESIDENCES

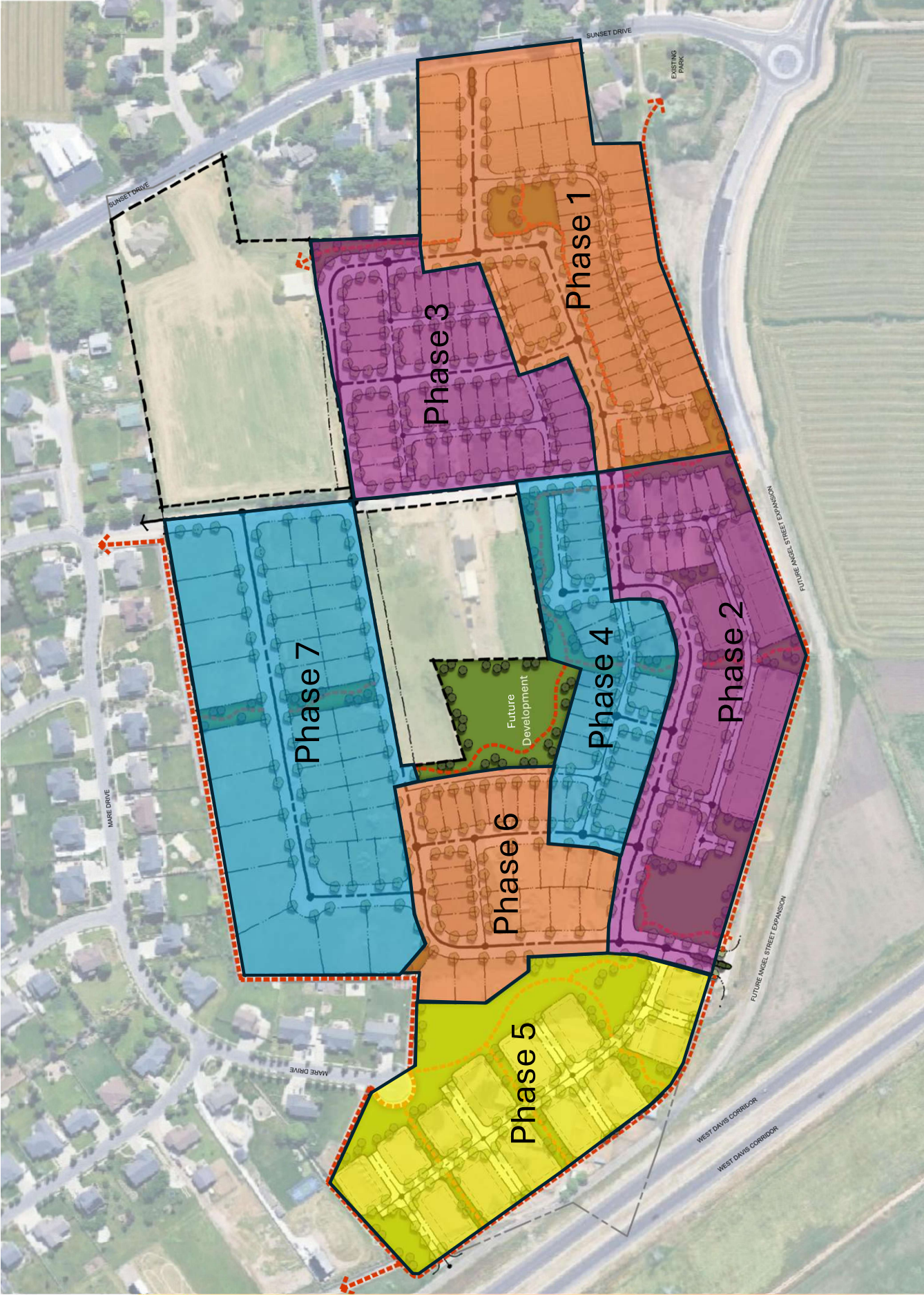
Traditional Single Family	62
Rearload Single Family	129
Townhomes	102
Total Residences	293

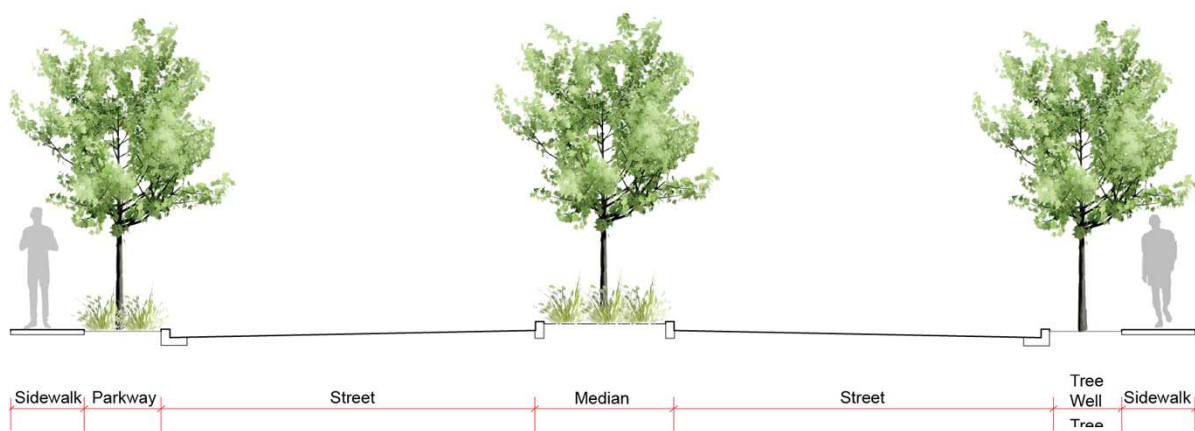
LIFESTYLE

Amenity Nodes	5
Open Space	6 ac
Additional Trails	4,500 ln ft
Pool	
Bike Park	



COMMUNITY PLAN
PHASING PLAN





LANDSCAPED MEDIANS

- Sunset Drive Median (1) 35' x 10'
- Angel Street Median (1) 35' x 10'



FUTURE ANGEL STREET EXTENSION
Angel Street



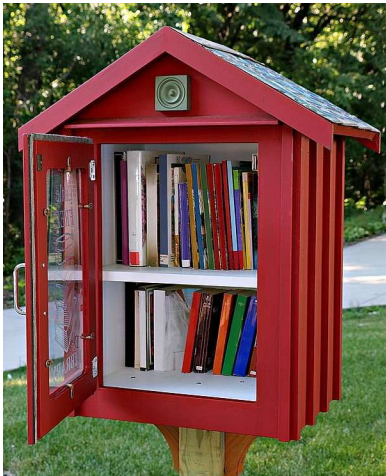
Sunset Drive



COMMUNITY AMENITIES

Total Open Space	6+ ac
Pool & Cabana	(1)
Pickleball Court	(2)
Playground	(1)
Shade Structure	(2)
Bench/Seating	(6)
Outdoor Library	(1)
Trails	

Amenity locations will be determined following initial City review. As the Community Plan is refined, Applicant will design and submit landscape plans and details for the key amenity nodes.

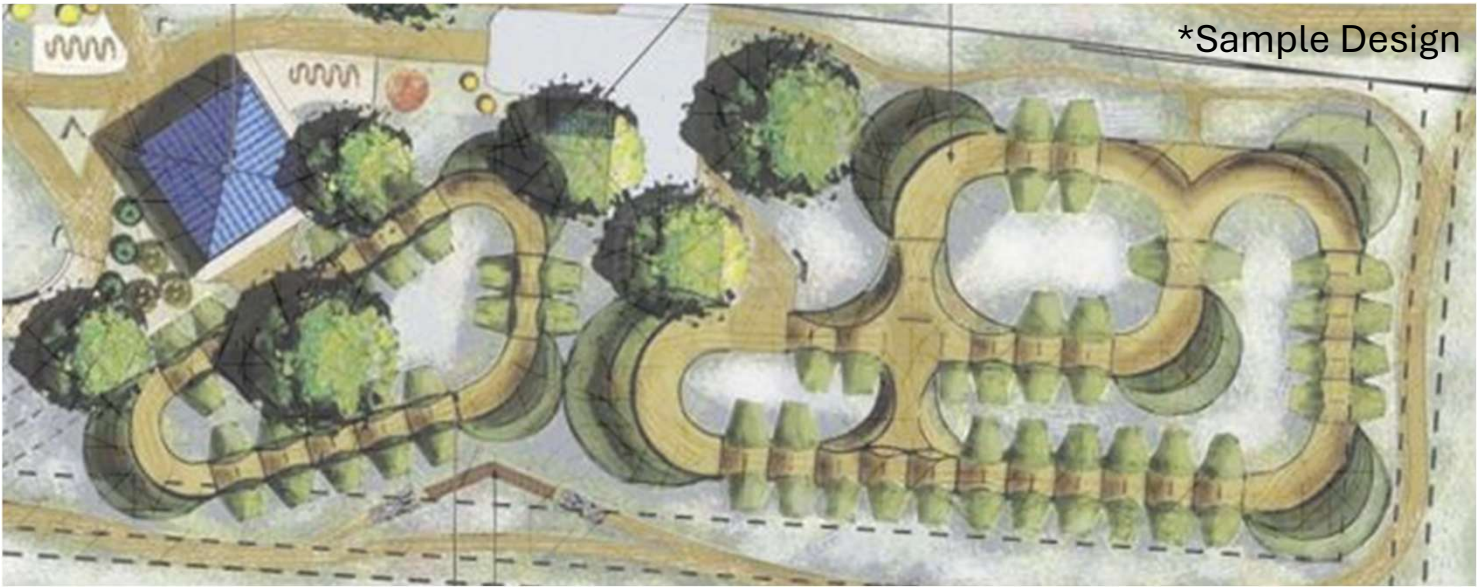




COMMUNITY AMENITIES

Total Open Space 6+ ac

- | | |
|--------------------|-----|
| 1 Pool & Cabana | (1) |
| 2 Pickleball Court | (2) |
| 3 Playground | (1) |
| 4 Shade Structure | (2) |
| 5 Bench/Seating | (6) |
| 6 Outdoor Library | (1) |
| 7 City Bike Park | (1) |
| 8 Trails | |



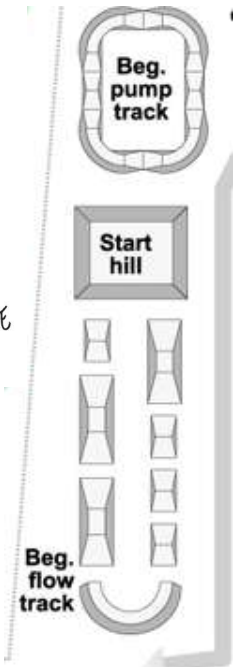
KAYSVILLE BIKE PARK

- Pump Track (1)
- Beginner Jump (2)
- Intermediate Jump (1)
- Expert Jump (1)
- Shade Structure (1)
- Benches (2)
- Tables (1)
- Signage

Designed & Built by



SINGLE TRACK MOUNTAIN BIKE TRAILS



*Sample Design



ARCHITECTURE & BUILDING TYPOLOGIES

LEGACY SERIES (TRADITIONAL SINGLE FAMILY)

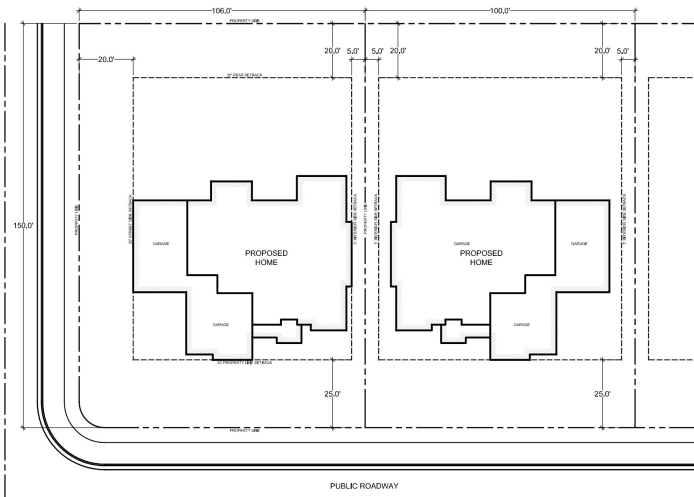


LOT TYPICAL

Minimum Lot Size	12,000 sq ft
Minimum Lot Frontage	80 ft
Average Lot Frontage	100+ ft
Height – Principal Building	32 ft max
3-Car garage minimum	

SETBACKS

Front Setback	25 ft
Rear Setback	20 ft
Interior Side Setback	5/5 ft
Street Side Setback	20 ft



ARCHITECTURE & BUILDING TYPOLOGIES

CONCERT SERIES (TRADITIONAL SINGLE FAMILY)

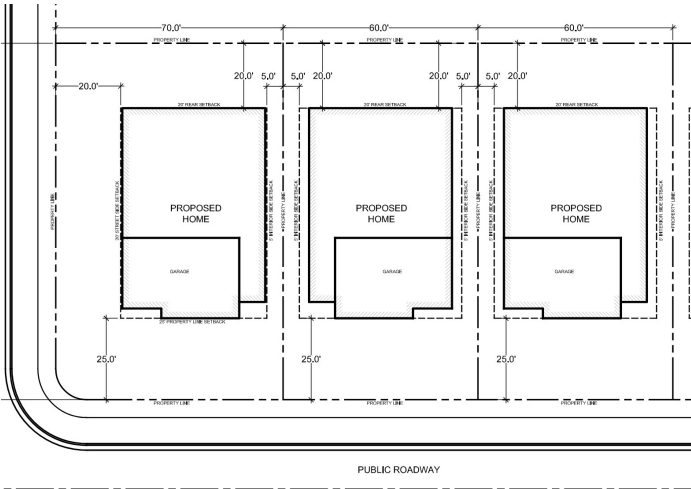


LOT TYPICAL

Minimum Lot Size	6,000 sq ft
Minimum Lot Frontage	55 ft
Average Lot Frontage	60+ ft
Height – Principal Building	32 ft max
2-Car garage minimum	

SETBACKS

Front Setback	25 ft
Rear Setback	20 ft
Interior Side Setback	5/5 ft
Street Side Setback	20 ft



ARCHITECTURE & BUILDING TYPOLOGIES

BRAVO SERIES (COTTAGE SINGLE FAMILY)

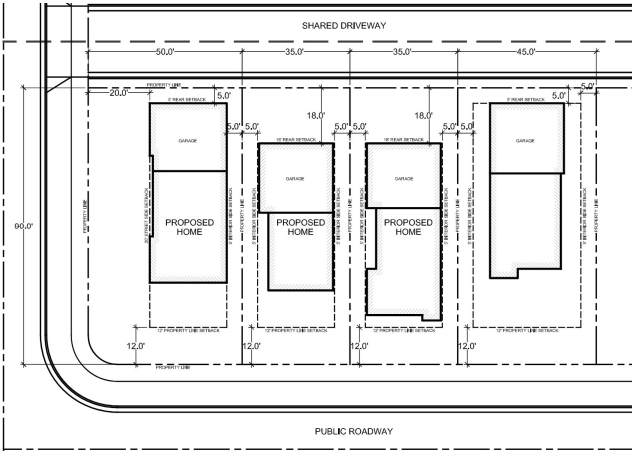


LOT TYPICAL

Minimum Lot Size	3,500 sq ft
Minimum Lot Frontage	35 ft
Minimum Lot Depth	90 ft
Height – Principal Building	32 ft max
2-Car garage minimum	

SETBACKS

Front Setback	12 ft
Driveway Setback	5 ft
Interior Side Setback	5/5 ft
Street Side Setback	15 ft



ARCHITECTURE & BUILDING TYPOLOGIES

BRAVO SERIES (ATTACHED SINGLE FAMILY)

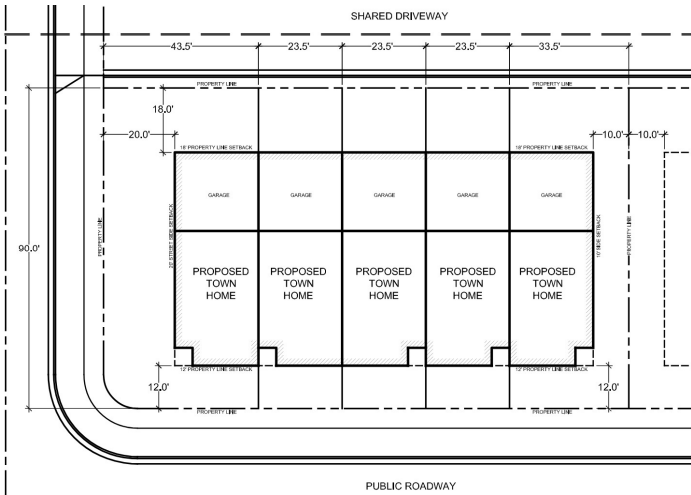


LOT TYPICAL

Average Lot Size	2,800 sq ft
Minimum Lot Frontage	20 ft
Minimum Lot Depth	90 ft
Height – Principal Building	32 ft max
2-Car garage minimum	

SETBACKS

Front Setback	12 ft
Driveway Setback	5 ft
Interior Side Setback	10 ft
Street Side Setback	20 ft





Horizon

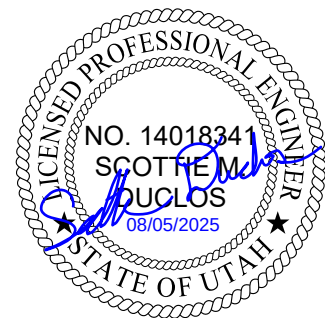
Traffic Impact Study



Kaysville, Utah

August 5, 2025

UT24-2901



EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Horizon development located in Kaysville, Utah. The development is located between Angel Street Extension and Mare Drive, west of Sunset Drive.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2025) and future (2030) conditions with and without the proposed project and to recommend mitigation measures as needed. The morning and evening peak hour level of service (LOS) results are shown in Table ES-1. A site plan of the project is provided in Appendix A.

Table ES-1: Peak Hour Level of Service Results

Intersection		Level of Service							
		Existing (2025)				Future (2030)			
		Background		Plus Project		Background		Plus Project	
		AM	PM	AM	PM	AM	PM	AM	PM
1	Burton Lane / Sunset Drive	a	a	a	a	a	a	a	a
2	Angel Street / Sunset Drive	A	A	A	A	A	A	A	A
3	Shephard Lane / Sunset Drive	a	a	a	a	a	a	a	a
4	Sunset Drive / 950 North	b	b	b	c	c	d	c	d
5	East Access / Sunset Drive	-	-	a	a	-	-	a	a
6	550 West / Angel Street	-	-	a	a	-	-	a	a
1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)									
Source: Hales Engineering, August 2025									

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions		
- The development will consist of single-family detached and attached (townhome) residential units - The project is anticipated to generate approximately 2,614 weekday daily trips, including 186 trips in the morning peak hour, and 248 trips in the evening peak hour - The following project intersections were found to meet guidelines for deceleration (ingress) lanes: - East Project Access / Sunset Drive: Northbound left-turn - Southwest Project Access / Angel Street: Westbound right-turn - Since there are currently no turn lanes on the existing corridor for Sunset Drive or Angel Street, these deceleration lanes were not assumed in the analysis		
2025	Background	Plus Project
Assumptions	None	- Full build of project completed - No Angel Street connection west of Sunset Drive to existing Angel Street - Some cut-through traffic from existing development to the north
Findings	Acceptable LOS	Acceptable LOS
2030	Background	Plus Project
Assumptions	Added in anticipated traffic volumes from planned developments south of the Sunset Drive / 950 North intersection	The addition of the Shepard Lane Interchange at I-15 may alter traffic volumes on 950 North. The full impact of the interchange is uncertain.
Findings	Acceptable LOS	Acceptable LOS
Mitigations	None	The SB LT lane may need to be lengthened at Sunset Drive / 950 North. Traffic patterns should be analyzed when the Shepard Lane Interchange is complete.

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Appendix A: Project Site Plan
Appendix B: Turning Movement Counts
Appendix C: LOS Results
Appendix D: Queuing Results
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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Horizon development located in Kaysville, Utah. The proposed project is located between Angel Street Extension and Mare Drive, west of Sunset Drive. Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2025) and future (2030) conditions with and without the proposed project and to recommend mitigation measures as needed.



Figure 1: Vicinity map showing the project location in Kaysville, Utah

B. Scope

The study area was defined based on conversations with the development team. This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- Angel Street / Western Drive
- Kentucky Derby Way / Western Drive
- Burton Lane / Sunset Drive
- Angel Street / Sunset Drive
- Shepard Lane / Sunset Drive
- Sunset Drive / 950 North
- East Project Access / Sunset Drive
- Southwest Project Access / Angel Street
- 550 West / Mare Drive

C. Analysis Methodology

Level of service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections.

The *Highway Capacity Manual* (HCM), 7th Edition, 2022 methodology was used in this study to remain consistent with “state-of-the-practice” professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized, roundabout, and all-way stop-controlled (AWSC) intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst movement.

Using Synchro/SimTraffic software, which follow the HCM methodology, the peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The detailed LOS reports are provided in Appendix C. Hales Engineering also calculated the 95th percentile queue lengths for the study intersections using SimTraffic. The detailed queue length reports are provided in Appendix D.

Many of the figures in this report are printouts of the Synchro model. These figures are not meant to be a design exhibit for exact lane striping and design, due to the limitations of the Synchro software. Instead, the purpose of these figures is to show assumed peak hour turning movement volumes and the conceptual travel lane configuration of the study roadway network.

D. Level of Service Standards

For the purposes of this study, a minimum acceptable intersection performance for each of the study intersections was set at LOS D. If levels of service E or F conditions exist, an explanation and/or mitigation measures will be presented. A LOS D threshold is consistent with “state-of-the-practice” traffic engineering principles for urbanized areas.

Table 1: Level of Service Description

LOS		Description of Traffic Conditions	Average Delay (seconds/vehicle)	
			Signalized Intersections	Unsignalized Intersections
A		Free Flow / Insignificant Delay	≤ 10	≤ 10
B		Stable Operations / Minimum Delays	> 10 to 20	> 10 to 15
C		Stable Operations / Acceptable Delays	> 20 to 35	> 15 to 25
D		Approaching Unstable Flows / Tolerable Delays	> 35 to 55	> 25 to 35
E		Unstable Operations / Significant Delays	> 55 to 80	> 35 to 50
F		Forced Flows / Unpredictable Flows / Excessive Delays	> 80	> 50

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM), 7th Edition, 2022 Methodology (Transportation Research Board)

II. EXISTING (2025) BACKGROUND CONDITIONS

A. Purpose

The purpose of the background analysis is to study the intersections and roadways during the peak travel periods of the day with background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified, and potential mitigation measures recommended. This analysis provides a baseline condition that may be compared to the build conditions to identify the impacts of the development.

B. Roadway System

The primary roadways that will provide access to the project site are described below:

Sunset Drive – is a City-maintained roadway classified by the Kaysville General Plan (2022) as a Community Street (major collector). The roadway has one travel lane in each direction. The posted speed limit is 30 mph in the study area.

Angel Street – is a future City-maintained roadway classified by the Kaysville General Plan (2022) as a Community Street (major collector). The roadway has one travel lane in each direction. The posted speed limit will likely be 30 mph in the study area.

Mare Drive – is a City-maintained roadway classified by the Kaysville General Plan (2022) as a local road. The roadway has one travel lane in each direction. The posted speed limit is 25 mph in the study area.

C. Crash Data Summary

Hales Engineering obtained crash data within 250 feet of the study intersection(s). Five years of crash data were collected between January 1, 2019, and December 31, 2023, and the data is summarized by crash severity in Table 2 and by crash type in Table 3. As shown, there were a total of 4 crashes within the study area. Many of the roadways and intersections have been newly constructed within the last year and may not have any reported crash data. The detailed crash data reports are provided in Appendix E. Due to the use of crash data, this report may be protected by 23 USC 407.

Table 2: Crash Severity by Intersection

Intersection	Crash Severity					Total Crashes at Intersection
	Fatal	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	Property Damage Only	
Burton Lane / Sunset Drive	0	0	0	2	0	2
Angel Street / Sunset Drive	-	-	-	-	-	-
Shepard Lane / Sunset Drive	0	0	0	1	1	2
Sunset Drive / 950 North	-	-	-	-	-	-
TOTAL	0	0	0	3	1	4

Source: UDOT Numetric AASHTOWare, August 2024

Table 3: Crash Type by Intersection

Intersection	Crash Type					Total Crashes at Intersection
	Front to Rear	Single Vehicle	Angle	Sideswipe	Other	
Burton Lane / Sunset Drive	2	0	0	0	0	2
Angel Street / Sunset Drive	-	-	-	-	-	-
Shepard Lane / Sunset Drive	0	0	0	0	2	2
Sunset Drive / 950 North	-	-	-	-	-	-
TOTAL	0	0	0	0	0	4

Source: UDOT Numetric AASHTOWare, August 2024

D. Traffic Volumes

Weekday morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak period traffic counts were performed at the following intersections:

- Angel Street / Western Drive
- Kentucky Derby Way / Western Drive
- Burton Lane / Sunset Drive
- Shepard Lane / Sunset Drive
- Sunset Drive / 950 North

The counts were performed on Thursday, November 19, 2024. The morning peak hour was determined to be between 7:00 and 9:00 a.m., and the evening peak hour was determined to be between 4:00 and 6:00 p.m. The evening peak hour volumes were approximately 15% higher than the morning peak hour volumes. Both the morning and evening peak hour volumes were used in the analysis. Detailed count data are included in Appendix B.

Hales Engineering made seasonal adjustments to the observed traffic volumes. Monthly traffic volume data were obtained from a nearby UDOT automatic traffic recorder (ATR) on SR-67 (ATR #625). In recent years, traffic volumes in November have been equal to approximately 96% of average traffic volumes. The observed traffic volumes were adjusted accordingly to determine average turning movement counts at the study intersections.

Figure 2 shows the existing morning and evening peak hour volumes as well as intersection geometry at the study intersections.

E. Level of Service Analysis

Hales Engineering determined that all study intersections are currently operating at acceptable levels of service during the morning and evening peak hours, as shown in Table 4. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2025) conditions.

Table 4: Existing (2025) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Burton Lane / Sunset Drive	WB Stop	a (8.1) / WBL	a (8.0) / WBL
Angel Street / Sunset Drive	Roundabout	A (3.8)	A (3.2)
Shepard Lane / Sunset Drive	WB Stop	a (9.2) / WBL	a (6.8) / WBL
Sunset Drive / 950 North	SE Stop	b (12.5) / SEL	b (14.2) / SEL
¹ Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc. ² Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.			
Source: Hales Engineering, August 2025			

F. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing was observed during the morning and evening peak hours.

G. Mitigation Measures

No mitigation measures are recommended.





III. PROJECT CONDITIONS

A. Purpose

The project conditions discussion explains the type and intensity of development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in Chapter I.

B. Project Description

The proposed Horizon development is located between Angel Street Extension and Mare Drive, west of Sunset Drive. The development will consist of single-family detached and single-family attached (townhome) residential units. A concept plan for the proposed development is provided in Appendix A. The proposed land use for the development has been identified in Table 5.

Table 5: Project Land Uses

Land Use	Intensity
Single-family detached housing	200 Units
Single-family attached housing	99 Units

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 11th Edition, 2021. Trip generation for the proposed project is included in Table 6. The total trip generation for the development is as follows:

- Daily Trips: 2,614
- Morning Peak Hour Trips: 186
- Evening Peak Hour Trips: 248

The project land uses reflect the current plans for the development. Should the ratio of attached and detached residential units change, the intensity of the land uses can be converted to maintain the number of daily trips generated from the development. The number of daily trips generated from 100 single-family attached units is roughly equivalent to the daily trips generated from 68 single-family detached units.

Table 6: Trip Generation

Trip Generation Kaysville - Horizon TIS									
Land Use ¹	# of Units	Unit Type	Trip Generation			New Trips			
			Total	% In	% Out	In	Out	Total	
Weekday Daily									
Single-Family Detached Housing (210)	200	DU	1,910	50%	50%	955	955	1,910	
Single-Family Attached Housing (215)	99	DU	704	50%	50%	352	352	704	
TOTAL			2,614			1,307	1,307	2,614	
AM Peak Hour									
Single-Family Detached Housing (210)	200	DU	140	25%	75%	35	105	140	
Single-Family Attached Housing (215)	99	DU	46	25%	75%	12	34	46	
TOTAL			186			47	139	186	
PM Peak Hour									
Single-Family Detached Housing (210)	200	DU	192	63%	37%	121	71	192	
Single-Family Attached Housing (215)	99	DU	56	59%	41%	33	23	56	
TOTAL			248			154	94	248	
1. Land Use Code from the Institute of Transportation Engineers (ITE) <i>Trip Generation</i> , 11th Edition, 2021.									
SOURCE: Hales Engineering, August 2025									

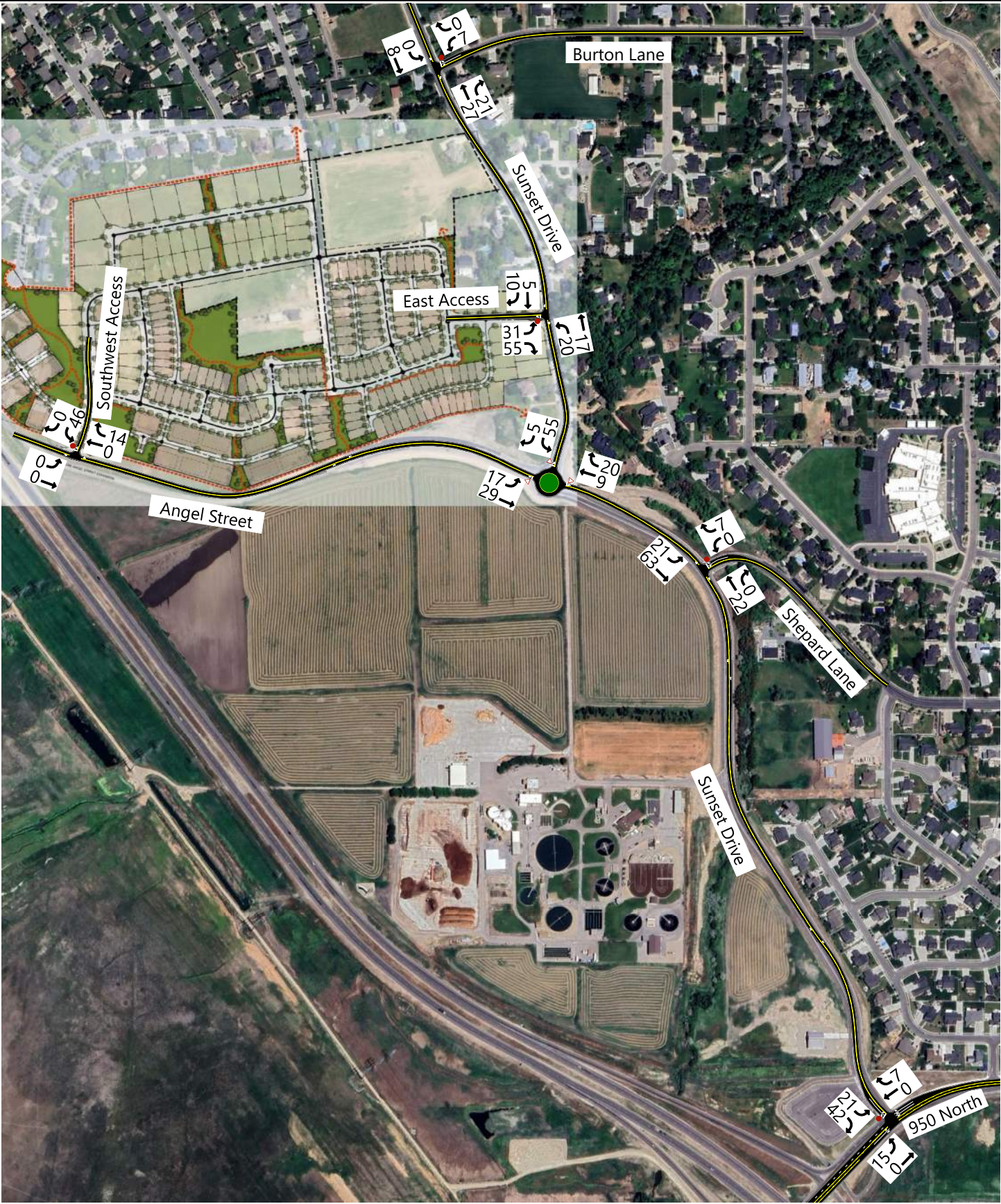
D. Trip Distribution and Assignment

Trip distribution percentages for new trips were based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection were also used to establish these distribution percentages, especially near the site. The assumed distribution of new trips during the morning and evening peak hour is shown in Table 7.

Table 7: New Trip Distribution

Direction	% To/From Project
North	25%
West (950 North)	30%
East (950 North)	15%
East (Burton Lane)	15%
East (Shepard Lane)	15%

These trip distribution assumptions were used to assign the morning and evening peak hour trip generation at the study intersections to create trip assignment for the proposed development. Trip assignment for the development is shown in Figure 3.





E. Access

The proposed access for the site will be gained at the following locations:

Sunset Drive:

- The east project access will be located approximately 700 feet north of the Angel Street / Sunset Drive intersection. It will access the project on the west side of Sunset Drive. It is anticipated that the access will be stop-controlled.

Angel Street:

- The southwest project access will be located approximately 2,000 feet west of the Angel Street / Sunset Drive intersection. It will access the project on the north side of Angel Street. It is anticipated that the access will be stop-controlled.

There is also a planned connection to the existing neighborhoods to the north via 550 West (Sea Biscuit Drive).

Angel Street may be connected from the Sunset Drive roundabout to the existing Angel Street northwest of the project, but the connection was not assumed to be made within the timeline of the project due to the cost and right-of-way constraints.

F. Auxiliary Lanes

Auxiliary lanes are deceleration (ingress) or acceleration (egress) turn lanes that provide for safe turning movements that have less impact on through traffic. These lanes are sometimes needed at accesses or roadway intersections if right- or left-turn volumes are high enough.

Deceleration (ingress) lanes are generally needed when there are at least 50 right-turn vehicles or 25 left-turn vehicles in an hour. These guidelines were used for the City roadways in the study area.

Based on these guidelines and the anticipated project traffic, the following deceleration (ingress) lanes could be considered:

- East Project Access / Sunset Drive: Northbound left-turn
- Southwest Access / Angel Street: Westbound right-turn

While these meet the minimum guidelines for auxiliary lanes on local roads, they were not included in the analysis due to the overall context of the Sunset Drive corridor, which does not include turn lanes at any intersections. By not incorporating the turn lanes into the analysis, a more conservative analysis can be performed

IV. EXISTING (2025) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2025) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for existing background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

B. Traffic Volumes

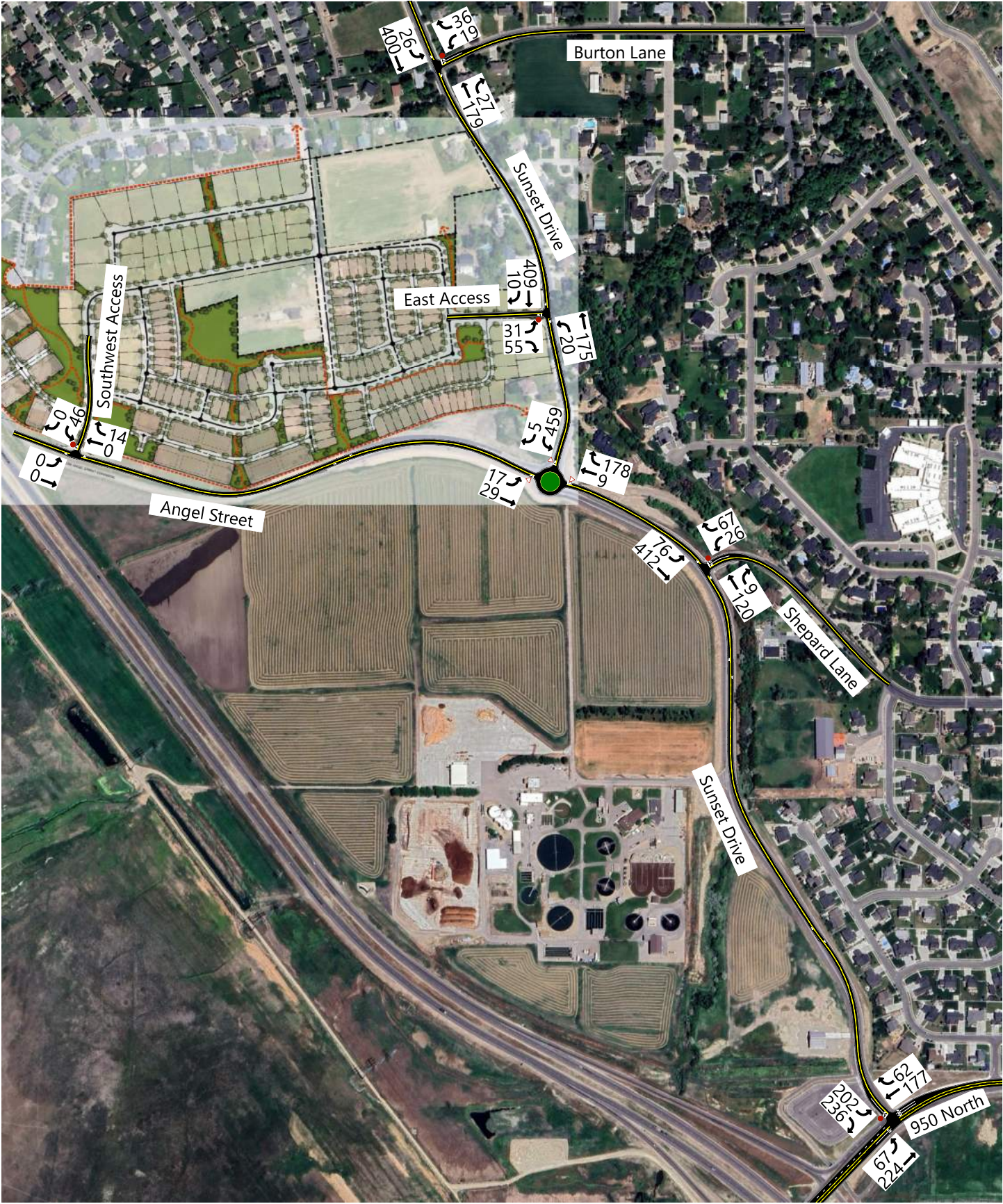
Hales Engineering added the project trips discussed in Chapter III to the existing (2025) background traffic volumes to predict turning movement volumes for existing (2025) plus project conditions. Utilizing the collected traffic counts at the Kentucky Derby Way / Western Drive intersection, a proportion of the vehicles were estimated to use 550 West as a cut-through down to Angel Street or Sunset Drive. Additionally, projected traffic volumes from developments south of 950 South were added to the Sunset Drive / 950 South intersection. Existing (2025) plus project morning and evening peak hour turning movement volumes are shown in Figure 4.

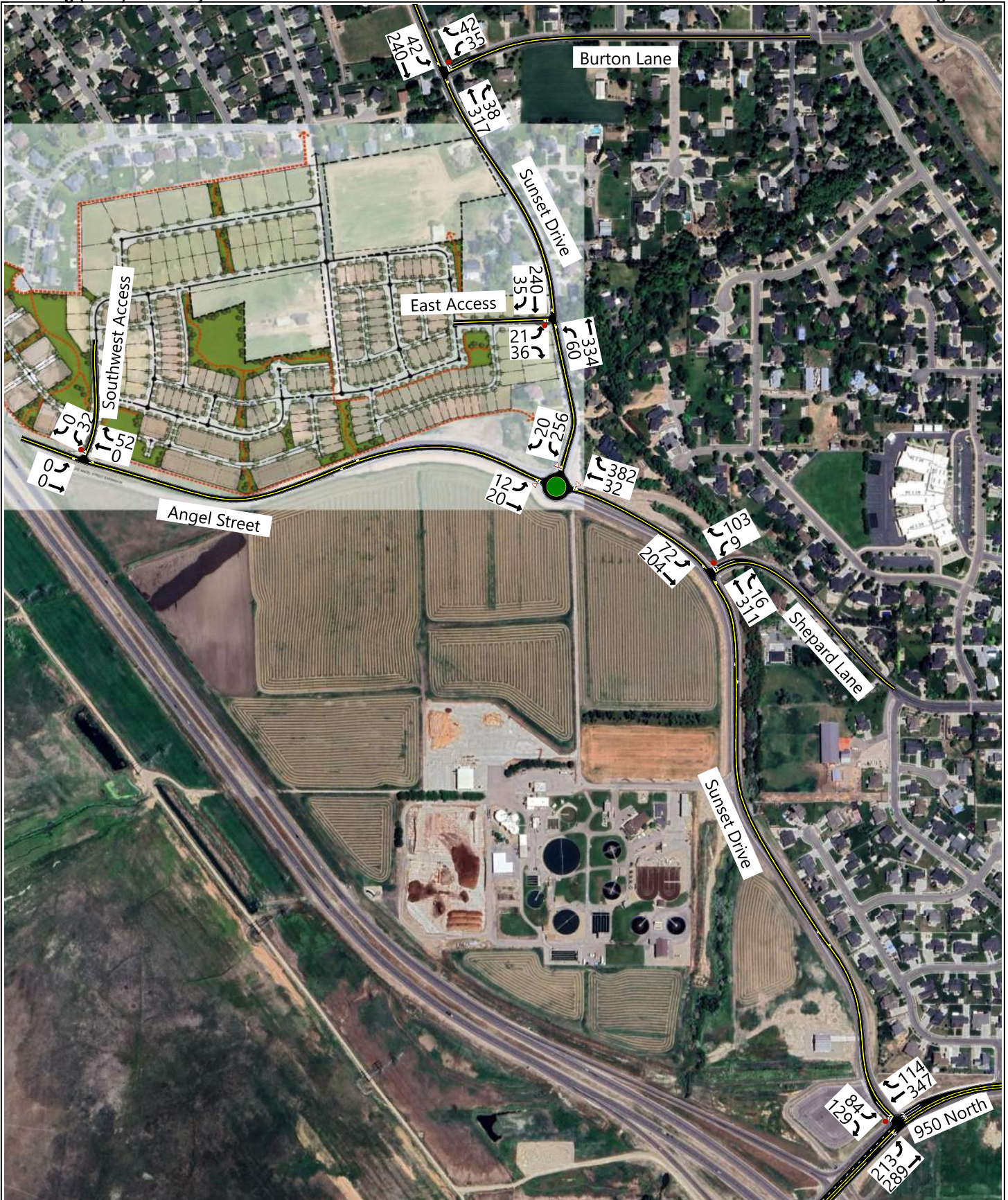
C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours with project traffic added, as shown in Table 8.

Table 8: Existing (2025) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Burton Lane / Sunset Drive	WB Stop	a (8.2) / WBL	a (8.2) / WBL
Angel Street / Sunset Drive	Roundabout	A (3.7)	A (3.5)
Shepard Lane / Sunset Drive	WB Stop	a (9.4) / SWL	a (9.0) / SWL
Sunset Drive / 950 North	SE Stop	b (11.8) / SEL	c (18.2) / SEL
East Access / Sunset Drive	EB Stop	a (8.5) / EBL	a (8.1) / EBL
Southwest Access / Angel Street	SB Stop	a (4.4) / SBL	a (4.2) / SBL
¹ Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc. ² Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.			
Source: Hales Engineering, August 2025			





D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing was observed during the morning and evening peak hours.

E. Mitigation Measures

No mitigation measures are recommended.

V. FUTURE (2030) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2030) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Wasatch Front Regional Council (WFRC) Regional Transportation Plan, there are no major projects planned before 2030 in the study area. Therefore, no changes were made to the roadway network for the future (2030) analysis.

C. Traffic Volumes

Hales Engineering obtained future (2030) forecasted volumes from the WFRC travel demand model. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT) volumes to project the future turn volumes at the major intersections. The construction of the Shepard Lane Interchange at I-15 is currently underway. The Interchange is assumed in the travel demand model. The full impact of the interchange for traffic volumes on 950 North is dependent on multiple factors that come with a level of uncertainty.

In addition, trips generated from the planned 950 North Subdivision TIS (Focus Engineering, 2024) were added to the future (2030) background volumes. Future (2030) morning and evening peak hour turning movement volumes are shown in Figure 5.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2030) background conditions, as shown in Table 9. These results serve as a baseline condition for the impact analysis of the proposed development for future (2030) conditions.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queuing was observed during the morning and evening peak hours.

F. Mitigation Measures

No mitigation measures are recommended.

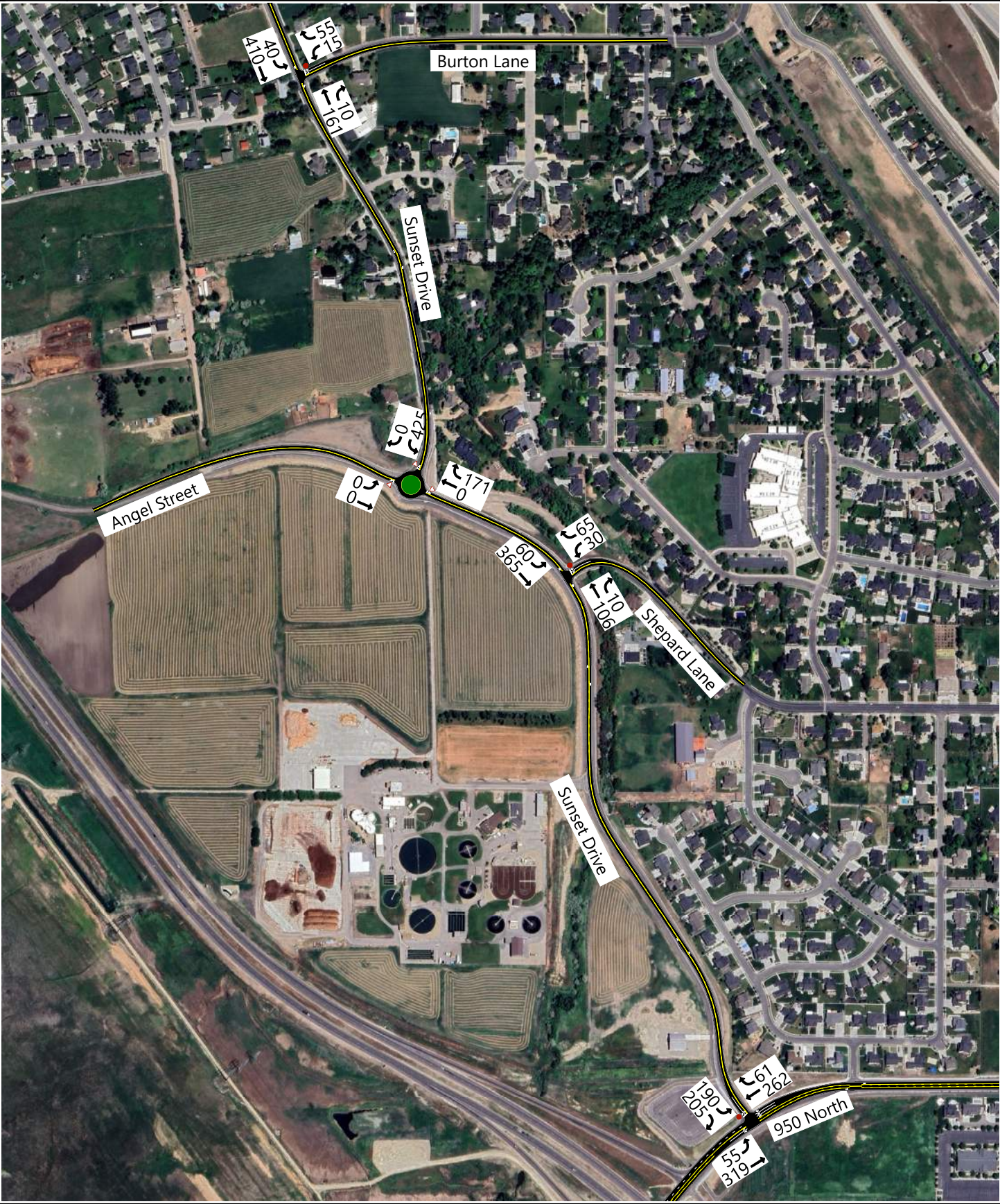




Table 9: Future (2030) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Burton Lane / Sunset Drive	WB Stop	a (8.5) / WBL	a (8.5) / WBL
Angel Street / Sunset Drive	Roundabout	A (3.7)	A (3.3)
Shepard Lane / Sunset Drive	WB Stop	a (8.1) / SWL	a (6.8) / SWL
Sunset Drive / 950 North	SE Stop	c (16.5) / SEL	d (29.4) / SEL
1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc. 2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.			
Source: Hales Engineering, August 2025			

VI. FUTURE (2030) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2030) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

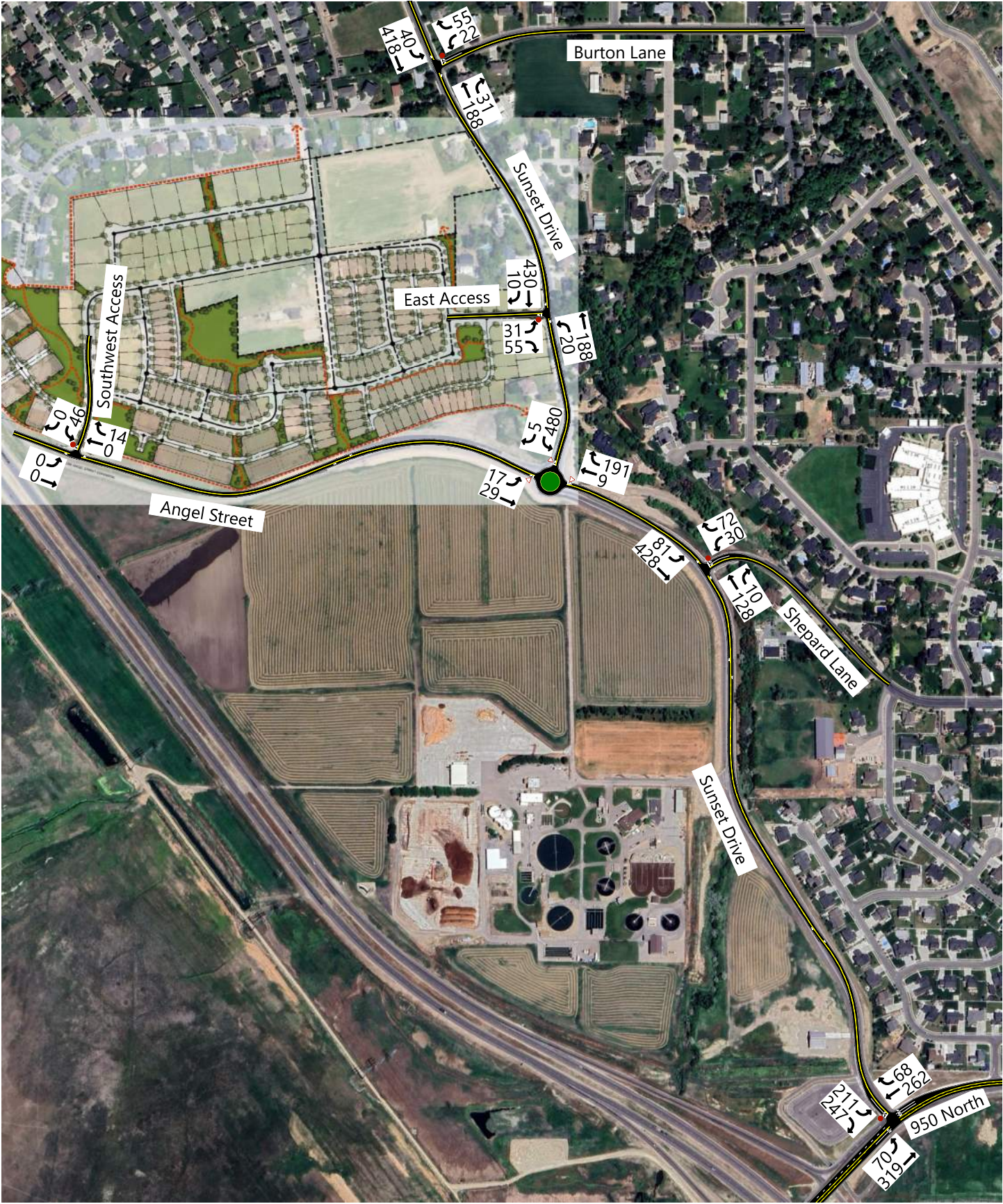
Hales Engineering added the project trips discussed in Chapter III to the future (2030) background traffic volumes to predict turning movement volumes for future (2030) plus project conditions. Utilizing the collected traffic counts at the Kentucky Derby Way / Western Drive intersection, a proportion of the vehicles were estimated to use 550 West as a cut-through down to Angel Street. Future (2030) plus project morning and evening peak hour turning movement volumes are shown in Figure 6.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2030) plus project conditions, as shown in Table 10.

Table 10: Future (2030) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Burton Lane / Sunset Drive	WB Stop	a (8.7) / WBL	a (9.6) / WBL
Angel Street / Sunset Drive	Roundabout	A (3.8)	A (3.6)
Shepard Lane / Sunset Drive	WB Stop	a (8.7) / SWL	a (9.6) / SWL
Sunset Drive / 950 North	SE Stop	c (16.3) / SEL	d (33.1) / SEL
East Access / Sunset Drive	EB Stop	a (8.2) / EBL	a (8.4) / EBL
550 West / Angel Street	SB Stop	a (4.4) / SBL	a (4.2) / SBL
¹ Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc. ² Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.			
Source: Hales Engineering, August 2025			





D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing was observed during the morning and evening peak hours.

E. Mitigation Measures

No mitigation measures are recommended.

F. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths given in the future (2030) plus project scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 11. Intersections shown in Table 11 include new intersections and existing intersections that have recommended storage length changes.

Table 11: Recommended Storage Lengths

Intersection	Recommended Storage Lengths (feet)															
	Northbound				Southbound				Eastbound				Westbound			
	LT		RT		LT		RT		LT		RT		LT		RT	
	E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
4 Sunset Drive / 950 North	-	-	-	-	100	125	100	-	100	-	-	-	-	-	100	-
1. Storage lengths are based on 2030 95th percentile queue lengths and do not include required deceleration / taper distances 2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable Source: Hales Engineering, August 2025																

APPENDIX A

Site Plan



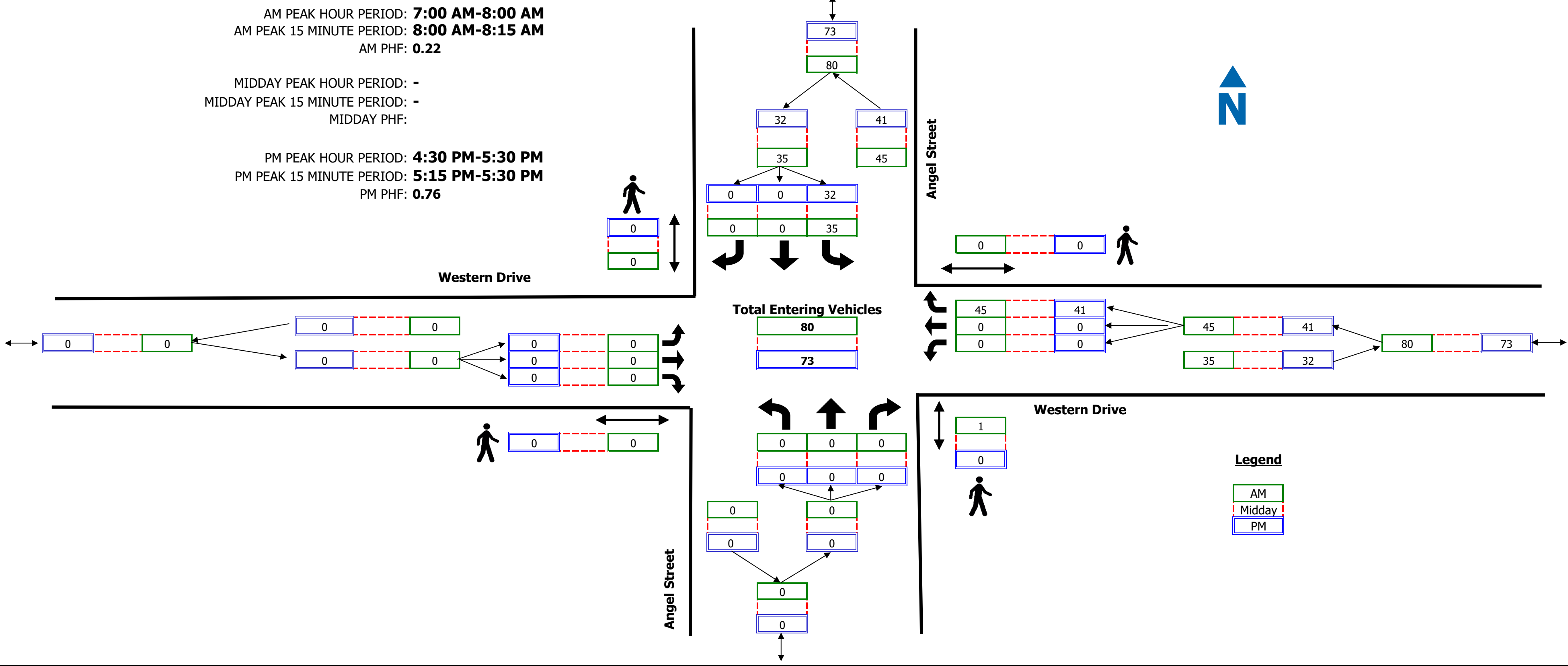
APPENDIX B

Turning Movement Counts

Intersection Turning Movement Summary

Intersection: Angel Street / Western Drive
North/South Road: Angel Street
East/West Road: Western Drive
Jurisdiction: Kaysville
Project Title: Horizon TIS
Project No: UT24-2901
Weather: Clear

Date: 11-19-24, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 96.0%
Adjustment Station #: 625
Growth Rate: 0.0%
Number of Years: 0



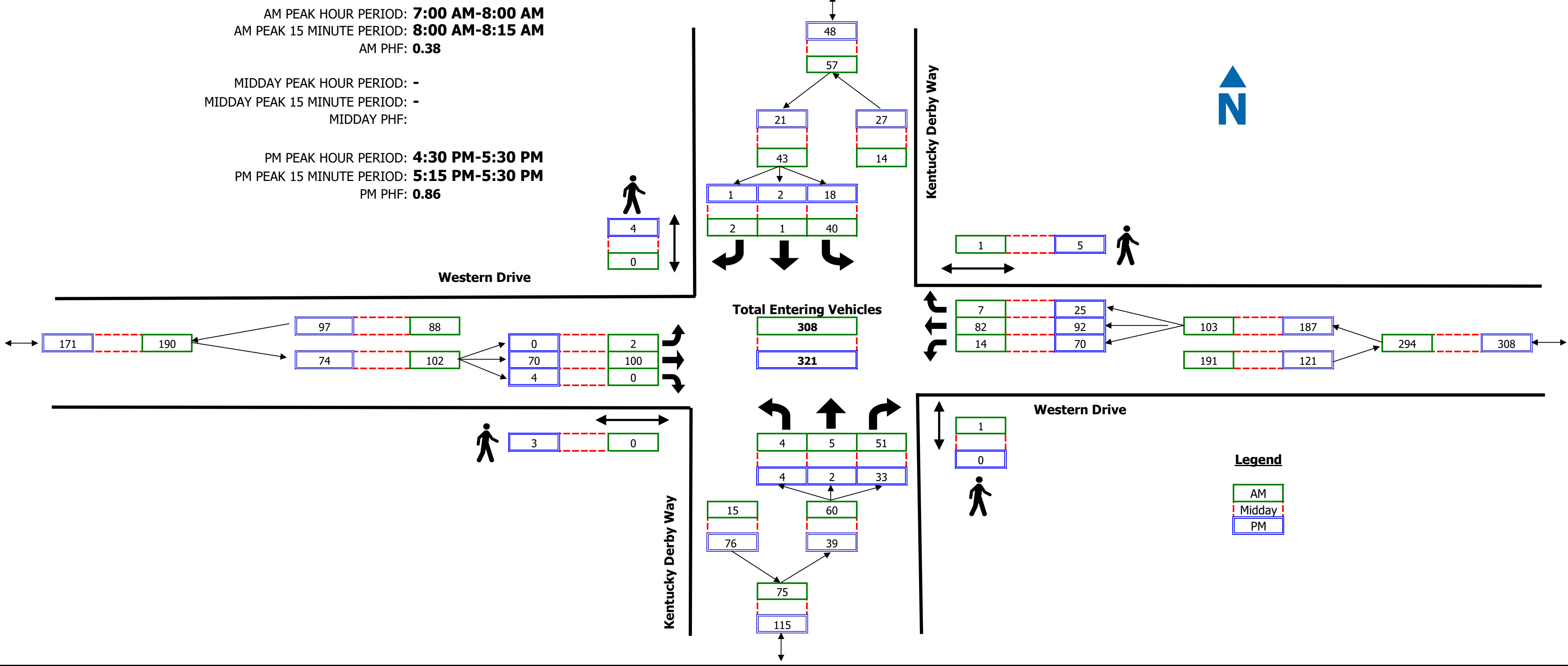
COUNT SUMMARY	Angel Street Northbound				Angel Street Southbound				Western Drive Eastbound				Western Drive Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	11
7:15 - 7:30	0	0	0	0	4	0	0	0	0	0	0	0	0	0	3	0	7
7:30 - 7:45	0	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0	6
7:45 - 8:00	0	0	0	1	18	0	0	0	0	0	0	0	0	0	38	0	56
8:00 - 8:15	0	0	0	0	23	0	0	0	0	0	0	0	0	0	69	0	92
8:15 - 8:30	0	0	0	0	47	0	0	0	0	0	0	0	0	0	36	0	83
8:30 - 8:45	0	0	0	0	8	0	0	0	0	0	0	0	0	0	13	0	21
8:45 - 9:00	0	0	0	0	22	0	0	0	0	0	0	0	0	0	20	0	42
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	0	0	13	0	0	0	0	0	0	0	0	0	5	0	18
16:15 - 16:30	0	0	0	0	6	0	0	0	0	0	0	0	0	0	3	0	9
16:30 - 16:45	0	0	0	0	7	0	0	0	0	0	0	0	0	0	6	0	13
16:45 - 17:00	0	0	0	0	5	0	0	0	0	0	0	0	0	0	10	0	15
17:00 - 17:15	0	0	0	0	5	0	0	0	0	0	0	0	0	0	16	0	21
17:15 - 17:30	0	0	0	0	15	0	0	0	0	0	0	0	0	0	9	0	24
17:30 - 17:45	0	0	0	0	4	0	0	0	0	0	0	0	0	0	8	0	12
17:45 - 18:00	0	0	0	0	5	0	0	0	0	0	0	0	0	0	6	0	11



Intersection Turning Movement Summary

Intersection: Kentucky Derby Way / Western Drive
North/South Road: Kentucky Derby Way
East/West Road: Western Drive
Jurisdiction: Kaysville
Project Title: Horizon TIS
Project No: UT24-2901
Weather: Clear

Date: 11-19-24, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 96.0%
Adjustment Station #: 625
Growth Rate: 0.0%
Number of Years: 0



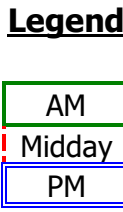
COUNT SUMMARY	Kentucky Derby Way Northbound				Kentucky Derby Way Southbound				Western Drive Eastbound				Western Drive Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	1	22	1	19	0	0	0	0	38	0	0	4	4	1	0	89
7:15 - 7:30	0	0	11	0	8	0	1	0	0	14	0	0	2	18	2	0	56
7:30 - 7:45	2	0	13	0	5	0	0	0	0	16	0	0	5	14	2	1	57
7:45 - 8:00	2	4	5	0	8	1	1	0	2	32	0	0	3	46	2	0	106
8:00 - 8:15	1	1	11	0	6	0	6	2	1	55	3	1	15	101	2	0	202
8:15 - 8:30	0	0	5	0	3	0	0	0	0	58	0	0	3	20	2	0	91
8:30 - 8:45	0	0	22	0	3	2	0	0	0	30	0	0	5	19	2	1	83
8:45 - 9:00	1	0	16	0	8	0	0	0	0	14	1	0	8	18	4	0	70
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	1	1	8	0	7	0	0	1	0	18	1	0	13	11	3	0	63
16:15 - 16:30	0	0	9	0	10	1	0	1	0	23	1	0	10	16	6	0	76
16:30 - 16:45	1	0	9	0	4	1	0	2	0	16	0	1	11	23	5	2	70
16:45 - 17:00	1	1	7	0	7	0	0	0	0	21	0	0	17	24	5	0	83
17:00 - 17:15	2	0	6	0	3	0	0	0	0	9	3	2	25	21	6	2	75
17:15 - 17:30	0	1	11	0	4	1	1	2	0	24	1	0	17	24	9	1	93
17:30 - 17:45	0	0	4	0	7	0	0	2	1	13	0	0	11	27	8	0	71
17:45 - 18:00	0	0	5	0	14	0	0	1	0	20	0	0	13	14	9	0	75

Intersection: Sunset Drive / Burton Lane	Date:	11-19-24, Tue
North/South Road: Sunset Drive	Day of Week Adjustment:	100.0%
East/West Road: Burton Lane	Month of Year Adjustment:	96.0%
Jurisdiction: Kaysville	Adjustment Station #:	625
Project Title: Horizon TIS	Growth Rate:	0.0%
Project No: UT24-2901	Number of Years:	0
Weather: Clear		

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Intersection: Sunset Drive / Shephard Lane
North/South Road: Sunset Drive
East/West Road: Shephard Lane
Jurisdiction: Kaysville
Project Title: Horizon TIS
Project No: UT24-2901
Weather: Clear

Date:	11-19-24, Tuesday
Day of Week Adjustment:	100.0%
Month of Year Adjustment:	96.0%
Adjustment Station #:	625
Growth Rate:	0.0%
Number of Years:	0

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Intersection Turning Movement Summary

Intersection:

Sunset Drive / 950 North

North/South Road:

Sunset Drive

East/West Road:

950 North

Jurisdiction:

Kaysville

Project Title:

Horizon TIS

Project No:

UT24-2901

Weather:

Clear

Date:

11-19-24, Tue

Day of Week Adjustment:

100.0%

Month of Year Adjustment:

96.0%

Adjustment Station #:

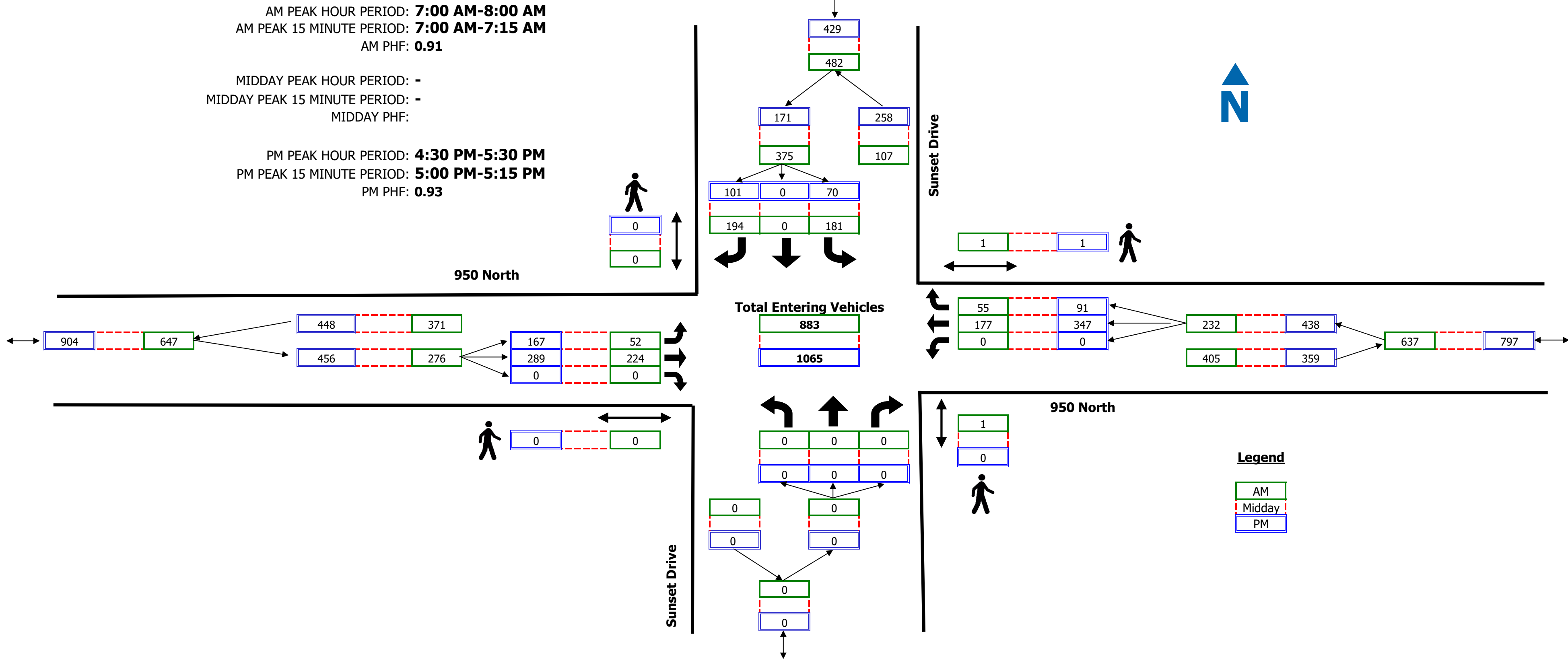
625

Growth Rate:

0.0%

Number of Years:

0



COUNT SUMMARY	Sunset Drive Northbound				Sunset Drive Southbound				950 North Eastbound				950 North Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	1	101	0	47	0	5	53	0	0	0	31	5	1	242
7:15 - 7:30	0	0	0	0	49	0	57	0	13	44	0	0	0	41	18	0	222
7:30 - 7:45	0	0	0	0	16	0	52	0	14	56	0	0	0	58	11	0	207
7:45 - 8:00	0	0	0	0	15	0	38	0	20	71	0	0	0	47	21	0	212
8:00 - 8:15	0	0	0	0	31	0	60	0	15	72	0	0	0	36	22	0	236
8:15 - 8:30	0	0	0	0	32	0	59	0	22	64	0	0	0	55	10	2	242
8:30 - 8:45	0	0	0	0	27	0	58	0	11	60	0	0	0	55	10	0	221
8:45 - 9:00	0	0	0	0	21	0	52	0	8	73	0	0	0	53	18	0	225
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	0	1	20	0	21	0	30	66	0	0	0	73	18	0	228
16:15 - 16:30	0	0	0	0	20	0	24	0	38	61	0	0	0	79	19	1	241
16:30 - 16:45	0	0	0	0	15	0	33	0	32	61	0	0	0	84	22	0	247
16:45 - 17:00	0	0	0	0	18	0	32	0	39	68	0	0	0	73	17	0	247
17:00 - 17:15	0	0	0	0	10	0	16	0	46	92	0	0	0	99	23	0	286
17:15 - 17:30	0	0	0	0	27	0	20	0	50	68	0	0	0	91	29	1	285
17:30 - 17:45	0	0	0	0	10	0	20	0	53	82	0	0	0	66	22	0	253
17:45 - 18:00	0	0	0	0	31	0	17	0	48	84	0	0	0	66	19	0	265

APPENDIX C

LOS Results

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Existing (2025) Background
Time Period: Morning Peak Hour

Project #: UT24-2901

Intersection: Sunset Drive & Burton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	152	151	100	0.7	A
	R	6	5	83	0.7	A
	Subtotal	158	156	99	0.7	A
SB	L	26	26	101	3.5	A
	T	392	382	97	0.9	A
	Subtotal	418	408	98	1.1	A
WB	L	12	12	102	8.1	A
	R	36	35	97	4.1	A
	Subtotal	48	47	98	5.1	A
Total		623	611	98	1.3	A

Intersection: Angel Street & Sunset Drive
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	404	395	98	4.2	A
	T	0	0	0		
	Subtotal	404	395	98	4.2	A
WB	T	1	1	133	1.1	A
	R	158	156	99	2.8	A
	Subtotal	159	157	99	2.8	A
Total		562	552	98	3.8	A

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Existing (2025) Background
Time Period: Morning Peak Hour

Project #: UT24-2901

Intersection: Sunset Drive & Shephard Ln
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	99	97	98	0.4	A
	R	9	10	108	0.2	A
	Subtotal	108	107	99	0.4	A
SB	L	55	52	95	2.8	A
	T	349	343	98	1.0	A
	Subtotal	404	395	98	1.2	A
WB	L	26	25	97	9.2	A
	R	60	61	102	4.0	A
	Subtotal	86	86	100	5.5	A
Total		598	588	98	1.7	A

Intersection: 950 North & Sunset Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	181	179	99	12.5	B
	R	194	187	97	6.0	A
	Subtotal	375	366	98	9.2	A
NE	L	52	52	100	2.9	A
	T	224	233	104	0.8	A
	Subtotal	276	285	103	1.2	A
SW	T	177	172	97	0.5	A
	R	55	54	98	0.2	A
	Subtotal	232	226	97	0.4	A
Total		883	877	99	4.3	A

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Existing (2025) Background
Time Period: Evening Peak Hour

Project #: UT24-2901

Intersection: Sunset Drive & Burton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	299	298	100	1.5	A
	R	24	25	104	1.2	A
	Subtotal	323	323	100	1.5	A
SB	L	42	39	93	4.1	A
	T	208	200	96	0.8	A
	Subtotal	250	239	96	1.3	A
WB	L	12	12	98	8.0	A
	R	42	42	101	4.9	A
	Subtotal	54	54	100	5.6	A
Total		626	616	98	1.8	A

Intersection: Angel Street & Sunset Drive
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	220	212	96	3.1	A
	Subtotal	220	212	96	3.1	A
WB	R	322	323	100	3.2	A
	Subtotal	322	323	100	3.2	A
Total		542	535	99	3.2	A

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Existing (2025) Background
Time Period: Evening Peak Hour

Project #: UT24-2901

Intersection: Sunset Drive & Shephard Ln
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	243	242	100	0.7	A
	R	16	17	108	0.5	A
	Subtotal	259	259	100	0.7	A
SB	L	58	56	97	3.4	A
	T	163	156	96	0.9	A
	Subtotal	221	212	96	1.6	A
WB	L	9	9	97	6.8	A
	R	80	82	102	4.7	A
	Subtotal	89	91	102	4.9	A
Total		568	562	99	1.7	A

Intersection: 950 North & Sunset Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	70	64	92	14.2	B
	T	1	1	133	0.0	A
	R	101	100	99	4.4	A
	Subtotal	172	165	96	8.2	A
NE	L	167	168	100	4.8	A
	T	289	285	99	1.0	A
	Subtotal	456	453	99	2.4	A
SW	T	347	356	103	1.0	A
	R	91	93	102	0.5	A
	Subtotal	438	449	103	0.9	A
Total		1,066	1,067	100	2.7	A

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Existing (2025) Plus Project
Time Period: Morning Peak Hour

Project #: UT24-2901

Intersection: Sunset Drive & Burton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	179	174	97	1.1	A
	R	27	29	107	0.9	A
	Subtotal	206	203	99	1.1	A
SB	L	26	27	104	3.4	A
	T	400	397	99	1.0	A
	Subtotal	426	424	100	1.2	A
WB	L	19	16	85	8.2	A
	R	36	38	105	4.4	A
	Subtotal	55	54	98	5.5	A
Total		687	681	99	1.5	A

Intersection: Angel Street & Sunset Drive
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	459	450	98	4.0	A
	T	1	1	133	0.4	A
	R	5	6	120	3.9	A
	Subtotal	465	457	98	4.0	A
EB	L	17	16	96	3.6	A
	T	29	34	117	4.6	A
	Subtotal	46	50	109	4.3	A
WB	T	9	9	97	3.7	A
	R	178	175	98	2.9	A
	Subtotal	187	184	98	2.9	A
Total		698	691	99	3.7	A

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Existing (2025) Plus Project
Time Period: Morning Peak Hour

Project #: UT24-2901

Intersection: Sunset Drive & Shepard Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	121	120	99	0.3	A
	R	9	7	76	0.2	A
	Subtotal	130	127	98	0.3	A
SB	L	76	79	104	3.3	A
	T	412	406	98	1.3	A
	Subtotal	488	485	99	1.6	A
SW	L	26	24	92	9.4	A
	R	67	64	95	4.1	A
	Subtotal	93	88	95	5.5	A
Total		712	700	98	1.9	A

Intersection: 950 North & Sunset Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	202	195	97	11.8	B
	T	0	1	400	0.9	A
	R	236	231	98	6.0	A
	Subtotal	438	427	97	8.6	A
NE	L	67	68	101	3.3	A
	T	224	226	101	0.8	A
	Subtotal	291	294	101	1.4	A
SW	T	177	178	101	0.6	A
	R	62	59	95	0.2	A
	Subtotal	239	237	99	0.5	A
Total		968	958	99	4.4	A

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Existing (2025) Plus Project
Time Period: Morning Peak Hour

Project #: UT24-2901

Intersection: Sunset Drive & East Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	21	106	3.9	A
	T	176	171	97	0.5	A
	Subtotal	196	192	98	0.9	A
SB	T	410	404	98	1.5	A
	R	10	10	98	1.0	A
	Subtotal	420	414	99	1.5	A
EB	L	31	32	103	8.5	A
	R	55	54	99	5.5	A
	Subtotal	86	86	100	6.6	A
Total		702	692	99	2.0	A

Intersection: Angel Street & Southwest Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	46	49	107	4.4	A
	Subtotal	46	49	107	4.4	A
WB	R	14	14	98	0.1	A
	Subtotal	14	14	100	0.1	A
Total		60	63	105	3.4	A

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Existing (2025) Plus Project
Time Period: Evening Peak Hour

Project #: UT24-2901

Intersection: Sunset Drive & Burton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	318	313	99	1.7	A
	R	38	40	105	1.4	A
	Subtotal	356	353	99	1.7	A
SB	L	42	44	105	4.2	A
	T	240	240	100	0.9	A
	Subtotal	282	284	101	1.4	A
WB	L	35	35	99	8.2	A
	R	42	42	101	5.0	A
	Subtotal	77	77	100	6.5	A
Total		714	714	100	2.1	A

Intersection: Angel Street & Sunset Drive
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	256	256	100	3.2	A
	T	0	1	200	0.7	A
	R	20	21	106	3.2	A
	Subtotal	276	278	101	3.2	A
EB	L	12	10	82	3.1	A
	T	20	20	100	3.8	A
	Subtotal	32	30	94	3.6	A
WB	T	32	33	102	4.6	A
	R	382	380	99	3.6	A
	Subtotal	414	413	100	3.7	A
Total		723	721	100	3.5	A

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Existing (2025) Plus Project
Time Period: Evening Peak Hour

Project #: UT24-2901

Intersection: Sunset Drive & Shepard Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	312	307	99	0.8	A
	R	16	19	121	0.5	A
	Subtotal	328	326	99	0.8	A
SB	L	72	69	96	3.9	A
	T	205	208	102	1.1	A
	Subtotal	277	277	100	1.8	A
SW	L	9	8	86	9.0	A
	R	103	106	103	5.3	A
	Subtotal	112	114	102	5.6	A
Total		716	717	100	1.9	A

Intersection: 950 North & Sunset Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	84	84	100	18.2	C
	T	0	1	400	0.4	A
	R	129	129	100	4.8	A
	Subtotal	213	214	100	10.0	A
NE	L	213	209	98	5.2	A
	T	289	289	100	1.2	A
	Subtotal	502	498	99	2.9	A
SW	T	347	350	101	1.0	A
	R	114	114	100	0.6	A
	Subtotal	461	464	101	0.9	A
Total		1,176	1,176	100	3.4	A

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Existing (2025) Plus Project
Time Period: Evening Peak Hour

Project #: UT24-2901

Intersection: Sunset Drive & East Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	58	96	3.4	A
	T	335	334	100	1.0	A
	Subtotal	395	392	99	1.4	A
SB	T	240	241	100	1.2	A
	R	35	34	96	0.9	A
	Subtotal	275	275	100	1.2	A
EB	L	21	20	96	8.1	A
	R	36	37	102	4.4	A
	Subtotal	57	57	100	5.7	A
Total		728	724	100	1.6	A

Intersection: Angel Street & Southwest Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	32	30	93	4.2	A
	Subtotal	32	30	94	4.2	A
WB	R	52	53	102	0.3	A
	Subtotal	52	53	102	0.3	A
Total		84	83	99	1.7	A

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Future (2030) Background
Time Period: Morning Peak Hour

Project #: UT24-2901

Intersection: Sunset Drive & Burton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	162	161	100	0.7	A
	R	10	10	98	0.6	A
	Subtotal	172	171	99	0.7	A
SB	L	40	40	99	3.3	A
	T	410	429	105	1.0	A
	Subtotal	450	469	104	1.2	A
WB	L	15	14	92	8.5	A
	R	55	51	93	4.3	A
	Subtotal	70	65	93	5.2	A
Total		692	705	102	1.5	A

Intersection: Angel Street & Sunset Drive
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	425	443	104	4.1	A
	Subtotal	425	443	104	4.1	A
WB	T	1	1	133	0.2	A
	R	171	171	100	2.8	A
	Subtotal	172	172	100	2.8	A
Total		596	615	103	3.7	A

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Future (2030) Background
Time Period: Morning Peak Hour

Project #: UT24-2901

Intersection: Sunset Drive & Shepard Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	107	106	99	0.4	A
	R	10	12	117	0.2	A
	Subtotal	117	118	101	0.4	A
SB	L	60	62	103	3.1	A
	T	366	383	105	1.1	A
	Subtotal	426	445	104	1.4	A
SW	L	30	34	113	8.1	A
	R	65	69	106	4.1	A
	Subtotal	95	103	108	5.4	A
Total		638	666	104	1.8	A

Intersection: 950 North & Sunset Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	55	52	95	3.8	A
	T	319	328	103	0.8	A
	Subtotal	374	380	102	1.2	A
WB	T	262	261	100	0.4	A
	R	61	64	105	0.2	A
	Subtotal	323	325	101	0.4	A
SE	L	190	199	105	16.5	C
	R	205	215	105	6.3	A
	Subtotal	395	414	105	11.2	B
Total		1,091	1,119	103	4.7	A

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Future (2030) Background
Time Period: Evening Peak Hour

Project #: UT24-2901

Intersection: Sunset Drive & Burton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	305	309	101	1.6	A
	R	35	37	106	1.1	A
	Subtotal	340	346	102	1.5	A
SB	L	65	59	91	4.0	A
	T	216	218	101	1.0	A
	Subtotal	281	277	99	1.6	A
WB	L	15	15	98	8.5	A
	R	65	60	93	5.3	A
	Subtotal	80	75	94	5.9	A
Total		701	698	100	2.1	A

Intersection: Angel Street & Sunset Drive
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	231	230	100	3.1	A
	T	2	2	133	0.4	A
	Subtotal	233	232	100	3.1	A
WB	T	2	2	133	0.4	A
	R	340	347	102	3.4	A
	Subtotal	342	349	102	3.4	A
Total		574	581	101	3.3	A

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Future (2030) Background
Time Period: Evening Peak Hour

Project #: UT24-2901

Intersection: Sunset Drive & Shepard Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	255	262	103	0.7	A
	R	20	22	111	0.3	A
	Subtotal	275	284	103	0.7	A
SB	L	60	56	94	3.8	A
	T	171	173	101	1.0	A
	Subtotal	231	229	99	1.7	A
SW	L	10	11	107	6.8	A
	R	85	86	101	4.8	A
	Subtotal	95	97	102	5.0	A
Total		601	610	101	1.7	A

Intersection: 950 North & Sunset Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	175	180	103	6.8	A
	T	417	422	101	1.3	A
	Subtotal	592	602	102	2.9	A
WB	T	493	500	101	0.6	A
	R	100	106	106	0.5	A
	Subtotal	593	606	102	0.6	A
SE	L	76	79	104	29.4	D
	T	1	1	100	0.2	A
	R	105	106	101	4.9	A
	Subtotal	182	186	102	15.3	C
Total		1,367	1,394	102	3.6	A

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Future (2030) Background
Time Period: Morning Peak Hour

Project #: UT24-2901

Intersection: Sunset Drive & Burton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	188	197	105	1.3	A
	R	31	33	106	0.9	A
	Subtotal	219	230	105	1.2	A
SB	L	40	39	97	3.6	A
	T	418	417	100	1.1	A
	Subtotal	458	456	100	1.3	A
WB	L	22	20	92	8.7	A
	R	55	54	99	4.5	A
	Subtotal	77	74	96	5.6	A
Total		754	760	101	1.7	A

Intersection: Angel Street & Sunset Drive
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	480	478	100	4.0	A
	T	0	0	0		
	R	5	4	80	3.8	A
	Subtotal	485	482	99	4.0	A
EB	L	17	17	101	3.6	A
	T	29	30	103	4.9	A
	Subtotal	46	47	102	4.4	A
WB	T	9	8	86	4.0	A
	R	191	202	106	3.0	A
	Subtotal	200	210	105	3.0	A
Total		731	739	101	3.8	A

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Future (2030) Background
Time Period: Morning Peak Hour

Project #: UT24-2901

Intersection: Sunset Drive & Shepard Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	128	131	102	0.4	A
	R	10	10	98	0.2	A
	Subtotal	138	141	102	0.4	A
SB	L	81	74	92	3.2	A
	T	429	433	101	1.3	A
	Subtotal	510	507	99	1.6	A
SW	L	30	28	93	8.7	A
	R	72	80	111	4.2	A
	Subtotal	102	108	106	5.4	A
Total		750	756	101	1.9	A

Intersection: 950 North & Sunset Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	211	208	99	16.3	C
	R	247	251	102	6.5	A
	Subtotal	458	459	100	10.9	B
NE	L	70	70	100	3.6	A
	T	319	318	100	0.9	A
	Subtotal	389	388	100	1.4	A
SW	T	262	264	101	0.8	A
	R	68	71	104	0.4	A
	Subtotal	330	335	102	0.7	A
Total		1,177	1,182	100	4.9	A

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Future (2030) Background
Time Period: Morning Peak Hour

Project #: UT24-2901

Intersection: Sunset Drive & East Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	18	91	4.1	A
	T	188	200	106	0.6	A
	Subtotal	208	218	105	0.9	A
SB	T	431	429	99	1.6	A
	R	10	11	107	1.2	A
	Subtotal	441	440	100	1.6	A
EB	L	31	29	94	8.2	A
	R	55	53	97	5.9	A
	Subtotal	86	82	95	6.7	A
Total		735	740	101	1.9	A

Intersection: Angel Street & Southwest Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	46	47	103	4.4	A
	Subtotal	46	47	102	4.4	A
WB	R	14	12	84	0.1	A
	Subtotal	14	12	86	0.1	A
Total		60	59	98	3.5	A

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Future (2030) Plus Project
Time Period: Evening Peak Hour

Project #: UT24-2901

Intersection: Sunset Drive & Burton Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	325	326	100	1.9	A
	R	49	50	103	1.5	A
	Subtotal	374	376	101	1.8	A
SB	L	65	64	98	4.4	A
	T	248	253	102	1.4	A
	Subtotal	313	317	101	2.0	A
WB	L	38	35	92	9.6	A
	R	65	63	97	5.3	A
	Subtotal	103	98	95	6.8	A
Total		790	791	100	2.5	A

Intersection: Angel Street & Sunset Drive
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	267	270	101	3.3	A
	T	2	2	114	0.3	A
	R	20	20	101	3.2	A
	Subtotal	289	292	101	3.3	A
EB	L	12	12	98	2.8	A
	T	20	21	105	3.9	A
	Subtotal	32	33	103	3.5	A
WB	T	33	35	105	4.5	A
	R	400	406	102	3.8	A
	Subtotal	433	441	102	3.9	A
Total		754	766	102	3.6	A

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Future (2030) Plus Project
Time Period: Evening Peak Hour

Project #: UT24-2901

Intersection: Sunset Drive & Shepard Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	324	325	100	0.9	A
	R	20	21	106	0.5	A
	Subtotal	344	346	101	0.9	A
SB	L	74	74	100	4.1	A
	T	214	218	102	1.2	A
	Subtotal	288	292	101	1.9	A
SW	L	10	9	88	9.6	A
	R	108	115	106	5.4	A
	Subtotal	118	124	105	5.7	A
Total		750	762	102	2.1	A

Intersection: 950 North & Sunset Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	90	89	99	33.1	D
	T	1	1	133	0.7	A
	R	133	136	102	5.0	A
	Subtotal	224	226	101	16.0	C
NE	L	221	222	100	6.5	A
	T	417	423	101	1.5	A
	Subtotal	638	645	101	3.2	A
SW	T	493	488	99	1.4	A
	R	123	121	99	0.8	A
	Subtotal	616	609	99	1.3	A
Total		1,478	1,480	100	4.4	A

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Future (2030) Plus Project
Time Period: Evening Peak Hour

Project #: UT24-2901

Intersection: Sunset Drive & East Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	63	105	3.8	A
	T	352	356	101	1.1	A
	Subtotal	412	419	102	1.5	A
SB	T	251	250	100	1.3	A
	R	35	38	108	1.0	A
	Subtotal	286	288	101	1.3	A
EB	L	21	18	87	8.4	A
	R	36	41	113	4.5	A
	Subtotal	57	59	104	5.7	A
Total		756	766	101	1.7	A

Intersection: Angel Street & Southwest Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	32	33	102	4.2	A
	Subtotal	32	33	103	4.2	A
WB	R	52	53	102	0.2	A
	Subtotal	52	53	102	0.2	A
Total		84	86	102	1.7	A

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Kaysville Horizon TIS

Analysis: Existing (2025) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT24-2901

Intersection	NB	NE	SB		SE		SW		WB	
	TR	L	LR	LT	L	R	R	T	L	R
01: Sunset Drive & Burton Lane				50					50	50
02: Angel Street & Sunset Drive										
03: Sunset Drive & Shephard Ln				50					50	75
04: 950 North & Sunset Drive		50			125	100				

SimTraffic Queueing Report

Project: Kaysville Horizon TIS

Analysis: Existing (2025) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT24-2901

Intersection	NE		SB		SE		SW		WB	
	L	LR	LT		L	R	R	T	L	R
01: Sunset Drive & Burton Lane			50						50	75
02: Angel Street & Sunset Drive										
03: Sunset Drive & Shephard Ln			75						50	75
04: 950 North & Sunset Drive	75				75	75				

SimTraffic Queueing Report

Project: Kaysville Horizon TIS

Analysis: Existing (2025) Plus Project

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT24-2901

Intersection	NB		NE	SB			SE		SW			EB		WB		
	LT	TR	L	LR	LT	TR	L	R	L	R	T	LR	LT	L	R	TR
01: Sunset Drive & Burton Lane					50									50	75	
02: Angel Street & Sunset Drive				50								50				
03: Sunset Drive & Shepard Lane					50				50	75						
04: 950 North & Sunset Drive			50				125	100								
05: Sunset Drive & East Access	50											75				
06: Angel Street & Southwest Access				50												

SimTraffic Queueing Report

Project: Kaysville Horizon TIS

Analysis: Existing (2025) Plus Project

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT24-2901

Intersection	NB		NE	SB		SE		SW			EB		WB		
	LT	TR	L	LR	LT	L	R	L	R	T	LR	LT	L	R	TR
01: Sunset Drive & Burton Lane					50								50	75	
02: Angel Street & Sunset Drive				50							50				
03: Sunset Drive & Shepard Lane					75			50	75						
04: 950 North & Sunset Drive			75			100	75								
05: Sunset Drive & East Access	75										75				
06: Angel Street & Southwest Access				50											

SimTraffic Queueing Report

Project: Kaysville Horizon TIS

Analysis: Future (2030) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT24-2901

Intersection	SB		SE		SW		EB	WB		
	LR	LT	L	R	L	R	L	L	R	T
01: Sunset Drive & Burton Lane		50						50	75	
02: Angel Street & Sunset Drive	25									
03: Sunset Drive & Shepard Lane		50			50	75				
04: 950 North & Sunset Drive			150	100			50			

SimTraffic Queueing Report

Project: Kaysville Horizon TIS

Analysis: Future (2030) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT24-2901

Intersection	NB	SB		SE		SW		EB		WB		
	TR	LR	LT	L	R	L	R	L	T	L	R	T
01: Sunset Drive & Burton Lane			75							50	75	
02: Angel Street & Sunset Drive												
03: Sunset Drive & Shepard Lane			75			50	75					
04: 950 North & Sunset Drive				100	75			100				

SimTraffic Queueing Report

Project: Kaysville Horizon TIS

Analysis: Future (2030) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT24-2901

Intersection	NB		NE	SB		SE		SW			EB		WB		
	LT	TR	L	LR	LT	L	R	L	R	T	LR	LT	L	R	TR
01: Sunset Drive & Burton Lane					50								50	75	
02: Angel Street & Sunset Drive				50							50				
03: Sunset Drive & Shepard Lane					50			50	75						
04: 950 North & Sunset Drive			50			150	100								
05: Sunset Drive & East Access	50										75				
06: Angel Street & Southwest Access				50											

SimTraffic Queueing Report

Project: Kaysville Horizon TIS

Analysis: Future (2030) Plus Project

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT24-2901

Intersection	NB		NE		SB			SE		SW			EB		WB		
	LT	TR	L	T	LR	LT	TR	L	R	L	R	T	LR	LT	L	R	TR
01: Sunset Drive & Burton Lane						75									50	75	
02: Angel Street & Sunset Drive					50								50				50
03: Sunset Drive & Shepard Lane						75				50	75						
04: 950 North & Sunset Drive			100					125	75								
05: Sunset Drive & East Access	75												75				
06: Angel Street & Southwest Access					50												

APPENDIX E

Crash Data Reports

CRASH SUMMARY REPORT

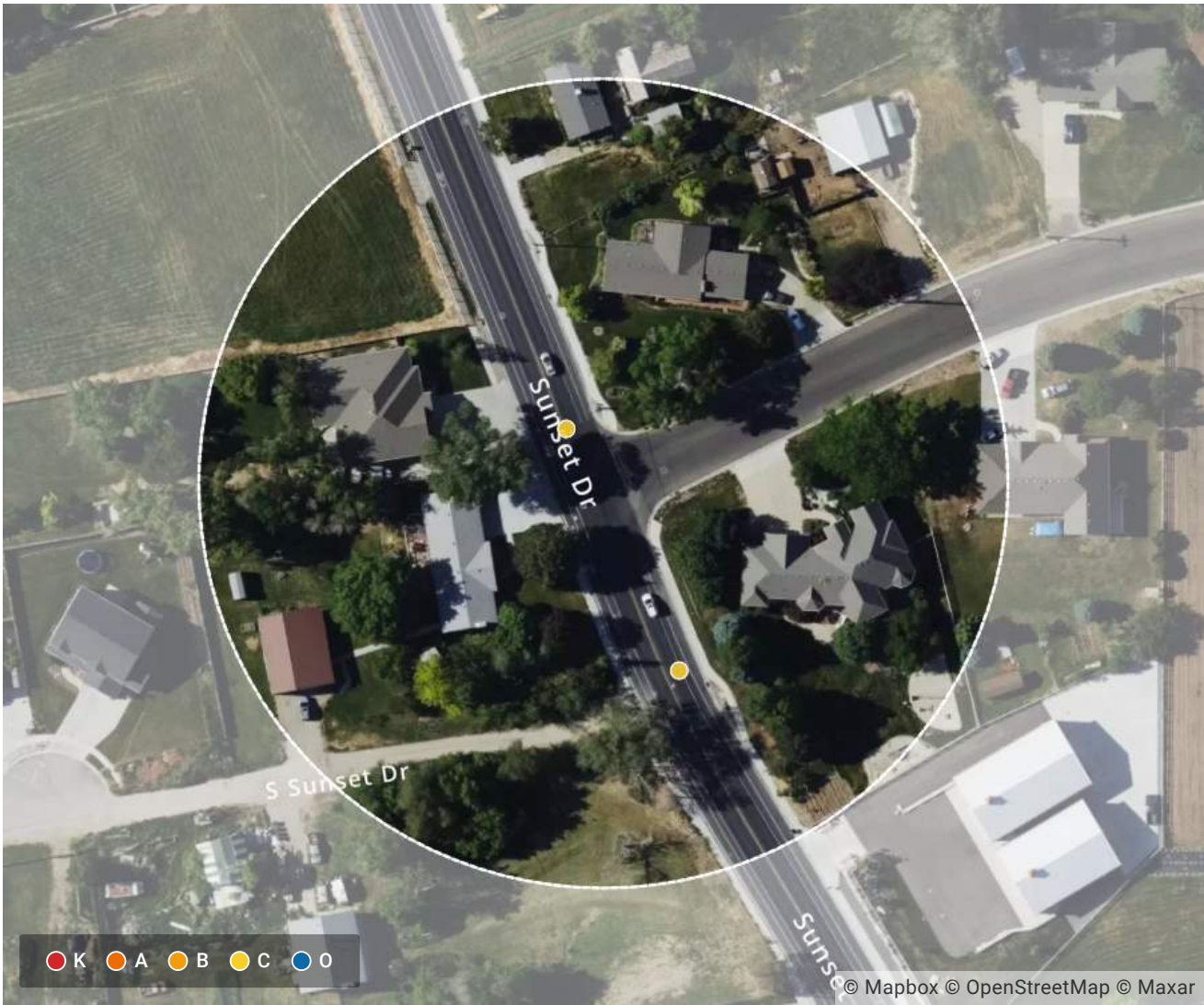
Burton Ln / Sunset Dr

Created on December 6, 2024
Created by Mario Gamez
Requested by Hales Engineering
Data extents: January 1, 2019 to December 31, 2023



Applied Filters

Shape: Circle 250 ft



Total Crashes	2	Fatal Crashes	0
---------------	---	---------------	---

UDOT Crash Summary		Crashes	
Total Crashes	2	100.00%	
Intersection Related	1	50.00%	
+ 11 more	0	0%	

Crash Verified	Crashes	
True	2	100.00%
False	0	0.00%
Crash Severity	Crashes	
Possible injury	2	100.00%
+ 5 more	0	0%
Injury Level	People	
Possible injury	3	60.00%
No injury	2	40.00%
+ 4 more	0	0%
Manner of Collision	Crashes	
Front to Rear	2	100.00%
+ 11 more	0	0%
Crash Date Time (Year)	Crashes	
2022	1	50.00%
2019	1	50.00%
+ 13 more	0	0%
V1 & V2 Movement & Direction (Crash Level Only)	Crashes	
Straight Ahead (Northbound) & Slowing in Traffic Lane (Northbound)	1	50.00%
Straight Ahead (Southbound) & Stopped in Traffic Lane (Southbound)	1	50.00%
+ 998 more	0	0%
Roadway Surface Condition	Crashes	
Dry	1	50.00%
Wet	1	50.00%
+ 13 more	0	0%
Weather Condition	Crashes	
Clear	1	50.00%
Rain	1	50.00%
+ 10 more	0	0%
Most Harmful Event	Vehicle	
Collision With Other Motor Vehicle in Transport	4	100.00%

+ 55 more	0	0%
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Light Condition	Crashes	
------------------------	----------------	--

Daylight	2	100.00%
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+ 8 more	0	0%
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Countermeasures	Crashes	
------------------------	----------------	--

+ 15 more	0	0%
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CRASH SUMMARY REPORT

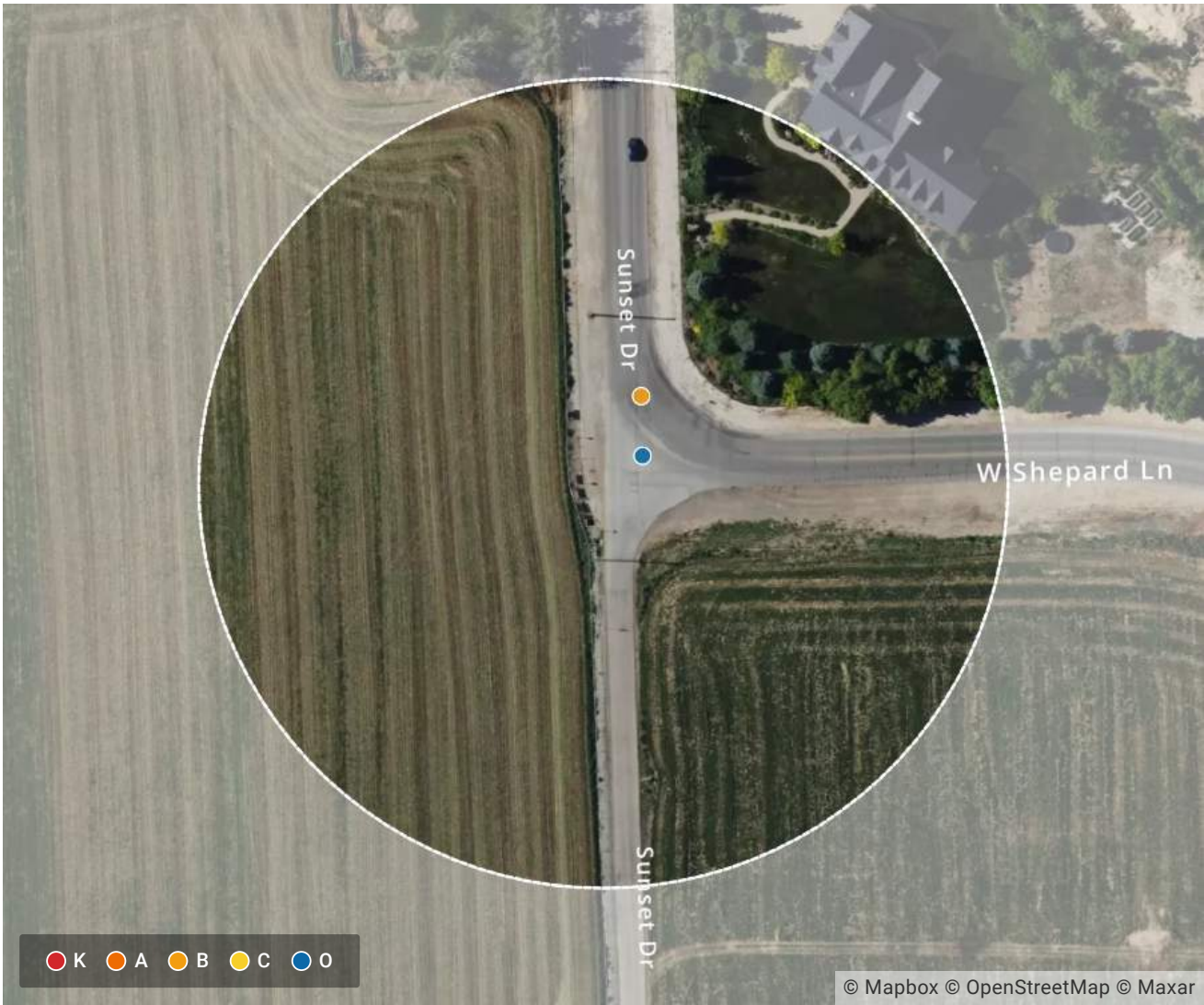
Shepard Ln / Sunset Dr

Created on December 6, 2024
Created by Mario Gamez
Requested by Hales Engineering
Data extents: January 1, 2019 to December 31, 2023



Applied Filters

Shape: Circle 250 ft



Total Crashes	2	Fatal Crashes	0
---------------	---	---------------	---

UDOT Crash Summary		Crashes	
Total Crashes		2	100.00%
Intersection Related		1	50.00%
Roadway Departure		1	50.00%

Animal Related	0	0.00%
CMV Involved		
DUI		
Distracted Driving		
Drowsy Driving		
Fatal Crashes		
Motorcycle Involved		
Pedalcycle Involved		
Pedestrian Involved		
Speed Related		

Crash Verified		Crashes
True	2	100.00%
False	0	0.00%

Crash Severity		Crashes
No injury/PDO	1	50.00%
Suspected Minor Injury	1	50.00%
Fatal	0	0.00%
Possible injury		
Suspected Serious Injury		
Unknown		

Injury Level		People
No injury	1	50.00%
Suspected Minor Injury	1	50.00%
+ 4 more	0	0%

Manner of Collision		Crashes
Not Applicable/Single Vehicle	2	100.00%
+ 11 more	0	0%

Crash Date Time (Year)		Crashes
2023	1	50.00%
2022	1	50.00%
+ 13 more	0	0%

V1 & V2 Movement & Direction (Crash Level Only)		Crashes
+ 1000 more	0	0%

Roadway Surface Condition		Crashes
Dirt	1	50.00%
Dry	1	50.00%

+ 13 more	0	0%
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Weather Condition	Crashes	
Clear	2	100.00%
+ 11 more	0	0%

Most Harmful Event	Vehicle	
Ditch	1	50.00%
Overturn/Rollover	1	50.00%

	0	0.00%
(retired) Access Control Cable		
(retired) Mailbox/Fire Hydrant		
0		
Animal - Domestic		
Animal - Wild		
Bridge Overhead Structure		
Bridge Pier or Support		
Bridge Rail		
Building		
Cable Barrier		
Cable Barrier End Section		
Cargo Equipment Loss or Shift		
Collision Between Motor Vehicle in Transport and Vehicle Cargo/Part or Object Set in Motion by Motor Vehicle		
Collision With Other Motor Vehicle in Transport		
Collision With Parked Motor Vehicle		
Concrete Barrier		
Concrete Sloped End Section		
Crash Cushion		
Culvert		
Curb		
Delineator Post		
Embankment		
Fell/Jumped From Motor Vehicle		
Fence		
Fire Hydrant		
Fire/Explosion		
Freight Rail		
Guardrail		
Guardrail End Section		
Immersion		
Jackknife		
Light Rail		
Mailbox		
Not Applicable (used only to fill unused box(es))		
Other Fixed Object*		
Other Non-Collision*		
Other Non-Fixed Object*		
Other Non-Motorist*		
Other Post, Pole or Support		
Other Traffic Barrier*		
Passenger Heavy Rail		
Pedacycle		

Pedestrian
 Separation of Units
 Snow Bank
 Thrown or Fallen Object
 Traffic Sign Support
 Traffic Signal Support
 Tree/Shrubbery
 Unknown
 Utility Box
 Utility Pole/Light Support
 Work Zone/Maintenance Equipment

Light Condition	Crashes	
Dark - Not Lighted	2	100.00%
+ 8 more	0	0%

Countermeasures	Crashes	
Countermeasure: Horizontal Curve Improvements	1	50.00%
Countermeasure: Intersection Lighting	1	50.00%
Countermeasure: Pave Or Widen Shoulder	1	50.00%
+ 12 more	0	0%

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

DEVELOPMENT AGREEMENT FOR HORIZON

THIS AGREEMENT is made and entered into this ____ day of _____, 2025 ("Effective Date") by and between Kaysville City, a municipal corporation organized and existing under the laws of the State of Utah (hereinafter the "City"), and Symphony Development Corporation, a Domestic Business Corporation and its successors and/or assigns; Ivory Land Corporation, a Domestic Business Corporation and its successors and/or assigns; and Clearwater Investment Group, a Utah limited liability company and its successors and/or assigns (hereinafter collectively referred to as the "Developer");).

RECITALS

WHEREAS, Developer is desirous of developing a residential community (the "Community" or "Project") on certain real property located near 550 West and Angel Street in the City of Kaysville, County of Davis, State of Utah and more particularly described on the Property Location Map attached hereto as Exhibit A (the "Property") and in the Area Description in Section 1.A of this Agreement; and

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

WHEREAS, parcel ID 08-484-0006 which is 9.145 acres in size, which is included in this agreement, is also governed by a previously approved development agreement *Development Agreement for Sunset Equestrian Estates West Cluster Subdivision*, executed on April 4, 2006, as amended. Any conflicts between that prior development agreement and this Agreement with regard to parcel ID 08-484-0006 are controlled by this agreement.

WHEREAS, the City granted a rezone of the Property to the R-1-6 and R-M zoning districts, as further set forth in this Agreement, to generally authorize the development of the Community proposed by Developer, all in conformance with this Agreement, City Ordinances, and applicable Utah law; and

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

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

AGREEMENT

1. GENERAL DESCRIPTION.

A. Area Description: The Property upon which the Community will be constructed is located as shown on the Property Location Map, a copy of which is attached as Exhibit A hereto and incorporated by reference herein. The property is further described as approximately 52 acres of real property identified on the Davis County records as the following 13 parcel(s):

- 08-024-0028 (1.8 acres)
- 08-024-0018 (2.74 acres)
- 08-024-0022 (2.37 acres)
- 08-024-0007 (2.97 acres)
- 08-484-0006 (9.145 acres)
- 08-484-0005 (10.01 acres)
- 08-024-0046 (1.367 acres)
- 08-024-0012 (2.57 acres)
- 08-024-0006 (3 acres)
- 08-694-0005 (9.02 acres)
- 08-027-0009 (2.86 acres)
- 08-027-0008 (2.8 acres)
- 08-024-0011 (2 acres)

B. Project Description: The Project proposed by Developer is a master planned community consisting of residential uses including townhomes, rear-load single family homes, traditional fronting single family homes, and community amenity space, all substantially conforming to the concept site plan attached hereto as Exhibit B and incorporated by this reference (the "Site Plan").

2. DEVELOPMENT STANDARDS AND GUIDELINES

A. Adoption of Development Standards: The City hereby adopts, as the development standards and guidelines for the Community and as generally depicted in Exhibit C (the "Development Standards"), the following in addition to all other applicable City Ordinances, standards and guidelines:

(1) Compliance with Approved Plans: Developer shall develop the site in substantial compliance with the Site Plan and Development Standards. This includes:

- a. **Trail.** Developer will preserve the existing trail system along the northern and westerly boundary of Property, Developer will coordinate with applicable HOA as necessary through development to ensure the trail is preserved and to facilitate appropriate trail connection points.
- b. **Parking.** Developer will provide no less two (2) off street parking spaces per unit. Enclosed 2 and 3-car garages shall count towards the parking requirement, and driveways that are no less than eighteen feet (18') in length shall also count towards the parking requirement.
- c. **Minimum Dwelling Size.** All detached single family dwelling units shall have a minimum of twelve hundred (1,200) square feet of above final grade finished living space.

(2) **Land Use:** City hereby adopts R-1-6 and R-M, as the Zoning for the Property. This includes:

- a. **R-1-6 (with conditions):** Based on the size of the Property within the R-1-6 Parcel(s), Developer and City agree the Developer may construct up to 62 detached traditional single-family units within the R-1-6 Parcel(s), subject to the following conditions:
 - i. **Site Plan:** As depicted in the Development Standards, product type, size, and configuration shall substantially conform with the Site Plan.
 - ii. **Minimum Lot Size:** As depicted in the Development Standards, single family lots abutting the existing perimeter Sunset Equestrian Estates shall be a minimum of 12,000 square feet in size. Single family lots which are not abutting the existing Sunset Equestrian Estates shall be a minimum of 2,800 square feet in size.
 - iii. **Frontage Requirements:** Developer may reduce the lot frontage below sixty (60') feet, but no less than fifty (50') feet, so long as the average of the total lot widths meets or exceeds sixty (60') feet throughout the entirety of the Project area zoned R-1-6.
 - iv. **Setbacks:**
 - 1. **Front setbacks:** Setbacks for single family dwelling structures shall have a minimum of twenty-five feet (25') between the front property line and the front porch or living area.

2. **Side setbacks:** Each side yard setback shall include five feet (5'), for a combined ten feet (10') between buildings.
 3. **Setbacks:** Rear yard setbacks shall be no less than twenty feet (20') between primary structure and rear property line.
 - v. **Default Standards:** Any standard not specifically or adequately addressed in this development agreement shall default to the standard in Kaysville City Code 17-12 Single Family Residential District.
- b. **R-M (with conditions):** Based on the size of the Property within the R-M Parcel(s), Developer and City are aware the developer may construct up to 231 total (129 rear load single family detached and 102 attached townhome style) units within the RM Parcels(s); subject to the following conditions:
- i. **Site Plan:** As depicted in the Development Standards, product type, size, and configuration shall substantially conform with the Site Plan.
 - ii. **Minimum Lot Size:** The lot size for single family detached rear load lots in the R-M zoned parcels shall be no less than 2,800 square feet.
 - iii. **Setbacks:**
 1. **Front Setbacks:** Setbacks for dwelling structures shall have a minimum of twelve feet (12') between the property line and the front porch or living area.
 2. **Side Setbacks:** Each side yard setback shall include five feet (5'), for a combined ten feet (10') between buildings
 3. **Garage Setbacks:** Garage setbacks shall be no less than five feet (5') off a Private Drive ROW.
 - iv. **Maximum Unit Count for Attached Dwellings:** For attached units, building configurations shall not exceed six (6) units per building.
 - v. **Default Standards:** Any standard not specifically or adequately addressed in this development agreement shall default to the standard in Kaysville City Code 17-16 R-M Multiple Family Residential District.

- c. **Total Unit Count:** The overall Community unit count shall not exceed 293 residential units as depicted in the site plan unless additional acreage is added to the Property and is permitted through an amendment to the Development Agreement.

(3) Open Space & Community Amenities: Developer agrees to construct amenities within the Community as shown and depicted in the Development Standards and Site Plan. The Community Amenities shall be owned and maintained by the Homeowners Association. Developer agrees to:

- a. Provide a minimum of 6 acres of functional and usable open space.
- b. Provide a minimum of 4,500 linear feet of trails and connection into existing trails.
- c. Provide the following amenities in the listed quantities:
 - i. Pool & Cabana (1)
 - ii. Pickleball Court (2)
 - iii. Playground (1)
 - iv. Shade Structure (2)
 - v. Bench/Seating (6)
 - vi. Outdoor Library (1)

(4) Kaysville Bike Park: As consideration for the Community Proposal, specifically the abandonment of the Equestrian Center (parcel 08-484-0006), Developer will fund and construct a public city Bike Park as depicted in the Development Standards and the location detailed in the Site Plan. The Bike Park shall be fully constructed at the same time the phase including parcel 08-484-0006 is developed. After construction, the Bike Park shall be owned and maintained by Kaysville City. The process for design of the Bike Park and standards for the Bike Park shall be:

(5)

- a. Developer commits \$250,000 to the construction of the bike park, not including the cost of the land.
- b. The size of the bike park shall be no less than one acre and no more than 1.5 acres.
- c. Access to the Bike Park shall be from Public Right of Way.
- d. A minimum of 10 parking stalls shall be provided for the Bike Park.
- e. The City's Parks and Recreation Director shall give final approval on the design of the Bike Park prior to commencement of construction.
- f. The Bike Park property shall be conveyed and dedicated to the City through the subdivision plat.
- g. Developer commits to include the following in the bike park:
 - i. Stubbing of sewer, power, water and secondary water utilities.
 - ii. Pump Track (1)
 - iii. Beginner Jump (2)
 - iv. Intermediate Jump (1)

- v. Expert Jump (1)
- vi. Shade Structure (1)
- vii. Benches (2)
- viii. Tables (1)
- ix. Wayfinding from the West Davis Corridor bike path to the Bike Park and appropriate Bike Park signage

(6) **Architecture:** Developer shall construct in compliance and conformance with the Architecture styles known as Craftsman, Traditional, European Romantic, Transitional, Prairie, or Contemporary Farmhouse and as generally depicted in Exhibit C.

(7) **Building Height:**

- a. **Detached Single Family:** No detached single-family building shall be permitted to exceed thirty-two feet (32') or two (2) stories in height as defined by the proposed final grade of the applicable Lot to the midpoint of the highest roofline.
- b. **Attached Units:** No attached dwelling structures shall be permitted to exceed thirty-five feet (35') or three (3) stories in height as defined by the proposed final grade of the applicable Lot to the midpoint of the highest roofline.
- c. **Minimum Height:** No main building shall be less than ten (10') feet in height, and no accessory building shall be less than six (6') feet in height.

(8) **Fencing:** Developer shall install a solid 6-foot-tall fence along any areas of the Project where existing developments or housing exist. Any new fencing shall be a solid or visual screening structure and shall meet all fence standards as defined by Kaysville City Ordinances.

(9) **Private vs. Public ROW:** Developer shall construct, and dedicate to the City, all Public Right of Ways ("Public ROW") in accordance with the approved Site Plan attached hereto and the construction drawings approved through the subdivision process. Any Right of Way not built to City specifications shall be owned and maintained by the Community's Homeowner Association, including any landscaped medians and entrance features for the development.

(10) **Approved Trees and Water-Wise Landscaping:** Developer agrees to follow Kaysville City Code 17-5 Water Efficient Landscape Standards. Developer further agrees that any trees planted in designated park strip or public Right of Way areas are to be approved by the City.

- B.** Developer and City agree that the Community is intended to contribute attainable homeownership for the benefit of the citizens of Kaysville City. Accordingly, Developer shall add a restriction to the Covenants, Conditions, and Restrictions governing the Project that:
- a.** No units in the Project, including accessory dwelling units (“ADUs”) shall be available for rental for a period of less than 30 consecutive days;
 - b.** All units in the Project containing an ADU shall be occupied by the record owner of the unit in at least one of the dwelling units;
 - c.** No fewer than 60% of the units in the Project shall be occupied by the record owner of the Project. No more than 40% of the units in the Project shall be rented, except in exceptional temporary circumstances such as military deployment or religious service;
 - d.** The Homeowners’ Association shall keep a record of ownership, occupancy, and rental status of all units within the Community, and shall have authority to levy fines as assessments for violation of these restrictions.
- C. Phasing & Construction:** The Project will be developed in phases as detailed in the attached phasing plan. The sequence of phasing will be determined by the Developer. Unless set forth herein, no sequential phasing is implied by the Community Plan, however it is anticipated development will start along Sunset Drive with phasing working east to west, in order to ensure infrastructure connections during construction. The parties acknowledge that the most efficient and economic phasing will depend on numerous factors, such as market conditions and demand, infrastructure planning, competition, the public interest, and other similar factors. The Parties agree to cooperate in good faith with respect to continued master planning and implementation of such phasing consistent with the public interest. Each phase shall require submission of a preliminary and final subdivision plat and approval for that phase, consistent with the Community Plan and this DA.
- D. Findings of Compatibility:** In adopting this Agreement, the City hereby expressly finds that the development of the Community, in conformance with this Agreement, promotes the creation of a desirable residential Community in an appropriate location. The City further finds that the development of the Community, in conformance with the 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 Community in accordance with the approved site plan,

construction drawings and building plans is vested.

3. PROJECT IMPROVEMENTS

Except for the Angel Street Extension, Developer shall construct and install all improvements, including utilities and roadways, required for the Community and as detailed herein, at Developer's sole cost and expense, in compliance with approvals, and all applicable ordinances, regulations, standards and status of the City, the secondary water provider, The Central Davis Sewer District, other relevant providers, and the State of Utah. If City requires developer to oversize any project improvement, or construct any system infrastructure improvement, City shall reimburse developer for such oversizing or system improvement construction in accordance with Utah Code 10-9a-508 and the *Nollan/Dolan* line of exaction cases.

A. Significant Local Streets: RESERVED

B. Angel Street: RESERVED

C. 950 North and Sunset Intersection: RESERVED

D. Intersection Visibility: Intersections for the Project shall maintain adequate visibility and remain clear of trees, landscaping, fencing and other items which may negatively impact visibility. Developer agrees to maintain adequate AASHTO sight distance requirements at all intersections.

4. VESTING. In accordance with Utah vesting laws, all laws and ordinances adopted by City after the Effective Date ("City's Future Laws") shall not apply to the Project, except as follows:

- a. City's Future Laws that Developer agrees in writing apply to the Project;
- b. City's Future Laws that are both generally applicable to all properties in the City's jurisdiction and that are required in order to comply with state and federal laws and regulations affecting the Project;
- c. City's development standards, engineering requirements, approval, and supplemental specifications applicable to public works, and any City's Future Laws that are updates or amendments to existing building, plumbing, mechanical, electrical, dangerous buildings, drainage, or similar construction or safety related codes, such as the International Building Code, the APWA Specifications, AAHSTO Standards, the Manual of Uniform Traffic Control Devices or similar standards that are generated by a nationally or statewide recognized construction/safety organization, or by the state or federal governments and are otherwise required to meet legitimate concerns related to public health, safety or welfare;

- d. Lawful taxes, or modifications thereto, provided that nothing in this Agreement shall be construed as waiving or limiting in any way Developer's right to challenge taxes imposed by City, which right to challenge is hereby reserved;
- e. Changes to the amounts of utility rates, service fees or charges, or fees for the processing of Development Applications that are generally applicable to all development within City's jurisdiction and that are adopted pursuant to state and local law.

5. REPRESENTATIONS OF DEVELOPER

A. Authority: Developer hereby represents that is has authority to proceed with the Community.

B. Ability: Developer represents that it has the ability to timely proceed with the development and construction of the Community. Developer agrees to begin construction of the Community as soon as practicable and use commercially reasonable efforts through course of development.

6. ASSIGNMENT

Developer may assign this Agreement to any other third party provided that the City staff consents to such assignment, which consent shall not be unreasonably withheld, conditioned or delayed upon a showing to the satisfaction of the City staff that such third party has the financial ability to perform Developer's obligations hereunder *provided, however* that Developer may assign this Agreement to any other third party in which Developer, or any affiliate of Developer, holds an ownership interest without the consent of the City staff.

7. BINDING EFFECT

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

8. ATTORNEY'S FEES

In the event of any dispute between the parties hereto arising out of or relating to this Agreement or the breach hereof, or the interpretation hereof, or brought to enforce the terms hereof, the prevailing party shall be entitled to recover from the losing party reasonable expenses, including, without limitation, reasonable attorneys' fees, and costs incurred herein, or in the enforcement or collection of judgment or award rendered therein.

9. 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.

10. 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.

11. 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 without regard to the conflict or choice of law provisions thereof.

12. ENTIRE AGREEMENT

This Agreement, together with the exhibits attached hereto, constitutes the entire understanding and agreement by and among the parties hereto.

13. CONSTRUCTION

As used herein, all words in any gender shall be deemed to include the masculine, feminine, or neuter gender, all singular words shall include the plural, and all plural words shall include the singular, as the context may require.

14. 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.

(remainder of page intentionally left blank; signature page follows)

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

	<u>Symphony Development Corporation</u>
	By: _____
_____ TITLE	_____ TITLE
	<u>Ivory Land Corporation</u>
	By: _____
_____ TITLE	_____ TITLE
	<u>Clearwater Investment Corporation</u>
	By: _____
_____ TITLE	_____ TITLE

ATTEST:

KAYSVILLE CITY

By:

Annemarie Plaizier
City Recorder

Tamara Tran
Mayor

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

NOTARY PUBLIC

(SEAL)

STATE OF UTAH)

: ss.

COUNTY OF DAVIS)

On the ____ day of _____, 2025, personally appeared before me, _____, the signer of the foregoing Development Agreement for 391 North Flint Street, who duly acknowledged to me that he executed the same for and on behalf of Millstream Management, LLC, a Utah limited liability company.

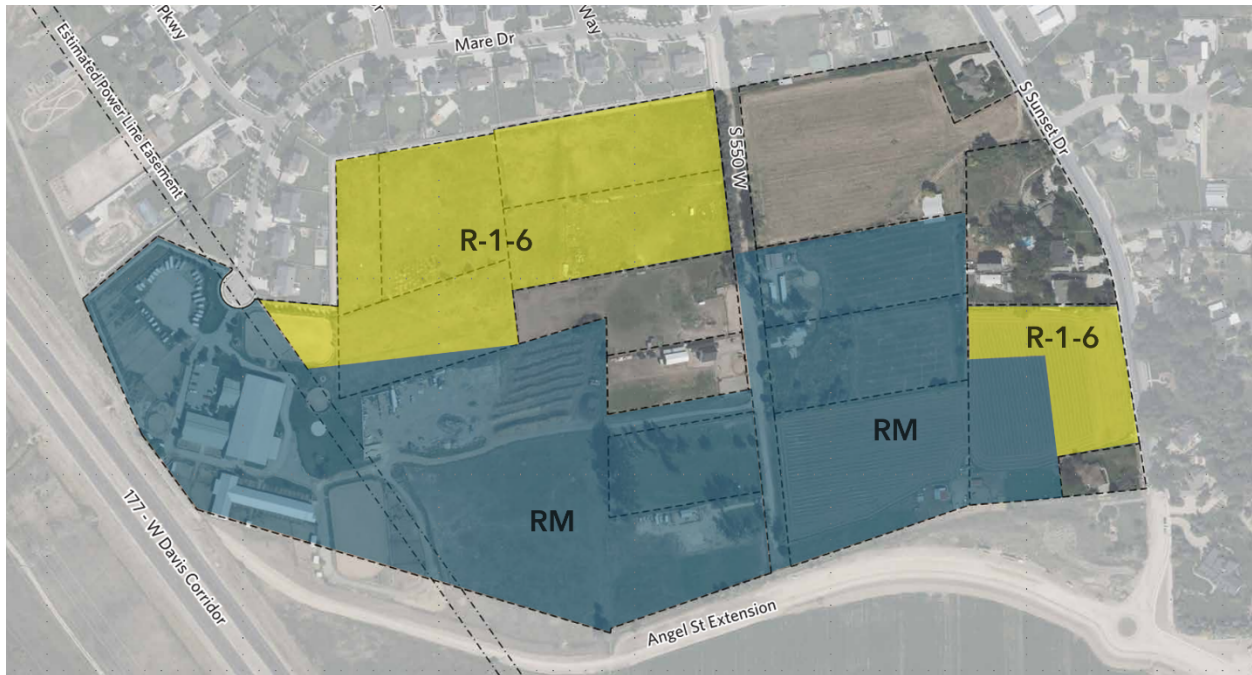
NOTARY PUBLIC

(SEAL)

STATE OF UTAH)
 : ss.
COUNTY OF DAVIS)

DRAFT

EXHIBIT A
PROPERTY LOCATION & LEGAL DESCRIPTION



Owner: Symphony Development Corporation; SDC Investments, LLC; SES 363, LLC; Horizon 2024, LLC

Total Acres: 25.97

08-484-0005 BEG AT A PT THAT IS LOC ON THE N BOUNDS OF PARCEL "A", KAYSVILLE SUNSET EQUESTRIAN ESTATES PLAT 8 SECOND AMENDMENT. SD PT LIES 443.34 FT E, 1634.33 FT S 23°56'39" E, & 660.97 FT E FR FOUND 2009 DAVIS COUNTY BRASS CAP CEN. OF SEC 9-T3N-R1W NAD 83 U.S. FEET/NAVD 88. WITH THE CALCULATED COORDINATES OF N=3527452.86' E=1513695.08' ELV=4223.47', & RUN TH N 72°42'27" E, A DIST OF 669.09 FT, TH S 01°08'00" E, A DIST OF 260.04 FT, TH N 79°44'49" E, A DIST OF 390.96 FT; TH S 06°34'13" E, A DIST OF 60.13 FT; TH S 79°44'49" W, A DIST OF 396.73 FT; TH S 01°08'00" E, A DIST OF 526.17 FT; TH N 73°44'15" W, A DIST OF 637.81 FT; TH N 05°16'20" W, A DIST OF 471.31 FT TO THE POB.

CONT. 10.01 ACRES

08-024-0046 A PARCEL OF LAND LOC IN THE SE 1/4 OF SEC 9-T3N-R1W, SLB&M, DESC AS FOLLOWS: BEG AT A PT WH IS N 2°53'28" E 405.85 FT ALG THE SEC LINE & N 73°44'15" W 164.77 FT & N 68°38'57" E 55.16 FT & N 01°08'00" W 113.65 FT FR THE SE COR OF SEC 9-T3N-

R1W, SLB&M; & RUN TH ALG THE N'LY LINE OF PPTY CONV IN QC DEED RECORDED 05/05/2022 AS E# 3475061 BK 8003 PG 710 THE FOLLOWING THREE COURSES: W'LY ALG THE ARC OF A 487.50 FT RADIUS CURVE TO THE RIGHT AN ARC LENGTH OF 247.56 FT (LC BEARS N 89°05'48" W 244.91 FT) & N 74°32'56" W 479.81 FT & W'LY ALG THE ARC OF A 577.50 FT RADIUS CURVE TO THE RIGHT 124.83 FT (LC BEARS N 68°21'23" W 124.59 FT); TH N 16°48'03" W 80.97 FT TO THE S'LY LINE OF KAYSVILLE SUNSET EQUESTRIAN ESTATES PLAT 8; TH ALG SD LINE S 73°44'15" E 881.65 FT; TH S 1°08'00" E 8.26 FT TO THE POB. (ROTATION TO NAD83 00°20'37" CLOCKWISE)

CONT. 1.3668 ACRES

08-024-0012 BEG AT A PT N 606.59 FT & W 87.46 FT FR SW COR OF SEC 10-T3N-R1W, SLM; RUN TH N 70°36' E 454.17 FT; TH N 6°35'14" W 219.92 FT ALG W LINE OF A 50 FT R/W; TH S 79°44' W 416.87 FT; TH S 1°20'33" E 295.04 FT TO POB.

CONT. 2.57 ACRES

08-024-0006 BEG ON W LINE OF A PROPOSED 50 FT R/W AT A PT N 606.59 FT & W 87.46 FT & N 70°36' E 454.17 FT & N 6°35'14" W 1087.72 FT FR SW COR OF SEC 10-T3N-R1W, SLM; TH N 6°35'14" W 215.70 FT ALG SD R/W; TH S 79°44' W 599.60 FT; TH S 6°34'40" E 215.68 FT; TH N 79°44' E 599.65 FT TO POB.

CONT. 3.00 ACRES

08-694-0005 A PART OF THE SW 1/4 OF SEC 10-T3N-R1W, SLB&M (THE BASIS OF BEARING IS N 00°16'22" W ALG THE SEC LINE BETWEEN THE CENTER & N 1/4 COR OF SEC 9-T3N-R1W, SLB&M), BEING MORE PART'LY DESC AS FOLLOWS: BEG AT A PT LOC ON THE S'LY LOT LINE OF 4A, ALLEE'S ACRES AMD PLAT RECORDED AS E# 3554371 BK 8399 PG 86 ON 12/14/2023, SD PT ALSO BEING LOC S 89°27'07" W 1656.60 FT ALG THE SEC LINE & N 0°32'53" W 955.61 FT FR THE S 1/4 COR OF SEC 10-T3N-R1W, SLB&M; TH ALG SD LOT 4A THE FOLLOWING TWO (2) COURSES: (1) S 83°57'30" W 87.28 FT; TH (2) S 85°09'14" W 165.29 FT; TH S 70°36'00" W 507.93 FT TO THE E'LY R/W OF 550 WEST STR; TH ALG SD R/W N 06°35'14" W 413.20 FT; TH N 79°44'00" E 528.77 FT; TH N 00°54'39" W 199.90 FT TO THE S'LY LOT LINE OF LOT 3A OF AFOREMENTIONED ALLEE'S ACRES AMD PLAT (DEED READS ALLEE'S ACRES AMD PLAT); TH ALG SD LOT LINE THE FOLLOWING THREE (3) COURSES: (1) N 89°05'21" E 217.82 FT; TH (2) S 01°26'28" E 5.00 FT; TH (3) N 89°05'21" E 188.00 FT TO THE W'LY R/W LINE (DEED READS E'LY R/W LINE) OF SUNSET DR; TH ALG SD R/W S 09°24'00" E 375.29 FT; TH S 80°36'00" W 221.14 FT; TH S 06°15'58" E 108.46 FT TO THE POB. (BEARINGS IN DESC ARE BASED ON THE DAVIS COUNTY COORDINATE SYSTEM, ROTATE BEARINGS CLOCKWISE 00°20'36" FOR THE EQUIVALENT NAD83 BEARINGS.)

CONT. 9.02 ACRES

Owner: Ivory Land Corporation

Total Acres: 9.26

08-024-0028 A PARCEL OF LAND LOCATED IN THE E 1/2 OF THE SE 1/4 SEC 9-T3N-R1W, SLM, DESC AS FOLLOWS: BEG AT A PT ON THE E LINE OF BLK 4 OF HORTON D HAIGHTS SURVEY OF THE E 1/2 OF THE SE 1/4 SEC 9, SD PT BEING S 88°21'39" E 465.01 FT ALG THE N LINE OF SD E 1/2 SE 1/4, & S 01°11'25" E 806.00 FT ALG SD E LINE FR THE NW COR OF SD E 1/2 SE 1/4 & RUN TH ALG SD E LINE S 01°11'25" E 394.05 FT TO THE SE COR OF SD BLK 4; TH ALG THE S LINE OF SD BLK 4 S 70°41'27" W 134.27 FT TO A PT 127.61 FT PERP'LY DIST FR THE E LINE; TH PARALLEL WITH SD E LINE N 01°11'25" W 415.45 FT; TH ALG THE W'LY EXTENSION OF THE S LINE OF THAT PPTY CONV TO S LEE BURNINGHAM & RECORDED IN BK 1945 PG 152 OF DAVIS CO RECORDS, N 79°44'49" E 129.22 FT TO THE POB.

CONT. 1.18 ACRES

08-024-0018 BEG ON AN OLD FENCE LINE AT A PT S 2°52'39" W 1055.85 FT ALG THE SEC LINE & W 440.07 FT FR THE E 1/4 COR OF SEC 9-T3N-R1W, SLM, FURTHER DESC AS BEG AT A PT N 606.59 FT & W 87.46 FT & N 70°36' E 454.17 FT & N 6°35'14" W 867.02 FT & S 79°44' W 599.69 FT & N 6°34'40" W 93.96 FT FR THE SE COR OF SD SEC 9; RUN TH N 6°34'40" W 331.23 FT; TH S 79°44' W 315.67 FT TO AN OLD FENCE LINE; TH S 1°15'30" E 392.45 FT ALG AN OLD FENCE LINE; TH N 70°37'25" E 360.35 FT ALG AN OLD FENCE LINE TO THE POB.

CONT. 2.74 ACRES.

08-024-0022 BEG AT A PT N 606.59 FT & W 87.46 FT & N 70°36' E 454.17 FT & N 6°35'14" W 867.02 FT & S 79°44' W 599.69 FT & N 6°34'40" W 89 FT FR THE SE COR OF SEC 9-T3N-R1W, SLM; & RUN TH S 6°34'40" E 233.02 FT TO A PT 606.59 FT N & W 87.46 FT & N 1°20'33" W 832.74 FT & S 72°39'51" W 236.05 FT ALG S'LY LINE OF BLK 13, OF H D HAIGHTS SURVEY OF E 1/2 OF SE 1/4 OF SD SEC 9, FR THE SE COR OF SD SEC 9; TH SW'LY 514.69 FT, M/L, ALG S'LY LINE OF SD BLK 13; TH N 1°11'25" W 222.45 FT, M/L; TH NE'LY 134.27 FT, M/L, TO A PT 13 CHAINS W & 17.9 CHAINS S 0°38' E FR E 1/4 COR OF SD SEC 9; TH E'LY 372 FT, M/L, TO POB.

CONT. 2.37 ACRES

08-024-0007 BEG N 606.59 FT & W 87.46 FT & N 70°36' E 454.17 FT & N 6°35'14" W 867.02 FT FR THE SW COR OF SEC 10-T3N-R1W, SLM; TH N 6°35'14" W 215.70 FT; TH S 79°44' W 599.65 FT; TH S 6°34'40" E 215.68 FT; TH N 79°44' E 599.69 FT TO POB.

CONT. 2.97 ACRES

Owner: Clearwater Investment Group

Total Acres: 9.145

08-484-0006 ALL OF PARCEL "A", KAYSVILLE SUNSET EQUESTRIAN ESTATES PLAT 8 SECOND AMENDMENT. CONT. 19.58600 ACRES LESS & EXCEPT THAT PART OF SD PARCEL "A" CONV IN WARRANTY DEED RECORDED 10/01/2021 AS E# 3423775 BK 7856 PG 185 DESC AS FOLLOWS: BEG AT A PT THAT IS LOC ON THE N BOUNDS OF PARCEL "A", KAYSVILLE SUNSET EQUESTRIAN ESTATES PLAT 8 SECOND AMENDMENT. SD PT LIES 443.34 FT E, 1634.33 FT S 23°56'39" E, & 660.97 FT E FR FOUND 2009 DAVIS COUNTY BRASS CAP CEN. OF SEC 9-T3N-R1W NAD 83 U.S. FEET/NAVD 88. WITH THE CALCULATED COORDINATES OF N=3527452.86' E=1513695.08' ELV=4223.47', & RUN TH N 72°42'27" E, A DIST OF 669.09 FT, TH S 01°08'00" E, A DIST OF 260.04 FT, TH N 79°44'49" E, A DIST OF 390.96 FT; TH S 06°34'13" E, A DIST OF 60.13 FT; TH S 79°44'49" W, A DIST OF 396.73 FT; TH S 01°08'00" E, A DIST OF 526.17 FT; TH N 73°44'15" W, A DIST OF 637.81 FT; TH N 05°16'20" W, A DIST OF 471.31 FT TO THE POB. CONT. 10.01 ACRES ALSO LESS & EXCEPT THAT PPTY CONV IN WARRANTY DEED RECORDED 12/27/2023 AS E# 3555363 BK 8406 PG 326 DESC AS FOLLOWS: A PARCEL OF LAND IN FEE BEING PART OF AN ENTIRE TRACT OF PPTY, SIT IN PARCEL "A", KAYSVILLE SUNSET EQUESTRIAN ESTATES PLAT 8 SECOND AMENDMENT RECORDED AS E# 2589695 BK 5232 PG 188, SIT IN LOT 3 OF SEC 9-T3N-R1W, SLB&M, INCIDENT TO THE CONSTRUCTION OF SR-67 WEST DAVIS HWY, KNOWN AS PROJECT NO. S-R199(229). THE BNDRY OF SD PARCEL OF LAND ARE DESC AS FOLLOWS: BEG AT THE SW COR OF SD PARCEL "A"; & RUN TH ALG THE W'LY BNDRY LINE OF SD PARCEL "A" THE FOLLOWING TWO (2) COURSES & DISTANCES: (1) N 31°35'38" E 145.14 FT; (2) TH N 23°56'39" W 18.43 FT TO A PT 125.00 FT PERP'LY DISTANT NE'LY FR THE SR-67 R/W CONTROL LINE OF SD PROJECT, OPPOSITE APPROXIMATE ENGINEERS STATION 1266+15.85; TH S 37°24'12" E 276.92 FT, PARALLEL WITH SD R/W CONTROL LINE TO THE S'LY BNDRY LINE OF SD PARCEL "A" AT A PT 125.00 FT PERP'LY DISTANT NE'LY FR THE SR-67 R/W CONTROL LINE OF SD PROJECT, OPPOSITE APPROXIMATE ENGINEERS STATION 1263+38.93; TH ALG SD S'LY BNDRY LINE THE FOLLOWING TWO (2) COURSES & DISTANCES: (1) N 73°44'15" W 28.90 FT TO A PT OF CURVATURE OF A CURVE TO THE RIGHT WITH A RADIUS OF 2433.10 FT; (2) TH W'LY ALG SD CURVE WITH AN ARC LENGTH OF 220.97 FT, CHORD BEARS N 71°08'09" W 220.89 FT TO THE POB. CONT. 0.431 ACRES

Owner: Purin, James & Julie

Total Acres: 2.86

08-027-0009 BEG AT A PT N 606.59 FT & W 87.46 FT & N 70°36' E 505.83 FT & N 6°35'14" W 413.2 FT FR SW COR OF SEC 10-T3N-R1W, SLM; TH N 6°35'14" W 229.68 FT; TH N 79°44' E 552.02 FT, M/L, TO W LINE OF PPTY OF ALAN B BLOOD; TH S 0°54'18" E 232.45 FT, ALG SD PPTY; TH S 79°44' W 528.97 FT, M/L, TO BEG.

Owner: MOBA, LLC

Total Acres: 2.8

08-027-0008 BEG N 606.59 FT & W 87.46 FT & N 70°36' E 505.83 FT & N 6°35'14" W 642.88 FT
FR SW COR SEC 10-T3N-R1W, SLM; TH N 6°35'14" W 215.7 FT; TH N 79°44' E 573.68 FT; TH S
0°54'18" E 218.31 FT; TH S 79°44' W 552.02 FT TO POB.

Owner: Christensen, Dean Elmer - Trustee

Total Acres: 2.0

08-024-0011 BEG ON W'LY LINE OF A PRIVATE 50 FT WIDE R/W AT A PT N 606.590 FT & W
87.46 FT & N 70°36' E 454.17 FT & N 6°35'14" W 219.92 FT FR SW COR SEC 10-T3N-R1W, SLM;
TH N 6°35'14" W 215.7 FT ALG SD R/W; TH S 79°44' W 396.92 FT; TH S 1°20'33" E 217.85 FT;
TH N 79°44' E 416.87 FT TO POB.

DRAFT

EXHIBIT B
SITE PLAN

DRAFT

EXHIBIT C
DEVELOPMENT STANDARDS

(see attached)

DRAFT

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.