



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

The Kaysville City Planning Commission will hold a regular meeting on September 11, 2025, at 7:00 PM in the Council Chambers of the Kaysville City Municipal Building located at 23 East Center Street. The public is encouraged to attend in person or may view the meeting online via www.Kaysvillelive.com.

1. Welcome and Meeting Order
2. Declaration of Conflict of Interest
3. Approval of the minutes from the August 14, 2025 Planning Commission Meeting
4. Conditional Use Permit for an Electronic Message Center sign for Maverik at 888 West 200 North
5. Rezone Request for 80 East Center Street from A-1 Light Agricultural to CC Central Commercial with a Mixed Use Overlay Continued from August 14, 2025
6. Other matters that properly come before the Planning Commission
 - a. Reports
 - b. Correspondence
 - c. Calendar
7. 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

Kaysville City Planning Commission Meeting Minutes
August 14, 2025

The Planning Commission meeting was held on Thursday, August 14, 2025, at 7:00 p.m. in the Kaysville City Hall located at 23 East Center Street.

Planning Commission Members in Attendance: Chair Mike Packer, Commissioners Wilf Sommerkorn, Erin Young, David Moore, Rachel Lott and Paul Toller

Planning Commissioners Absent: Commissioners Paul Allred and Katie Ellis

Public Attendees: City Councilmember Abbi Hunt, Paul Stenquist, Austin Ested, Tucker Hunsaker, Gary McBride, Josh McBride, Maggie McBride, Val Starkey, J&J Clarkson, Mailyn Schenks, Jentri Williams, Jake Williams, McKenzie Randall, Andrew Lloyd, Maureen Laser, Bruce Laser, Rayne Moore, Cutler Moore, Jane Dunford, Liz Sanders Marsha Cook, Lisa Jacobsen, Cindy Woodward, Scott Woodward, Jill Dredge, Emma West, Michael Larsen, Jenny Meese, Matt Meese, Mike Bryant, John McCleary, Pam Hunsaker, Darlene Davis, Doug Dredge, Judy Ure, Tom Kerr, Cindy Kerr, Treva Hacking, Nephi Harvey, Lori Noorlander, and Max Patterson

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.

3- OATH OF OFFICE FOR PLANNING COMMISSIONER DAVID MOORE

Ms. Edstrom swore in David Moore as a Planning Commissioner Alternate.

4- ELECTION OF A NEW PLANNING COMMISSION CHAIR AND VICE-CHAIR

Commissioner Sommerkorn nominated Michael Packer to be the new Commission Chair and Commissioner Lott seconded the motion. The vote was unanimous in favor of the motion (6-0).

Commissioner Packer: Yay
Commissioner Young: Yay
Commissioner Moore: Yay
Commissioner Sommerkorn: Yay
Commissioner Toller: Yay
Commissioner Lott: Yay

Due to several Commissioners not being in attendance it was decided to elect a vice-chair at the next meeting.

5- CONDITIONAL USE PERMIT FOR AN INSTRUCTIONAL HOME OCCUPATION FOR HUNSAKER SWIMMING LOCATED AT 41 SOUTH 100 EAST FOR TUCKER HUNSAKER

Ms. Edstrom presented the Conditional Use Permit for an Instructional Home Occupation for

Tucker Hunsaker. Mr. Hunsaker just purchased the home at 41 South 100 East and is putting in a swimming pool in the back yard so that he can teach swim lessons. Hunsaker Swimming has five pools within the community, and they are adding one more due to the demand throughout the community. The pool is in the construction phase, and they have a building permit with the city.

Swim instruction will be scheduled between 8:00 a.m. and 7:00 p.m., with intermittent breaks throughout the day. Daily instruction is expected to range between 2 and 8 hours per day. All lessons are conducted one-on-one, lasting 20 minutes each. During the 10 peak weeks of summer, up to five students may be scheduled daily, and 1 to 4 instructors may be present on-site.

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

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

Ms. Edstrom stated a Public Notice Sign was placed on the property the previous Friday and that no comments had been received.

Mr. Hunsaker said he communicated with all adjacent property owners and those potentially affected by parking. According to the applicant, neighbors have expressed their awareness and support of the proposed business.

The Commissioners asked about the pool having a fence for safety and Mr. Hunsaker said that he is removing the existing chain link fence and putting in a vinyl fence. He also said that a fence is required by the city code for swimming pools.

Commissioner Lott made a motion to approve the Conditional Use Permit for an Instructional Home Occupation for Tucker Hunsaker located at 41 South 100 East for Hunsaker Swimming. Commissioner Young seconded the motion, and the vote was unanimous in favor of the motion (6-0).

Commissioner Packer: Yay
Commissioner Young: Yay
Commissioner Moore: Yay
Commissioner Sommerkorn: Yay
Commissioner Toller: Yay
Commissioner Lott: Yay

6- PUBLIC HEARING FOR A REZONE REQUEST FOR 80 EAST CENTER STREET FROM A-1 LIGHT AGRICULTURAL TO CC CENTRAL COMMERCIAL WITH A MIXED-USE OVERLAY

Anne McNamara presented a proposed rezone application, explaining its consistency with the 2022 General Plan. As part of the standard review process, she assessed the application against the five guiding principles outlined in the General Plan. Of these, two were found to be applicable. The first guiding principle, “Enriching the City Center and Downtown,” is supported by the project’s location in the city center and its proposed mixed-use format, which includes both commercial storefronts and new housing types. Ms. McNamara determined this combination supports the city’s vision of a vibrant and integrated downtown area. The second applicable principle, “Provide Diverse Housing Options,” is addressed by the inclusion of live-work town homes in the project. These units offer an alternative housing type to the area’s prevailing single-family homes. If approved, the proposed development would facilitate the preservation of a historic church on the property, further aligning with the city’s goals.

Ms. McNamara then reviewed the application in the context of three specific chapters of the General Plan. Chapter One, “Land Use and Placemaking,” contains two goals relevant to the project. Goal 2 encourages making the Kaysville city center distinct and identifiable from surrounding areas. Supporting objectives include the creation of a distinct city center that expands beyond the historic core (Objective 2.2), and the careful integration of new development with existing uses and neighborhoods (Objective 2.3). The latter includes an implementation measure calling for the protection of historic structures to maintain the character of the city center. Additionally, Goal 8 under this chapter promotes providing a range of housing options and price points to ensure that Kaysville remains an affordable place to live.

Chapter Three, “Housing and Neighborhoods,” was also discussed, with Ms. McNamara emphasizing its increased relevance due to the 2022 General Plan update, which incorporated state mandates for moderate-income housing. She indicated this chapter should be weighted more heavily when evaluating applicable projects because the State evaluates a city’s compliance based on annual reports they are required to submit. Under this chapter, Goal 1 calls for a full range of housing opportunities that meet the economic, lifestyle, and lifecycle needs of residents. Objective 1.1 supports rezoning to facilitate the production of moderate-income housing, while Objective 1.4 advocates for zoning or rezoning to allow higher-density or moderate-income residential development within Commercial or Mixed-Use zones. Both objectives were found to align with the proposed project.

Finally, Ms. McNamara addressed Chapter Five, “Economic Development and Prosperity.” Goal 1 in this chapter calls for promoting the redevelopment of the Kaysville city center to strengthen commercial areas. Relevant objectives include encouraging greater residential density in the city center to improve economic capture rates and prioritizing small-scale, locally oriented services to meet public needs and stimulate local economic growth. The proposed project’s inclusion of both housing and commercial components was seen as supportive of these objectives.

In addition to reviewing the application's alignment with the General Plan, Ms. McNamara discussed the applicant's request for a Mixed-Use Zoning District Overlay. This overlay requires a Development Agreement at the time of application and sets out base project standards while allowing for variations to accommodate unique characteristics. The applicant is requesting two such variations. First, while the code requires that 30% of the combined square footage of all buildings be allocated to commercial uses (per Section 17-27-3), the applicant is requesting a reduction to 15% commercial square footage. Second, the code limits building height to 30 feet for structures located within 50 feet of a residential dwelling unless separated by a public road. Two of the proposed townhome units would exceed this height limitation and are close enough to an adjacent residential parcel that the standard would not be met unless changes are made to the design. Ms. McNamara noted this height variation as a potential topic for further discussion among the Commissioners.

Commissioner Toller raised a question regarding building height limitations within the Mixed-Use Zone. He sought clarification on whether a parapet wall, used to screen rooftop mechanical equipment, would be considered within the height limit. In response, Ms. McNamara explained that the base building height limit in the Mixed-Use zone is 35 feet; however, variations are allowed for architectural features such as roof peaks. It was confirmed that while most buildings in the proposed project will be approximately 34 feet in height, only two specific units exceed the 30 foot height threshold in a way that may conflict with code due to their proximity to adjacent residential parcels.

Ms. McNamara clarified that the issue arises from these two southernmost units, which are near a neighboring twin home or duplex. These two units would surpass the allowable height by approximately four feet and would not qualify for the general exception provisions related to parapet walls because the concern is based on proximity to an adjacent dwelling. The other units on the site do not pose this issue because they are not located close enough to other residential parcels to trigger the height restriction.

Commissioner Toller acknowledged the clarification and confirmed that only the two southern units were of concern. Ms. Greenwood noted that the city's existing height exception provisions specifically exclude parapet walls from being counted, reaffirming that the height concern lies solely with those two residential structures.

Ms. Greenwood continued the presentation by discussing the traffic impacts associated with the proposed project. She explained that under the requirements of the Mixed-Use Zone, a Traffic Impact Analysis (TIA) is mandatory for developments of this nature. Ms. Greenwood clarified a common public misconception, noting that a traffic study does not determine whether a project may proceed or not. Instead, the TIA evaluates changes in the Level of Service (LOS) on nearby roads and intersections. LOS is a traffic engineering measure that grades roadway efficiency on a scale from A to F, where "A" indicates free-flowing traffic conditions, like those found on rural roads with minimal congestion, and "F" represents heavily congested or gridlocked conditions.

Ms. Greenwood presented a graphic to illustrate this LOS scale and explained that LOS reflects convenience and delay time rather than road safety or legality of the project. According to the submitted traffic analysis, the intersections reviewed specifically, Center Street and Main Street and Center Street and 100 East, are currently operating at a LOS of A, and the analysis concluded they would continue to operate at LOS A after the project is fully built. Ms. Greenwood stated that both the City Engineer and the Public Works Director, who is also a licensed engineer, reviewed the findings and expressed no concerns about the project's impact on traffic.

As for mitigation measures, the only recommendation in the traffic study was to ensure that the primary ingress and egress point on 100 East be clearly signed to support proper circulation. Ms. Greenwood reiterated that there was no anticipated traffic issues based on the analysis.

Ms. Greenwood concluded her remarks with a brief educational explanation for the public regarding residential density classifications. She displayed a graphic showing low, medium, and high-density housing types. Low density typically refers to single-family residential homes. Medium density, which applies to the proposed project, includes town homes and similar dwellings. High density is associated with larger-scale developments such as multi-story apartment complexes.

Ms. McNamara resumed the presentation to introduce the visual renderings submitted by the applicant to help illustrate the design intent of the proposed project. She explained that the first two slides featured images reflecting the aesthetic inspiration for the town homes, showcasing the architectural style and design elements the applicant hopes to emulate. Subsequent slides included proposed elevations and architectural renderings, offering a more concrete depiction of the planned structures. These visual materials included a streetscape rendering, front elevations, and a black-and-white elevation drawing intended to provide a more technical perspective on the expected final appearance of the project.

Ms. McNamara then transitioned into a summary of the staff's findings and recommendation. She reiterated that the project aligns with two of the guiding principles in the General Plan and is supported by various goals, policies, objectives, and implementation measures found in Chapters One (Land Use and Placemaking), Three (Housing and Neighborhoods), and Five (Economic Development and Prosperity). The proposal includes the construction of 27 new housing units, which would contribute positively to the city's compliance with state moderate-income housing reporting requirements, specifically in the upcoming 2026 reporting period. Additionally, Ms. McNamara highlighted that the site's proximity to a bus stop on Main Street qualifies the project for a transit-based parking reduction, further supporting its alignment with the city's moderate-income housing goals. From a design standpoint, the project is not expected to negatively affect the character of the area. It introduces a diversified housing product to the city center and preserves a significant historic building; a church located on the site. The applicant plans to restore and adapt the church for continued use as a single-family residence, preserving both its form and function in a meaningful way.

Finally, Ms. McNamara determined that the project is compliant with the Mixed-Use Zoning Overlay, and that the adoption of the accompanying development agreement would ensure the project could proceed as presented. Based on these findings, staff formally recommended approval of the project, urging the Planning Commission to forward a favorable recommendation to the City Council for the proposed rezone of 80 East Center Street from A-1 (Light Agriculture) to CC (Central Commercial) with a Mixed-Use Overlay, citing strong consistency with the General Plan.

Chair Packer invited the applicant to come up to answer any questions the Commissioners have.

Jake Williams, the applicant for the proposed rezone and development, addressed the Planning Commission to provide personal context and insight into the project's origin, intent, and values. He began by thanking the Planning Commission and staff for their service and support throughout the process.

Mr. Williams shared that he is a longtime resident of Kaysville, born and raised in the city, and described the proposal as a "Yes In My Backyard" project, noting that his family intends to live in the development rather than act as traditional absentee developers. He explained that the idea initially made his wife nervous, as it involved town homes, but through conversations, site tours, and a detailed review of the city's General Plan, they both grew enthusiastic about how the project could contribute to the revitalization of Main Street and the broader vision for the city center.

Mr. Williams described how the couple became interested in preserving a historic church on the property and how a chance visit to the property led to a relationship with the Harvey and Parish families, who have owned the church for nearly 100 years. He explained that the families had not profited from the property, instead renting it out to various churches over the years. Mr. Williams expressed appreciation for the trust placed in him by the property owner, Rebecca, to carry out a redevelopment that would respect the site's historical legacy. He noted that while she could not attend the meeting, the project was deeply personal for her as well, especially given her current responsibilities caring for her aging father and the recent loss of her mother.

The applicant outlined two primary goals guiding the proposal: preserving the historic church and maximizing land value for the longtime owners in a way that would allow them to benefit meaningfully. He acknowledged that the project involves significant change and may not receive unanimous public support but emphasized the intention to balance competing priorities thoughtfully and responsibly.

Mr. Williams also touched on specific aspects of the project that relate to the city code and the General Plan. He noted that the request for a height exception stems from a conflict between Mixed-Use Zoning requirements: while the Commercial Zone calls for 12-foot ceilings on the main floor, this raises the overall building height, thereby complicating compliance with the 30-

foot height restriction near residential parcels. He expressed openness to potential compromises, including limiting commercial space on certain units near existing homes to lower building height in those areas. However, he advocated for retaining ground-floor commercial elements in units facing Center Street and Zions Bank, where visibility and walkability support the city's goals for the downtown area.

Mr. Williams affirmed that a third-party traffic study had been conducted and submitted with the application, and that the project would limit residential parking to on-site spaces only to reduce impacts on surrounding neighborhoods. He added that some on-street parking on Center Street could be used for daytime visitors to the small-scale commercial units, which are generally envisioned as home offices or boutique businesses, rather than large retail shops. He emphasized the walkability of the area and explained that their intention is to create a neighborhood where future residents, like his own family, can walk to nearby schools and shops, thereby limiting vehicle traffic.

Throughout his remarks, Mr. Williams reinforced that the project was designed with specific goals from the General Plan in mind, including preserving historic character, supporting small-scale commercial uses, and introducing diverse housing options. He concluded by acknowledging that not all residents would agree with the proposal but expressed hope that the Commission could recognize the effort to create a thoughtful, community-centered project that honors the past and contributes meaningfully to Kaysville's future. He offered to answer any additional questions the Commission might have.

Commissioner Sommerkorn initiated a discussion about the location and accessibility of the proposed commercial units within the development. He asked whether the commercial space would be located on the ground floor of all townhome units.

Mr. Williams confirmed that the current proposal includes commercial space on the ground floor throughout but explained that it is subject to refinement. He acknowledged that balancing the 30% commercial space requirement set by code has been a challenge, especially given that the percentage is calculated based on the total gross square footage of all buildings, including upper floors. This makes achieving the required commercial proportion difficult, particularly in a primarily residential project.

Mr. Williams stated that while all units are currently planned with ground floor commercial, he is open to excluding commercial space from the interior units and those facing 100 South, if that adjustment would be preferred by the Planning Commission and City Council. He expressed a strong preference for retaining the commercial components in units facing Center Street and Zions Bank, as these locations offer visibility and natural pedestrian flow, enhancing the integration with Main Street's commercial corridor. He also mentioned reaching out to the new owners of the Zions Bank property to explore potential future synergies in development or shared pedestrian experiences.

In addressing other development-related challenges, Mr. Williams noted that burying existing

overhead power lines on the site would incur significant costs estimated in the hundreds of thousands of dollars. Additionally, restoring the historic brick church has proven to be as expensive as constructing new buildings of equivalent square footage. He highlighted these costs as part of the broader balancing act required to develop the project responsibly, noting that despite common public perceptions of developers, this is not a high-profit venture but rather a project intended to minimize neighborhood disruption while contributing positively to Main Street.

Commissioner Sommerkorn focused on access to the interior commercial units. Mr. Williams explained that these units would front onto a landscaped interior courtyard. The design includes a tree-lined pedestrian pathway, patios for each unit, and a walkable connection extending from Center Street through the site. He described plans for incorporating twinkle lights, a mural on a rear-facing barn, and other aesthetic elements to create a courtyard atmosphere that is urban yet inviting, allowing both visual and physical access from multiple directions, including 100 South.

Commissioner Sommerkorn confirmed that the applicant was requesting a reduction in the required commercial space from 30% to 15% and asked if the primary reason was the calculation method. Mr. Williams agreed, explaining that since the 30% is calculated using the total gross square footage of all floors, not just the ground floor, it creates an obstacle for projects like his that incorporate both residential and small-scale commercial spaces. He noted that in other municipalities, the calculation is often based on a percentage of the ground floor only, which is more feasible for mixed-use residential developments. Mr. Williams stated that this approach would better align with the intent of the General Plan, even if the numerical threshold is not met, and emphasized the desire to still deliver a walkable, vibrant, mixed-use project.

Mr. Williams continued by describing additional site amenities and design features incorporated into the proposed development to enhance livability and integration with the surrounding neighborhood. He explained that along one side of the project, the plan includes recreational elements such as a bocce ball court and a dog run, as well as a hammocking area. These elements are intended to promote community interaction and create usable outdoor space for residents.

Regarding the preservation and adaptive reuse of the historic church, Mr. Williams elaborated on his design approach. The residential living space for his family would be constructed above a garage, with a glass walkway connecting it to the church structure. This design preserves the visual prominence and standalone appearance of the church on the corner lot, respecting its historic character and ensuring it remains a focal point of the property. Mr. Williams emphasized that the goal is for the church to continue to feel like a distinct and iconic structure, rather than being visually consumed by the new development.

He also addressed landscaping and tree preservation, stating that efforts are being made to retain as many of the existing mature trees as possible, particularly along the rear of the site. In

one case, Mr. Williams noted that they plan to bridge over the root system of a tree near the edge of the proposed construction to avoid damaging it, reflecting a thoughtful effort to maintain the existing natural buffer.

Regarding neighborhood compatibility, Mr. Williams explained that the historic church and existing mature trees on the site would help to create a buffer between the new development and the more traditional residential properties located to the east. He stated the new structures directly fronting 100 East would be a three-unit townhome, which he felt would blend well given the existing residential density in the immediate area. He noted that across the street from the site is a four-plex, with additional duplexes and other multi-family dwellings surrounding the area, suggesting that the proposed development would be contextually appropriate and not significantly different from what is already present along the corridor.

Mr. Williams responded by confirming that the first several feet of the connection between the new structure and the historic church would be made of glass, specifically to maintain the appearance that the church stands alone. He clarified that this design choice is intentional to avoid the perception of simply adding onto the church. The church will remain visually distinct, preserving its historic character. He explained that the new structure would include a garage and mudroom on the ground floor, along with two small commercial spaces, one of which his wife envisions using for art classes or creative activities. The bedrooms and living space for their family would be located upstairs, fully detached from the church interior.

Commissioner Toller continued asking questions to clarify details of the project layout. He referred to the area south of the planned glass hallway connection and asked whether the section beneath the trees was existing or new construction.

Mr. Williams explained that it was not a building, but rather a deck they planned to add behind the house. He confirmed that the only existing structure is the original church building, and the only connection would be a small opening where one of the rear windows is located to link it to the new structure.

Commissioner Toller asked whether all 26 proposed town home units include 12-foot ceilings on the first floor, and Mr. Williams confirmed they do under the current design, though they are open to adjusting that, if necessary, based on Commission feedback. Commissioner Toller also asked about parking, and Mr. Williams explained that each unit would have 2.5 parking stalls, a two-car garage plus an additional half-stall allocated for guest parking. The discussion continued with questions about unit size. Mr. Williams stated that each unit is approximately 1,700 square feet of living space, and when including the commercial portion, the total is about 2,000 square feet. The commercial component on the ground floor of each unit is relatively small, around 200 square feet.

Commissioner Toller's final question was whether the units would be for sale or for rent. Mr. Williams confirmed that the town homes are intended to be for sale, and this is reflected in the development agreement. He noted that this aligns with their vision for the project and

referenced a recent townhome project discussed in a prior meeting.

Ms. Greenwood clarified that the Development Agreement for the proposed project includes a provision requiring that at least 60% of the townhome units be owner-occupied. She explained that this language is the same as what was used in a prior project developed by Mr. Holland, referencing a recent townhome development in west Kaysville. Commissioner Toller confirmed that the same percentage applied, and Ms. Greenwood affirmed that the 60% requirement is consistent across both projects.

Regarding parking requirements, Ms. Greenwood explained that most zones allowing for town homes typically require only two parking stalls per unit. However, for this proposed development, the applicant has included 2.5 stalls per unit to go beyond the minimum standard and address one of the community's primary concerns adequate parking.

Chair Packer opened the Public Hearing.

Paul Stenquist asked two questions about the proposed project. First, he raised a concern about access, noting that with the number of housing units being proposed, he believed there should be two access points for vehicles to enter and exit the site, but he only observed one. Second, out of curiosity, he asked if anyone knew the anticipated sale price of the units once completed.

Aaron West, began by addressing the applicant directly, stating that while he is not convinced the proposed development is a good fit for the neighborhood, he appreciates the applicant's thoughtful approach and emphasized that his comments were not meant to be against the applicant or the property owners.

Mr. West took issue with a staff statement that the neighborhood is "dominated by single-family dwellings." He pointed out that there are at least 60 moderate-income, medium-density multifamily units within a few blocks of the proposed site. While those may be older and less modern, he emphasized that the area already accommodates a range of housing types. He then posed a general question about the state requirements that have been mentioned throughout the meeting. Mr. West expressed interest in learning more about what the state requires from cities regarding moderate-income housing, as well as what incentives might be tied to those requirements. He acknowledged that staff likely couldn't answer immediately but encouraged that the information be addressed at a later point for the public's understanding.

Larry Jensen, a property owner which directly borders the south side of the proposed development, shared several concerns. First, he noted that the multi-story design of the town homes with many stairs would not be suitable for senior citizens, who he believed would not live in the units but might instead purchase them as investment rentals. Second, he raised concerns about increased traffic, estimating the addition of 52 cars in a small area near both a grade school and a senior center, which he believed could create safety and congestion issues.

Third, Mr. Jensen argued that there is insufficient parking for the proposed commercial spaces. He claimed that visitors would have to park a block or more away and noted that Kaysville's Main Street is not currently a retail destination, but rather a place where people come for single purpose errands and leave quickly. In his view, the project would not change that pattern.

Fourth, he expressed concern about the lack of play space for children in the development. He suggested that the units would likely be rented by young families or couples, but there would be nowhere for children to play, since the nearby school property isn't fully accessible to the public. As a result, he predicted high turnover rates and eventual vacancies, which he felt could lead to safety concerns associated with unoccupied units.

John McClurg Jr., a lifelong Kaysville resident and property owner, spoke in opposition to the proposed development. He noted that he owns a duplex adjacent to the project, placing him within the 50-foot proximity affected by the proposed height variance. Mr. McClurg began by quoting Kaysville's official slogan "*Preserving our historic past, progressing into the future*" and expressed concern that this project does not reflect those values. He emphasized Kaysville's traditional, community-oriented character, and said that despite the applicant's impressive presentation and visuals, the real-life impacts were being overlooked.

Mr. McClurg questioned the practicality of parking for the development, especially given the presence of 26 commercial units and the nearby elementary school. Drawing on his experience as a commercial property owner with nine tenants and hundreds of parking stalls (which are often full), he argued that the proposed project does not realistically accommodate parking needs. He estimated that, based on what was presented, the site could generate over 100 vehicle trips per day, creating congestion and safety hazards especially for children walking to and from school. He emphasized that there is no convenient or safe access in or out of the area without passing by the school, raising serious safety concerns.

Mr. McClurg also argued that it is unrealistic to assume residents and visitors will only park on site. He stated that people will inevitably have guests and multiple vehicles, and that without adequate off-street parking, the overflow would impact surrounding neighborhoods. He stressed that this project is not about opposing growth, but about ensuring development is responsible and well-fitted to the area. While he acknowledged that the Parish family had already sold the property and been compensated, he said the current proposal tries to fit too much density both residential and commercial onto 1.6 acres, which he believes is inappropriate for the community.

He suggested that a smaller scale proposal, such as an 8-plex or a standalone commercial development, might be more reasonable. Mr. McClurg also challenged the claim that the development contributes to affordable housing, stating that nothing in Kaysville is affordable, and that the proposed 1,700 square foot units are unlikely to qualify as affordable options. While he acknowledged that the higher price point might alleviate concerns about transient renters, he believes the project's size, density, and parking limitations make it a poor fit. He

concluded by urging the Commission to “do the right thing” for the neighborhood.

Braeden Hess spoke in support of the proposed project and encouraged the Planning Commission to give it a favorable recommendation to the City Council. He shared his personal experience of facing limited housing options and noted that many in his generation have been forced to move further south or out of state due to a lack of affordable housing in Kaysville. While he was fortunate to find a single family home, he stated that many of his peers were not as lucky.

Mr. Hess described the proposal as a well-thought-out plan that would add value to the community. He responded to earlier concerns about children having nowhere to play, pointing out that there are multiple recreational options nearby, including the elementary school, the city park, and areas near the library. He also addressed concerns about stairs and senior living, stating that whether a unit suits a senior is ultimately a personal decision, not a flaw in the development.

He closed by emphasizing the importance of expanding housing options in Kaysville so more people, especially those who grew up in the city can afford to stay and contribute to the community. Mr. Hess stated that Kaysville is defined by its people, not just its land or open space, and that increasing housing availability helps preserve that character.

Doug Dredge, a Kaysville resident, shared his concern about the timing of the proposed development. He pointed out that the city is currently in the process of creating a comprehensive plan for the downtown and Main Street areas, but that plan has not yet been finalized. Mr. Dredge cautioned that approving a project like this before the plan is complete may be premature, as it's unclear whether the proposed 26 units would ultimately align with the city's long-term vision for the area. He suggested that the city might be “putting the cart before the horse” by moving forward without first confirming how this development fits into the broader downtown strategy.

Cindy Woodward, a resident who lives just a few houses away from the proposed development on Center Street, expressed appreciation for the applicant's presentation but shared several concerns based on her firsthand experience living in the area. She questioned where snow removal would be handled, noting there is no visible space on the site for snow storage. She also raised safety concerns, given the project's proximity to the police and fire stations and said the narrow drive lanes in the proposal appear too small for two-way traffic, let alone access for emergency vehicles. She stated that, as a resident, she has already had trouble navigating the area, particularly since one of the nearby streets was recently converted to one-way traffic.

Ms. Woodward also voiced skepticism about the results of the third-party traffic study, stating that, it is already difficult to get onto Main Street, especially during school drop-off and pick-up hours, when Center Street becomes heavily congested. She described repeated instances of people blocking her driveway, making it difficult to come and go from her home.

In addition, she raised concern about the impact on local schools, especially the high school, which she believes is already overcrowded. Adding new families through this development, she argued, would increase pressure on school infrastructure and teachers an issue that has not yet been fully evaluated. Ms. Woodward urged the Planning Commission to consider the needs of existing residents and the strain on city services and infrastructure, concluding that the project, as currently proposed, is too dense and would worsen already difficult conditions in the neighborhood.

Tucker Hunsaker, a nearby resident, spoke against the project and shared concerns from neighbors who couldn't attend. He questioned the accuracy of the traffic study, noting it was done after schools were out for summer and doesn't reflect the heavy traffic during school drop-off and pick-up. He also worried that the study may not account for future downtown revitalization plans, which could further increase congestion.

Mr. Hunsaker raised parking concerns, explaining that in many townhome communities, garages are often used for storage, meaning more cars end up parked on the street. He also questioned where employees of the commercial units would park and noted that limited enforcement of overnight parking on Center Street and 100 East could worsen the issue, especially with children in the area.

He pointed out that the project appears to have only one vehicle entrance, forcing all traffic onto 100 East, which could become overcrowded. To show community opposition, Mr. Hunsaker shared that he started a petition just 36 hours earlier and had already collected 493 signatures from residents concerned about the project's impact. He concluded by saying the proposal doesn't align with Kaysville's small-town character and urged the Commission to consider the concerns of existing families.

Casey Quaid, a Kaysville resident, spoke in support of the proposed project. She acknowledged the parking concerns raised by others but said the development appears designed to promote walkability rather than relying heavily on cars. Ms. Quaid shared that she drives past Old Main Street daily with her young family and often wishes there were more destinations and shops to make it worth visiting. She felt this project would help create a walkable, vibrant area where families could gather and enjoy local businesses.

Regarding school capacity, Ms. Quaid noted that Kaysville Elementary currently hosts the district's gifted program because it has the space to accommodate more students, suggesting that school overcrowding may not be as significant an issue as some fear.

She also cited language from the city's General Plan, which highlights goals such as fostering social connection, supporting economic growth, strengthening Kaysville's identity, and balancing historic preservation with appropriately scaled development. Ms. Quaid said she believes the project aligns with these goals by preserving the historic church, supporting small businesses, and creating opportunities for residents to connect and engage. She concluded by stating that the proposal would enhance Kaysville's charm, benefit nearby Main Street

businesses, and create a stronger sense of community.

Maggie McBride, a Kaysville resident, real estate broker, and property owner, shared a mixed perspective on the proposed development. While she praised the renderings and overall presentation and acknowledged there are positives to the plan, she raised several significant concerns based on her professional experience.

Her primary concern was parking, noting that similar developments she has worked with often face serious parking shortages. She referenced a nearby project with a similar number of units where residents regularly park off-site due to insufficient parking, creating ongoing challenges for the neighborhood. Ms. McBride also expressed concern about the lack of green space in the proposal, explaining that developments with little or no shared outdoor areas tend to experience high turnover rates, especially among families.

She also highlighted challenges related to small commercial units in Kaysville, stating that the city already struggles to retain small businesses. With the proposed 300-square-foot commercial spaces, she worried many units could remain vacant and become eyesores if demand doesn't match the supply. Additionally, she raised financial concerns, noting that small mixed-use units typically appreciate more slowly and, in the event of an economic downturn, are among the first to depreciate or face foreclosure.

Ms. McBride pointed out that traffic and parking issues are already significant in the area, especially at the nearby elementary school, where she volunteers and often must park up the street due to overcrowding. She also referenced parking problems at her own rental properties nearby, where enforcement has been inconsistent despite repeated requests to the city. She concluded by urging the Planning Commission to conduct more due diligence before making any decision, stressing that these issues should be carefully addressed to avoid long-term problems for the neighborhood.

Darlene Carter, a Kaysville resident and longtime real estate professional, spoke in support of the proposed project. She shared her personal connection with the community, explaining that her husband grew up in Kaysville and that raising their family here has been an important part of their lives. Ms. Carter emphasized the broader housing shortage in Utah, noting that the state is currently the ninth most expensive in the country. She argued that the only way to address the issue is to build more housing, and that medium-density town homes are among the most attainable options for families right now.

Ms. Carter also supported the applicant's request to reduce the required commercial space, addressing concerns about traffic and parking. She pointed out that under the city's code, the 300-square-foot commercial spaces could be used as home offices rather than customer-facing businesses, meaning they may not generate significant additional traffic. Examples included accountants, real estate agents, or other professionals working from home, which she believes aligns with modern work trends.

Responding to earlier claims that developments like this tend to depreciate or create financial risk, Ms. Carter disagreed based on her 20 years of experience in real estate. She argued that providing flexible-use spaces that allow residents to both live and work increases property value and makes the homes more desirable. She concluded by expressing her strong support for the project and emphasized the need for more housing options in both Kaysville and across Utah to help future generations remain close to their families.

Joyce Clarkson, a resident living near the proposed development at 100 South and 100 East, shared her perspective as someone who has lived in her home for over 35 years. She explained that her home, built in the 1870s, predates the historic church on the property and has witnessed significant changes in the area over time. Ms. Clarkson emphasized that she is not opposed to development in general and has met the applicants, whom she described as a “great couple.”

However, she expressed concern about the scale of the project, stating that placing what feels like “three blocks’ worth of homes” on such a small corner lot is overwhelming for the neighborhood. Ms. Clarkson encouraged the Commission to consider the perspective of nearby residents and ask themselves whether they would want a project of this size directly in their backyard. While acknowledging that the property has been an empty field she has enjoyed, she stressed the importance of maintaining a sense of security and livability for existing homeowners.

Pam Hunsaker, a Kaysville resident, expressed opposition to the proposed development, focusing on density, precedent, and traffic impacts. She warned that approving a project of this size could set a precedent, allowing other property owners to pursue similarly dense developments with mixed residential and commercial uses, potentially changing the character of Kaysville over time.

Ms. Hunsaker also raised concerns about traffic and parking, arguing that while the project is intended to be walkable, people will still drive to the area and need somewhere to park. If the development is successful in attracting visitors, she cautioned, the resulting increase in vehicle traffic could strain existing infrastructure and worsen congestion.

Additionally, she questioned the scale of the project, noting that 26 three-story town homes on approximately 1.6 acres feel too dense for the neighborhood. She also asked whether the planned green space would be available to the public or just residents, as this had not been clarified.

Ms. Hunsaker expressed concerns about the commercial component, questioning how the city would regulate the types of businesses permitted. She worried about high-turnover uses, such as nail salons, massage therapists, or other businesses generating frequent visitors, which could increase traffic further. Finally, she argued that residents who want a home office do not necessarily need designated commercial space to achieve that purpose, suggesting that the mixed-use requirement may be unnecessary.

Gary McBride, a longtime Kaysville resident, said he is not opposed to downtown development but raised concerns about the scale and infrastructure demands of the proposed project. He questioned whether the city has the infrastructure to support 26 new town homes in this location and whether installing the necessary utilities would require tearing up roads in the area, potentially causing further disruption.

Mr. McBride also asked whether the impact fees collected by the city would be assessed per townhome and, if so, whether they would adequately cover the strain on city services and infrastructure. Finally, he challenged the claim that the project would provide affordable housing, estimating that each unit would likely cost over \$500,000, which he argued does not meet affordability standards for Kaysville residents.

Austin Ested, a resident living at 5 South, directly next to the historic church and the proposed development site, spoke in opposition to the project. He clarified that he has nothing against the applicant or their family but expressed significant concerns about safety and traffic.

Mr. Ested explained that he has two young children who attend the nearby school and described how congested the area already becomes during school drop-off and pick-up times. He said cars frequently block his driveway, and he often must walk through traffic just to reach his own front door. Mr. Ested warned that adding 26 or 27 new town homes plus additional vehicles from residents, visitors, and family members would worsen congestion and create serious safety risks for children walking in the area.

He concluded by emphasizing that, from his perspective as the closest neighbor to the site, the proposal would make an already overcrowded area unsafe.

Matt Meese, a resident living one block east of the proposed development, shared a balanced perspective. He began by praising the applicant's creativity and expressed enthusiasm about the plan to restore and maintain the historic chapel, which he said adds to the charm of Kaysville's older neighborhoods. However, he raised several concerns about the scale and viability of the project.

Mr. Meese questioned the economic sustainability of the proposed small commercial spaces, pointing out that there is already vacant commercial property next to the nearby Kaysville Creamery, as well as additional unused space above it. He suggested that if there was significant demand for commercial uses, the city should focus on investing in and revitalizing existing Main Street properties rather than adding more small units nearby.

Regarding housing density, Mr. Meese said he might support a smaller-scale proposal around 12 units instead of 26 which he felt would be more compatible with the neighborhood. He also challenged the argument that this project addresses affordable housing needs, noting that there are already at least 60 rental units in the surrounding 10-block area and several modest single-family homes nearby that can be purchased for prices comparable to the proposed town homes.

Finally, Mr. Meese expressed concerns about the precedent this development could set. Allowing such a high-density, mixed-use project could encourage other nearby homeowners to redevelop their properties in a similar way, which he feared could erode the neighborhood's character over time. While he welcomed the applicant's creative vision, he concluded that the current proposal feels too dense and suggested scaling it back to 12 units or fewer.

Jenny Meese, a nearby resident, raised concerns about the layout and functionality of the proposed development. Referring to the site renderings, she questioned how vehicles would maneuver within the property, particularly around the T-shaped intersection shown in the plans. Ms. Meese worried that cars might need to reverse long distances past other homes just to exit, calling the internal traffic flow "chaotic."

She also expressed doubt about the viability of small commercial spaces, noting that Main Street businesses already struggle due to limited parking. Using the example of the Kaysville Creamery, she explained that the city had to create additional parking nearby just to support one small business, raising questions about how this project would handle its commercial component.

Ms. Meese concluded by saying that the project feels too dense and poorly designed for the area but indicated she and other residents might be more open to the development if the number of units were reduced.

Michael Larsen spoke in support of the proposed development. He acknowledged that his opinion might be less popular but emphasized the importance of property rights, stating that landowners should have the ability to make reasonable decisions about how their property is used, within the limits of zoning laws.

Mr. Larsen noted that Kaysville is no longer a farming community but rather a suburban area within a growing metropolitan region along the Wasatch Front. Given Utah's limited available land and severe housing shortage, he argued that higher-density housing like this project is becoming necessary to meet demand.

He also highlighted the benefits of the project, including the renovation of the historic church, which he felt would preserve local character while revitalizing the area. Additionally, Mr. Larsen pointed out the potential for economic benefits, as the development could support nearby Main Street businesses and create momentum to activate currently vacant property.

He concluded by stating that while some nearby residents oppose the project, others in the community would welcome it and see it as a positive contribution to Kaysville's growth.

Emma West, a resident living near 200 South and 200 East, expressed opposition to the proposed development. She began by agreeing on the importance of preserving historic properties and thoughtfully planning the city's future growth but said she believes this project

is premature. Since the downtown and retail plans are still being developed, she argued it's too early to approve a project of this scale without knowing how it fits into the city's long-term vision.

Ms. West suggested that retail uses would be better suited farther west, closer to existing commercial properties such as Zions Bank, the gas station, and other city-owned parcels, rather than pushing them deeper into residential neighborhoods. While she said she supports higher-density housing in general, she felt that the proposed level of density is excessive for this location.

She also raised concerns about infrastructure limitations, snow removal, and traffic flow, as well as the potential for high turnover among residents. Citing her experience living near a rental property that was intended to be owner-occupied but has not been for some time, Ms. West questioned the long-term stability of the neighborhood if projects like this move forward. She concluded by urging the city to take more time before approving projects of this scale, warning that introducing dense mixed-use development into primarily residential areas could have unintended consequences.

Andrew Lloyd expressed support for the proposed development. Recently returning to Kaysville, he reflected on how many people he grew up with now live in West Kaysville and questioned where the next generation will be able to afford to live.

As a loan officer and realtor who works from home, Mr. Lloyd highlighted the benefit of the project's small commercial spaces, explaining that for professionals like him, they could function as home offices with minimal foot traffic. He said this flexibility is ideal for many modern workers and aligns with current housing trends.

Mr. Lloyd described the proposed town homes as an affordable, future-focused housing option, arguing that medium-density housing is necessary to meet Utah's growing demand. He concluded by stating that he fully supports the project and sees it as a positive step forward for Kaysville.

No other speakers came forward, so Chair Packer closed the Public Hearing.

Before moving into Commission discussion, Commissioner Wilf Sommerkorn requested that the applicant, Jake Williams, return to answer a few additional questions.

Commissioner Sommerkorn first confirmed that the commercial spaces within the town homes would not be centrally leased but rather sold with each unit, meaning the homeowner would also own the commercial space. Mr. Williams confirmed this, clarifying that the units are not structured as condominiums.

Commissioner Sommerkorn then asked about the anticipated price range of the units. Mr. Williams estimated they would likely be priced around \$500,000 or higher, acknowledging that

this is not affordable by traditional standards but reflects current market conditions. He added that the inclusion of small commercial spaces could provide homeowners an opportunity to generate supplemental income by using the space for a home business or leasing it out potentially offsetting some mortgage costs and making the units slightly more attainable.

Commissioner Sommerkorn also inquired whether there would be a deed restriction preventing the ground-floor commercial spaces from being converted into residential use. Mr. Williams explained that the current development agreement does not include such a restriction, meaning homeowners would have flexibility to use the space as light retail, a home office, or even an additional bedroom. Ms. Greenwood confirmed that this topic is not addressed in the current agreement but could be added if the Planning Commission recommends it.

Commissioner Toller asked the applicant, Jake Williams, additional questions regarding the project design, access, and common space. Commissioner Toller first clarified Mr. Williams' earlier comments about being "malleable" and asked whether the project truly required 12-foot commercial ceilings on the ground floor to be financially viable. Mr. Williams responded that taller ceilings are not necessary and make construction more expensive. He explained that the amount of commercial space proposed was primarily an effort to comply with zoning requirements and align with the city's General Plan. Mr. Williams also noted that Center Street frontage is ideal for commercial uses and expressed hope that the project could help revitalize Main Street by attracting more activity and encouraging turnover of nearby vacant spaces.

Commissioner Toller next addressed access concerns raised during public comment. Using the site plan, Mr. Williams explained that the single vehicle entrance is located on 100 East, where fire truck access and staging would also occur. He clarified that the design meets building code requirements by ensuring every unit is within 150 feet of fire access. Internal circulation is designed so that driveways are accessed from rear alleyways, while pedestrian access is focused on the front-facing landscaped areas and walkways, separating foot traffic from cars. Regarding common areas, Mr. Williams explained that the project includes a south-side yard with plans for amenities like a playground, hammock area, or bocce ball court. He noted that since the school playground and city park are nearby, the open space design focuses more on landscaping and tree preservation rather than creating large play areas. The space around the historic church would remain private, serving as a buffer between the new development and neighboring properties.

Mr. Williams confirmed that the homes would be alley loaded, meaning driveways and garages are accessed from behind, which allows the front of the homes to maintain a pedestrian-friendly streetscape.

Ms. Greenwood addressed several questions raised during the public hearing. First, she clarified that under fire code, a secondary access point is not required for this development because the threshold is 30 units. With 26 proposed units, the project meets code by providing only one entrance and exit.

Ms. Greenwood then explained the relationship between the city and the state's moderate-income housing requirements, calling it a complex but important issue. She noted that because cities are political subdivisions of the state, the state legislature has the authority to impose requirements, including those related to land use and housing policy. Over the last decade, the state has increasingly mandated cities to plan for and report on moderate-income housing.

Kaysville's General Plan includes a moderate-income housing section based on a state-mandated "menu" of strategies cities can choose from. Some options on the list, like those tied to fixed transit systems, don't apply to Kaysville because the city lacks those resources. However, Kaysville has selected strategies such as rezoning near commercial and employment centers and allowing for densities that may produce moderate-income housing criteria this proposed project satisfies.

Ms. Greenwood stated that the city is required to submit an annual report to the state outlining its actions to support moderate-income housing goals. For example, outcomes on this rezone application would be included in next year's report, which she will submit by August 1, 2026. She also warned that noncompliance carries serious consequences, including daily fines, potential loss of state funding (such as road funds from the gas tax), and restrictions on applying for certain grants.

She concluded by emphasizing that Kaysville is one of 92 Utah cities required to comply with these state reporting requirements and that decisions like this project directly affect the city's ability to remain in good standing with the state.

Commissioner Lott asked how noncompliance with state moderate-income housing requirements would affect Kaysville. Ms. Greenwood explained that the state distributes gas tax funding for road maintenance using a formula based on population and road miles. If Kaysville fails to comply, the state could withhold road funding, meaning either projects wouldn't happen, or the costs would fall directly to Kaysville taxpayers. The city could also lose eligibility for grants and could face daily fines of \$500 for violations.

Chair Packer clarified that the city does not actively seek development or pressure property owners to propose certain projects or densities. Instead, the city processes applications as they are submitted and evaluates them individually against existing zoning and planning requirements. Ms. Greenwood added that the city does not generally initiate rezoning on properties unless it owns the land.

Ms. Greenwood stated that there is sufficient capacity for water, sewer, and power to support the proposed project, based on conversations with the Sewer District and other utility providers. She also clarified a misconception raised during public comments about parking near the Kaysville Creamery: the additional parking on Center Street was created as part of a collaborative effort between the city, UDOT, and local businesses to support all Main Street businesses, and was not specifically done for one single business.

Ms. Greenwood also addressed concerns about school capacity, explaining that the Davis School District uses a formula to estimate the number of students generated by new housing. Under that formula, townhome units produce an average of 0.25 students per unit, meaning this 26-unit project would likely add about seven or eight elementary-aged students. She further noted school enrollment numbers are declining in several areas of the City because housing prices are too high for many young families.

Chair Packer asked Ms. Greenwood about the occupancy rate for commercial spaces in Kaysville, expressing concern about the amount of commercial space included in the project and whether there would be sufficient demand to fill it.

Ms. Greenwood explained that, as part of the City Center Small Area Plan project, a market analysis was conducted by the consultant team. The study found that Kaysville's commercial vacancy rate is extremely low, indicating a high demand for retail and commercial space. She noted that many of the proposed units would likely function as live-work spaces, where residents use the lower-level commercial areas as private offices, meaning they would not generate significant customer traffic or place a heavy demand on parking.

Commissioner Toller asked staff for clarification regarding the zoning designation of the property and the process for considering a rezone request. Ms. McNamara explained that the current application seeks to rezone the property from Agricultural (A-1) to Central Commercial (CC) with a Mixed-Use Overlay.

Commissioner Toller pointed out that the Future Land Use Map shows the site categorized as "religious" because of the existing church. Ms. McNamara clarified that Kaysville does not have a specific zoning designation for religious uses in the city code. Instead, the religious category on the Future Land Use Map reflects historical usage.

Commissioner Toller then asked whether the property must be rezoned to central commercial or if other zoning categories, such as Mixed-Use Commercial, could be considered. Ms. McNamara explained that staff evaluates rezones based on the Future Land Use Map, which provides a high-level vision of expected land uses and the city's General Plan, which outlines the long-term goals and guiding principles for development.

Ms. McNamara emphasized that in Utah General Plans are advisory, not mandatory, meaning the city is not legally required to rezone properties exactly according to the Future Land Use Map or any other portion of the General Plan. If a proposal aligns strongly with the General Plan's objectives, staff can recommend approval even if the map's designation differs from the proposed zoning.

Mr. Williams explained the reasoning behind the zoning request, the unit count, and the project's financial considerations. He stated that he and his team worked closely with city staff to determine the best zoning fit based on surrounding properties and the General Plan. Since the area north of the site including Zions Bank and most of Main Street is already zoned Central

Commercial (CC), they determined that pairing a CC designation with a Mixed-Use overlay would align with nearby land uses and the city's long-term vision.

Mr. Williams addressed concerns about the number of proposed units, explaining that it was not arbitrarily selected. He currently has the property is currently under contract with the Parish family, and the unit count was calculated backwards from the sale price to determine how many dwellings would be necessary to make the project financially viable. He stressed that reducing the number of units would reduce the land value, making it unlikely that the Parish family would proceed with the sale.

Regarding the commercial space requirement, Mr. Williams noted they are flexible. While the proposal includes 15% commercial space, they are open to reducing it if the City Council feels strongly, if it still meets financing and zoning needs.

Mr. Williams emphasized that this project is personal, as his family plans to live on the site. He described it as a "dream project," not one designed for maximum profit, but said the financing and contract terms ultimately require a certain unit density to make the project feasible. He concluded by noting that some form of rezoning is necessary regardless of the proposal, since the current agricultural designation limits the property's future use.

Commissioner Sommerkorn added that the "religious" designation likely reflects the fact that a church existed there historically, not an intent to limit future development. Since circumstances have changed, alternative land uses can be considered appropriate.

Commissioner Wilf Sommerkorn opened the Commission's deliberation by reflecting on his 40-year career as an Urban Planner and providing context on growth and change in cities. He noted that new development proposals are often met with community resistance but emphasized that cities are not static and must adapt to demand and growth. Commissioner Sommerkorn stressed that Kaysville, like many communities, needs to accommodate future generations while balancing thoughtful planning.

Turning to the proposed project, Commissioner Sommerkorn acknowledged its proximity to Main Street, Zions Bank, Center Street, and City Hall, stating that the location makes higher density housing reasonable. He pointed out that multi-family and medium-density developments already exist nearby, meaning the character of the area would not drastically change. However, he raised several concerns, primarily related to the Mixed-Use overlay and ground-level commercial spaces.

Commissioner Sommerkorn explained that mandatory commercial requirements in mixed-use projects can lead to vacant storefronts if there isn't sufficient market demand. While this proposal differs because the commercial spaces would be sold with the residential units, making them live-work opportunities, he questioned whether buyers would ultimately convert them into residential use. Since the Development Agreement does not prohibit that conversion, he worried the project may function as a residential development than a true Mixed-Use zone.

Commissioner Sommerkorn also discussed density considerations. Kaysville's highest existing residential zone allows approximately 15.5 units per acre, while this project proposes 16.8 units per acre, placing it above the city's typical thresholds. He suggested it may be more appropriate to treat the site as high-density residential rather than forcing a Mixed-Use designation that might not be fully utilized as intended.

Commissioner Sommerkorn noted concerns about the limited green space within the project. While nearby parks and schools could provide recreational options, the on-site open space appeared minimal, which he viewed as less desirable for long-term livability.

Commissioner Toller questioned whether the proposed zoning designation and density are appropriate for the site, expressing concern that the current plan may not balance practicality with intended land use goals.

He noted that the proposal appears to include seven to ten commercial units along the project's perimeter, which might be feasible given their visibility and accessibility. However, he raised doubts about the viability of commercial spaces located within the interior portions of the development, referring to them as being effectively on "alley-like" access points.

Drawing on his professional experience as a commercial lender, Commissioner Toller explained that he would struggle to justify the financial feasibility of these interior commercial units. He suggested that the Commission should carefully consider whether the Mixed-Use overlay is the best fit for this site or whether a different approach to zoning and density would make the development more functional and marketable.

Commissioner Young expressed support for the Mixed-Use zoning designation, emphasizing its flexibility and potential benefits to the community. She stated that there is no guarantee that all proposed commercial spaces would be filled with active businesses, providing the opportunity for viable commercial uses near Center Street and Main Street could strengthen the area's walkability and create charming, boutique-style destinations.

Commissioner Young acknowledged that many of the commercial spaces would likely function as home offices, but she viewed that flexibility as a positive feature rather than a drawback. By allowing a mix of residential, office, and potential retail, the project could adapt to market demand while still enhancing the architectural character of the downtown area. She concluded by noting that this location is well-suited for slightly higher density and varied housing options. In her view, the project's design quality and integration with surrounding development make it a thoughtful plan, and she expressed that she would welcome it as a neighbor.

Chair Packer shared his perspective on the proposal, agreeing with several points raised by other Commissioners while highlighting key considerations. He supported the idea of having commercial uses along Center Street, noting that Mixed-Use zoning can provide a softer transition between fully commercial areas like Main Street and surrounding residential

neighborhoods.

Chair Packer acknowledged concerns about the interior commercial spaces, questioning their long-term viability and whether they would realistically function as active retail or become home offices. He stressed the importance of maintaining some level of commercial frontage, particularly along Center Street, to support walkability and strengthen nearby business activity. He also addressed density concerns, recognizing that the proposal's 16.8 units per acre exceeds Kaysville's current highest residential density zone (RM), which allows 15.5 units per acre, but only slightly. Chair Packer explained that similar levels of density already exist elsewhere in Kaysville, often without noticeable impact on surrounding neighborhoods. He argued that higher density near Main Street is beneficial for sustaining local businesses, as it places residents within walking distance of shops and services.

Regarding traffic and school safety, Chair Packer said he reviewed other elementary schools in the area and found that several are located on busier streets and surrounded by higher-density housing than what is proposed here, yet they continue to operate successfully. While he acknowledged the community's concerns, he suggested that the practical impact might be less dramatic than many fear it will be.

Chair Packer expressed support for limiting the height of the two southernmost units near adjacent single-family homes to ease the transition into the surrounding neighborhood. He also noted that the proposed 26-unit count is comparable to nearby blocks, which already have 23–24 units, indicating that the project would not dramatically alter the overall density of the area.

Commissioner Sommerkorn highlighted the state's housing crisis and noted that the Utah Legislature has been pressuring cities to increase housing supply to address affordability concerns. While he acknowledged that this specific project may not provide truly affordable housing, he stressed that adding more housing options overall could help ease pricing pressures in the long term.

Commissioner Sommerkorn clarified that he would not support this level of density everywhere in Kaysville, but he felt this location was appropriate because of its proximity to Main Street, its adjacency to existing commercial properties, and its connection to major roads. In his view, these characteristics make the site a logical place for higher density development.

However, he raised several design-related concerns. He stated that he would like to see revised architectural renderings to ensure the buildings—particularly those fronting the street—are designed to blend with the surrounding neighborhood and maintain visual harmony.

Additionally, Commissioner Sommerkorn emphasized the need for more green space within the project to improve livability. He suggested that this could require reducing the total number of units, even though that might affect the project's density goals.

Finally, Commissioner Sommerkorn reminded the Commission that because the project

involves a Development Agreement, the city has the ability to negotiate conditions before granting the rezone request. He recommended using this process to address concerns related to design, green space, and overall integration with the neighborhood.

Chair Packer emphasized that the location of the proposed project makes it suitable for higher density development. He noted that the site is immediately adjacent to commercial areas, with no residential housing to the north, and is close to public transportation options. He also highlighted that, thanks to the historic Bamberger rail line, the surrounding streets are exceptionally wide compared to typical city streets, which helps create a smoother transition between higher density uses and surrounding residential areas.

Chair Packer also discussed parking considerations, pointing out that the block to the north successfully accommodates angled parking on both sides of the street while still maintaining a wider driving lane than what is typical on streets with parallel parking. He suggested that the existing street layout could help mitigate traffic and parking concerns associated with the project.

Commissioner Lott spoke in favor of addressing the city's need for denser housing, citing regional growth pressures. She highlighted that Kaysville is geographically situated between Salt Lake City and Ogden—two of Utah's largest cities—and is also larger in population than nearby Farmington. Given Kaysville's location and size, Commissioner Lott said it is unrealistic to believe the city can remain a "sleepy town" without facing financial and other challenges.

Commissioner Lott acknowledged having some concerns about the number of proposed units but emphasized that the city must confront the inevitability of growth. She urged the Commission to consider where higher-density projects should be located if not here, stressing that this site is a strong candidate due to its proximity to Main Street, public transportation, and other commercial areas.

Chair Packer reflected on the challenges of balancing growth with community concerns and property rights. He noted that, as Commissioners and Kaysville residents, they often consider how each proposal would impact their own neighborhoods, acknowledging that development is inevitable in many areas.

Chair Packer emphasized the need to respect the rights of private property owners to develop their land while ensuring that projects comply with city zoning standards. He pointed out that the proposed building heights are consistent with surrounding zoning—most nearby areas allow up to 30 feet, while the Main Street Commercial District allows 35 feet.

Chair Packer said the project offers two-car garages for each unit, which is more than many nearby town homes and duplexes, where single-car garages are common. He also addressed concerns about affordability, noting that it would be unrealistic to expect developers to propose units priced at \$200,000–\$300,000, as such price points are simply not feasible in today's housing market.

Commissioner Sommerkorn raised concerns about whether granting the Mixed-Use overlay in its proposed form would undermine the original intent of the city's Mixed-Use zoning regulations. He explained that the overlay was created to encourage developments that integrate residential and commercial uses, supporting a more walkable, vibrant city center. However, the applicant is requesting to reduce the required commercial space from the 30% minimum to 15%. Commissioner Sommerkorn cautioned that if the city does not impose restrictions preventing these ground-level spaces from being converted into residential uses, the actual commercial component could end up being significantly lower than 15%.

While he acknowledged there may be some benefit to maintaining commercial options especially for the units fronting Center Street he questioned whether the project, as proposed, would truly fulfill the purpose of the Mixed-Use zone. He expressed concern that the development could effectively function as a high-density residential project rather than a true Mixed-Use development, potentially falling short of the city's long-term goals for commercial activation in the area.

Chairman Packer agreed with Commissioner Sommerkorn's concerns about the 15% commercial space proposal, noting that while the reduction might make the project more compatible with surrounding neighborhoods, it could also undermine the purpose of the Mixed-Use overlay.

Commissioner Lott asked whether it might make more sense to zone the property RM (high-density residential) instead of Mixed-Use. Commissioner Sommerkorn explained that RM zoning would better reflect the likely use of the property if most of the ground-level spaces ultimately become residential. However, he expressed hesitation about that approach, noting that it would eliminate flexibility for owners who might want to use their ground-level spaces commercially.

Chair Packer added that part of the appeal of the project lies in its flexibility and creativity, which could be lost under RM zoning. Commissioner Lott then questioned whether RM zoning would reduce traffic impacts compared to Mixed-Use. Commissioner Sommerkorn clarified that, in general, commercial uses tend to generate more traffic than residential, but the small size of the proposed commercial spaces makes their overall impact likely minimal.

Commissioner Sommerkorn made a motion to continue the application rather than making an immediate recommendation. He explained that additional time was needed to address two main concerns:

1. Green Space – Commissioner Sommerkorn emphasized the need for more open and shared green space within the project, noting that this would likely require reducing the number of proposed units to create a better balance between density and livability.
2. Commercial Space Considerations – He also called for further review of how the commercial component should be handled. This includes evaluating whether the proposed Mixed-Use (MU) zoning is appropriate or whether high-density residential (RM) zoning would better align with the project's actual intended use, given the limited

size of the commercial spaces and the possibility that many could become residential or home office spaces.

Commissioner Toller seconded the motion.

Commissioner Sommerkorn amended his motion to continue the application to a specific date so the public would know when to return for further discussion. After input from Ms. Greenwood, it was agreed that the item would be continued to the September 11 meeting rather than the next scheduled meeting.

Commissioner Paul Toller confirmed his second on the motion with the updated date. This continuation allows time for staff and the applicant to address the Commission's primary concerns of adding more green space and potentially reducing unit count and reevaluating the commercial space requirements and whether Mixed-Use zoning or high-density residential zoning is more appropriate. The vote was unanimous in favor of the motion (6-0).

Commissioner Packer: Yay
Commissioner Young: Yay
Commissioner Moore: Yay
Commissioner Sommerkorn: Yay
Commissioner Toller: Yay
Commissioner Lott: Yay

7- APPROVAL OF THE MINUTES FROM THE JUNE 25, 2025 PLANNING COMMISSION

At the close of the meeting, Commissioner Lott made a motion to approve the June 26, 2025, Planning Commission meeting minutes as presented.

However, several Commissioners, including Commissioner Toller, Commissioner Young, and Commissioner Sommerkorn, indicated they had not attended that meeting and either abstained or were reluctant to vote. With only three Commissioners comfortable voting, the Commission did not have a sufficient majority to approve the minutes.

Ms. Greenwood clarified that, in accordance with Commission bylaws, a majority of the quorum present is required for approval. Since that threshold was not met, the Commission agreed to defer approval of the June 26 minutes to the August 28, 2025, meeting.

8- OTHER MATTERS THAT PROPERLY COME BEFORE THE PLANNING COMMISSION

Ms. Greenwood provided several updates regarding upcoming planning matters and ongoing projects:

- Upcoming Planning Commission Meeting (August 28, 2025):
 - The agenda will include the Symphony Homes and the Ivory Homes property rezone, affecting 52 acres west of Sunset Drive. Ms. Greenwood anticipated significant public input due to the size and impact of these proposals.
 - A smaller rezone request from Phil Holland will also be on the agenda. This

request involves adjusting property lines near the new LDS Stake Center at 200 North and Angel Street and converting part of a deep commercial parcel into a four-lot residential subdivision. Ms. Greenwood noted this item is expected to be less controversial.

- Small Area Plan:
 - Ms. Greenwood confirmed that a second open house is tentatively scheduled for September 9 or 10 to gather additional public input.
 - The public survey on the small area plan remains open until August 17, with approximately 130–140 responses submitted so far. The city hopes to gather more engagement via newsletters, social media, and outreach to local businesses.
 - She expressed disappointment at the low participation from stakeholder groups, particularly from business owners along Historic Main Street and North Main Street, despite targeted invitations. Ms. Greenwood indicated the city will continue moving forward using data from the surveys, open houses, and tabling events.
 - The goal remains to adopt the small area plan by November or December 2025.
- General Plan Water Element:
 - Ms. Greenwood announced that the city must incorporate a water element into the General Plan by the end of the year, as required by state code.
 - Given the technical nature of water planning and the city's reliance on purchased water from providers such as Weber Basin, the city will work primarily with consultants, engineers, and irrigation providers.
 - Public involvement will likely be limited to a Planning Commission hearing before adoption.
 - Ms. Greenwood secured a \$15,000 state grant to support this work, which will be completed using the same consultant managing the small area plan to streamline coordination.

9- ADJOURNMENT

Chair Packer adjourned the meeting at 9:58pm.

PLANNING COMMISSION STAFF REPORT

To: Kaysville City Planning Commission
From: Anne McNamara, Senior Planner
Date: September 3, 2025

Agenda Item #4: Conditional Use Permit for an EMC sign for Maverik located at 888 West 200 North

Meeting Date	September 11, 2025
Application Type	Conditional Use Permit
Applicant Owner	Skyler Walser Maverik
Address Parcel ID Number	888 West 200 North 11-096-0034
Lot Size	2.44 acres 106,286 ft ²
Current Use	Gas Station
Conditional Use	Electronic Message Sign (EMC)

1. BACKGROUND

Skyler Walser with YESCO signs is requesting a conditional use permit to allow Maverik to install an Electronic Message Sign (EMC) at 888 West 200 North. An existing freestanding electronic sign will be replaced to allow for updated electrical components to be installed. The sign will be placed on the 200 North facing side of the property where the existing sign is currently placed/ EMC signs are permitted as a conditional use in the Light Industrial zone subject to the provisions found in [KCC 17-33](#).



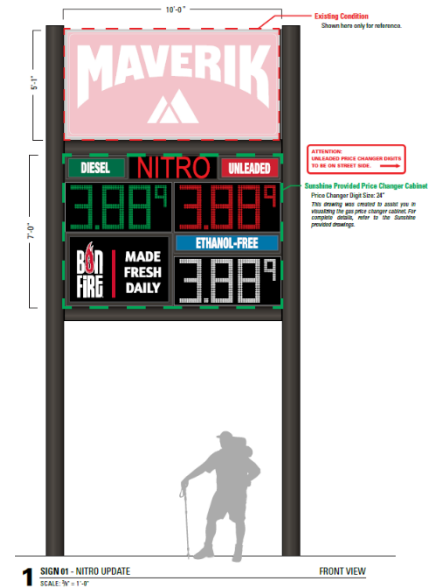
2. ZONING

The property located at 888 West 200 North (Parcel 11-096-0034) and is zoned as Light Industrial (LI). EMC signs are subject to the regulations found in 17-33-9 which are listed below:

17-33-9 Signs Permitted By Zone

Size: Allowable EMC size shall not exceed 50% of total allowed sign size and not more than 75% of any sign cabinet.

Location: EMC signs shall not cause glare or rapid blinking, nor be intensely lighted so as to create a nuisance or hazard to vehicular traffic, pedestrians, or adjacent properties. EMC signs shall be capable of being programmed to automatically dim according to ambient light conditions. Conditional use in zones where permitted. Allowed only as part of monument and ground signs. As part of the conditional use review the designated Land Use Authority may consider hours of operation, sign height, sign size, and/or setbacks from property lines.



3. SURROUNDING NEIGHBORHOODS & USES

The property is surrounded by

Adjacent zoning:

- To the north of the property are several LI properties that are part of Kaysville Business Park.
- To the east of the property are additional LI properties in the Kaysville Business Park, a large cluster of general commercial properties and the I-15 interchange.
- To the west of the property is LI and R-A and Barnes Park.
- To the south of the property is a mixture of LI and R-1-20 lots.

4. FINDINGS

The proposed sign meets requirements outlined in 17-33 Sign Regulations and with the following codified provisions, there should not be a need for additional conditions:

a) Setbacks

KCC 17-33-7 provides general sign provisions for what setbacks are applicable. According to KCC 17-33-7 (4) all signs shall be at least eighteen inches from the property line measured from the leading edge of the sign. The applicant's site plan demonstrates compliance with this standard.

b) Lighted Signs

According to KCC 17-33-7(6) all illuminated signs shall not be installed in a location that permits the light to permeate beyond the property in a manner than interferes with adjacent properties. The illumination plans for the sign show compliance with this standard.

c) Maintenance of Signs

According to KCC 17-33-7(9) all signs shall be maintained in a safe presentable condition.

d) Abandonment of Signs

All signs that fail to meet the maintenance provisions provided in KCC 17-33-7(9) will be subject to the requirements of 17-33-7(10) that outline compliance and fee requirements for abandonment of any permitted signs.

5. PUBLIC NOTICING AND PUBLIC COMMENT

A sign was placed on the property on September 5, 2025. As of the date of this report, no comments have been received.

6. RECOMMENDATION

Staff is recommending approval of this application with any conditions the Planning Commission feel are appropriate based on the standards outlined in [KCC 17-30-8 Conditional Use Standards](#).

PLANNING COMMISSION STAFF REPORT

To: Kaysville City Planning Commission
From: Anne McNamara, Senior Planner
Date: September 4, 2025

Agenda Item #4: Rezone request for 80 Easter Center Street from A-1 Light Agricultural to CC Central Commercial with a Mixed Use Overlay ([Continued from August 14, 2025](#))

Meeting Date	September 11, 2025
Application Type	Rezone
Applicant Owner	Jacob Williams Chapel School LLC
Address Parcel ID Number	80 East Center Street 111-08-0021
Lot Size	1.6 acres 69,696 ft ²
Current Use	Religious Institution/Single Family Home
Current Zoning	A-1 Light Agricultural District
Density Entitlement	1 dwelling unit
Requested Zoning	CC Central Commercial with a MU Mixed Use Overlay
Density Entitlement	Density Approved Through Development Agreement – 24 units requested

1. BACKGROUND

This item was continued from the [August 14, 2025, Planning Commission meeting](#). The Planning Commission requested the applicant and staff to work together to draft an updated site plan showing a higher proportion of green space, evaluate the requested number of dwellings as well as the incorporation of a mixed use overlay given the potential issues with commercial space feasibility.

To address the concerns mentioned in the previous meeting, the applicant has removed 3 townhomes to increase the amount of open space. The applicant is now seeking a total of 24 dwellings, reduced from the previous number of 27. The applicant chose to remove the three townhomes on the southeast boundary of the project which are closest to the existing twin homes at 62 and 68 South 100 East.



2. ZONING & DEVELOPMENT AGREEMENT

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

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

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

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

[KCC 17-27-7 Development Standards](#) creates a base for project standards, but the ordinance also realizes the unique characteristics that each mixed use project has, so the ordinance allows for some variation through the DA.

The additional variation requested for the site is the percentage of commercial square footage required under the MU zone. [Section 27-3-2\(b\)ii](#) sets a benchmark of 30 percent of the combined square footage of the project be commercial building space. Per the terms of the Development Agreement, the project will provide roughly 7,200 square feet of commercial square footage. This is approximately 15 percent of the project's overall square footage, so this is half of the desired benchmark. If the historic Presbyterian Church were to be demolished, meeting the 30 percent threshold would be much easier. The Planning Commission may want to give consideration for the preservation of the historic presbyterian church in exchange for the reduction in the commercial space benchmark.

Building Square Footage	# Units	Square Footage/Unit	Total
Townhomes	23	1,740	40,020
Single Family (Historic Church)	1	7,501	7,501
Total Square Footage			47,521
Commercial Square Footage	# Units	Square Footage/Unit	Total
Townhome Commercial	23	260	5,980
Single Family Commercial	1	1,132	1,132
Total Commercial Square Footage			7,112
Percent Square Footage			Total
Percent Residential/TownhomeUnit			15%
Percent Single Family			15%
Total Percent Commercial			15%

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

Development Agreement

During the August 14, 2025, Planning Commission meeting, Commissioner Sommerkorn made a motion to continue the item to the September 11th meeting, to allow the developer to meet requests from the Commission regarding the details of the application. These changes were requested to provide the clarity the Commission felt necessary, before providing a positive recommendation to City Council. On a procedural level, the Planning Commission is providing a recommendation on all aspects of the zoning change, including the development agreement as well as the site plan.

- A. **Number of Dwellings:** A total of 24 residential dwelling units are included in the project, 23 which will be townhomes. Thirteen of these townhomes will include dedicated workspace on the ground level with a 12' ceiling height on the ground floor. The remaining ten townhomes, located on the interior of the lot, will also include commercial space but would have a 9' ceiling height on the ground floor. Per the development agreement, the overall residential unit count will not exceed 24 units. This project would be considered a medium density project, with the allowance of about 15 units per acre. By comparison, the City's R-M zone allows about 15.5 units per acre, putting the overall density of the proposed project at 0.5 less units per acre.
- B. **Parking:** The MU zone requires 2.5 parking spots per 3-bed dwelling. Each townhome will include a 2-car garage, and the single family home includes a 4-car garage. In addition to the garages, the developer is providing 13 unassigned onsite parking stalls. A total of 63 onsite parking stalls will be provided, including the garages and the 13 unassigned stalls.

With approximately 7,200 square feet of commercial space, KCC 17-32 Off-Street Parking and Loading would require a total of 12 parking stalls. The MU code allows for parking reductions based on proximity to transit locations. Given the UTA bus stop on Main Street, this project is eligible for, and the developer is requesting a ten percent parking reduction, which is a reduction of seven stalls. Two additional on-street parking stalls are being requested to meet the total requirement of 65 parking stalls.

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

Parking			
Residential			
Units	Number units	# Spaces/Unit	KCC Requires
3 bedroom +	24	2.5	60
Residential Total	24		60
Commercial			
Classification	S.F. Commercial	# Spaces/S.F.	KCC Requires
Less Intensive Commercial	7,112	1.5/1,000 S.F.	12
Commercial Total			12
Total Required (Residential & Commercial)			72
<i>10% Transit Reduction</i>			7
Total w/ Parking Reduction			65
On-Site Parking Provided			63
On-Street Parking Allowance			2
Total Parking Provided			65

- C. Building Height: Building height is defined as the vertical distance from grade plane to the average height of the highest roof structure.

After hearing concerns from the public and the Planning Commission, the applicant is requesting a different variation to height regulations for the ten interior townhomes and is requesting the height on the ground floor be nine feet (as opposed to 12 feet), allowing the overall height on these ten units to be reduced to the standard height of 30 feet which is found in all the city's residential zones. This softens the impact on the neighboring residential uses to the south of the subject parcel as it buffers them with open space. These ten units would still include the ground floor space that could be dedicated to a commercial use or a home office.

The height for the remaining 13 townhomes lining the western property line (bordering the Zion's Bank property) and the units along Center Street would still be 34 feet tall to the top of the roof with a 3 foot parapet wall projecting to a total overall height of 37 feet, allowing the parapet wall to hide mechanical equipment. The units along Center Street and the western property line will be the live/work units with a 12 foot ground floor height as originally proposed. The height limits in the Central Commercial zone are 35 feet, and the proposed parapet wall to mask the roof equipment would be allowed by code section [17-25-2 Height Limit Exceptions](#).

- D. Open Space: The project site will have 16,407 square feet of open space dedicated for the townhome units with a total of 29,300 square feet of green space for the total project area. This brings the percentage of green space for the townhome land only to be 33.3% of the total, and the percentage of green space for the total project to be 42%.

3. RECOMMENDATION

Based on the factors Staff has outlined in the [prior report for the August 14, 2025 Planning Commission meeting](#) regarding the support provided by General Plan, staff recommends the

Planning Commission forward a recommendation of approval of the proposed zone change from A-1 to CC with an MU overlay.

The Planning Commission may make a recommendation to the City Council to approve or deny the rezone request, as well as ask for additional changes to the proposed project.

PLANNING COMMISSION STAFF REPORT

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

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

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

1. BACKGROUND

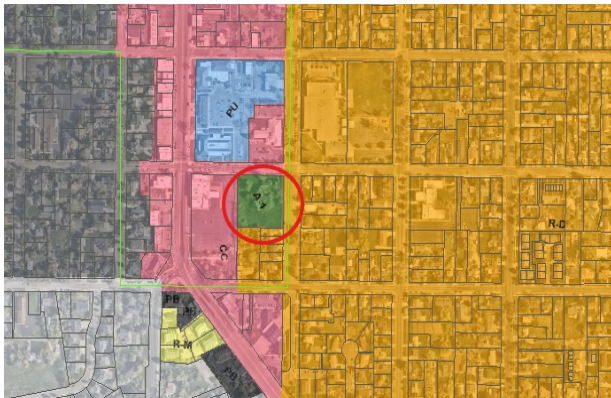
Jake Williams submitted an application to rezone property located at 94 East center Street from [A-1 Light Agriculture](#) to [CC Central Commercial](#) with a [MU Mixed Use Overlay](#). The property has an existing single family home in the back portion of the site, as well as a historic Presbyterian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

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



2. SURROUNDING LAND USE AND ZONING

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



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

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

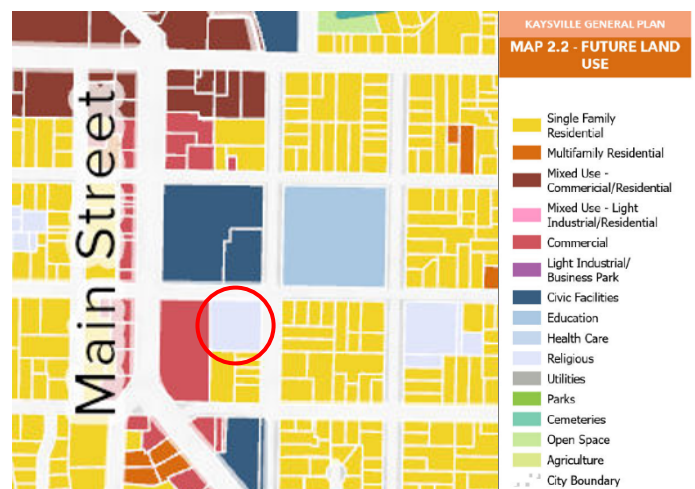
East – to the east of the site is a large section of R-D zoned single family homes.

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

3. 2022 GENERAL PLAN

A. FUTURE LAND USE MAP

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



B. GUIDING PRINCIPLES

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

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

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

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

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

C. GOALS, OBJECTIVES, AND IMPLEMENTATION MEASURES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4. MIXED USE ZONING DISTRICT OVERLAY

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

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

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

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

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

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

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

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

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

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

5. PROJECT SPECIFICS AND DEVELOPMENT AGREEMENT DETAILS

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

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

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

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

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

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

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

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

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

6. PUBLIC NOTICE

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

7. RECOMMENDATION

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

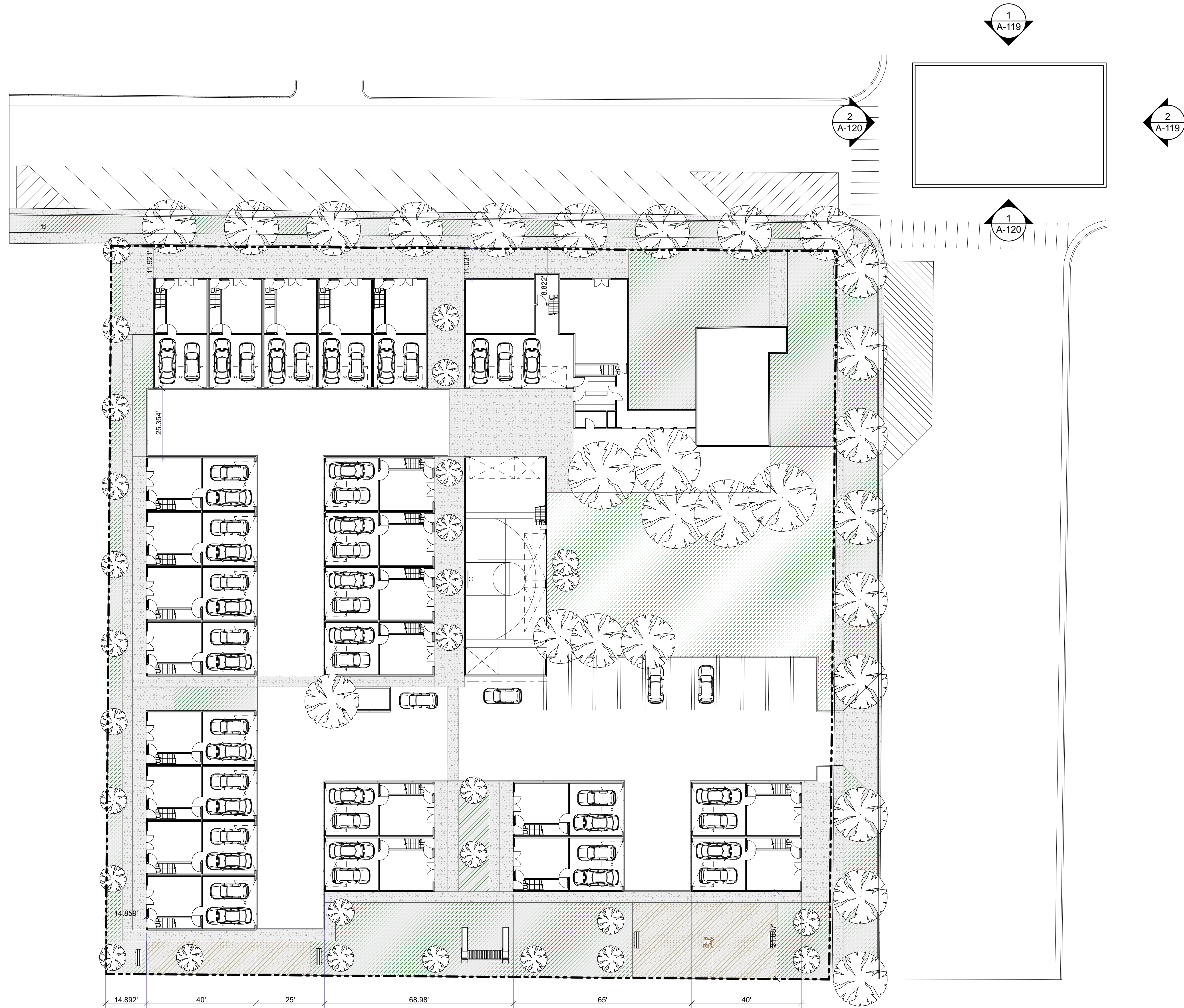
Chapter 1, which contains the Land Use and Placemaking plan, encourages the concentration of both redevelopment and newer commercial uses in the vicinity of the City Center, a goal which this project addresses on both counts. Similarly, the goals in Chapter 3 on Housing and Neighborhoods instructs for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

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

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

Findings for a recommendation of approval include:

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





South Elevation

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









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

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

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

RECITALS

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

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

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

WHEREAS, the City granted a rezone to Central Commercial with a MU Mixed Use Zoning District Overlay of the property and authorize the development of the Project proposed by Developer in conformance with this Agreement, City Ordinances, and applicable Utah law;

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

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

AGREEMENT

1. GENERAL DESCRIPTION

A. Area Description.

- i. The property upon which the Project shall be developed (the “Property”) is located as shown on the Property Location Map, a copy of which is attached as Exhibit A hereto and incorporated by reference herein.

- ii. The property is located at 80 East Center Street, City of Kaysville, County of Davis, State of Utah and is further described in a legal description in Exhibit B, and more particularly described as parcel number 11-108-0021 is 1.6 acres in size.
- B. Project Description. The Project proposed is a Central Commercial with a Mixed Use Overlay development as shown in Exhibit C (the “Site Plan”) and shall include no more than 26 live/work townhomes units and shall be constructed in substantial conformance to this agreement, and the attached concept site plan and renderings. The project also includes the preservation of the historic Presbyterian Church building, which will be refurbished to function as one single-family home, with commercial storefront space along Center Street. In total, the project includes ~~2724~~ dwellings. The project further includes community amenities, onsite open space and a designated parking area.
- C. Substantial Conformance. Developer shall complete project as approved and authorized by this agreement and agrees to substantially conform to exhibits, requirements and details in this agreement. Substantial Conformance shall mean and includes minimal fluctuations in overall project layout, which is subject to final design.
 - a. A reduction in the number of residential units may be approved by Community Development Director. If the number of units are reduced, applicable and proportionate reductions on parking and open space may be approved by Community Development Director so long as reductions comply with applicable city ordinances.
 - b. Changes or substitutions to promised amenities are allowed so long as open space requirements are met and the Community Development Director authorizes the changes to be an improvement or like substitution to amenities.
 - c. Other changes to the project shall be approved by the City Council through an amendment to this agreement, including but not limited to an increase in the number of dwelling units or a reduction of commercial space.

2. DEVELOPMENT STANDARDS AND GUIDELINES

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

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

- iii. Architecture. Developer shall construct the Project in substantial compliance and conformance with the architectural style, renderings and color and materials shown in Exhibit E.
- iv. Building Height. Building height is defined as the vertical distance from grade plane to the average height of the highest roof structure. To accommodate three stories, [the 13 commercial storefront townhomes buildings located along Center Street and adjacent to parcel 11-108-0123](#) shall not be more than 34' with a 3' parapet wall extending to 37' as allowed by code to hide rooftop maintenance equipment. [The ground floor level shall have a 12 foot ceiling height. The remaining ten interior townhomes shall have a nine foot ground floor ceiling height and be no more than 30 feet in height.](#)
- v. Setbacks. The MU overlay allows for variations in setback regulations. The underlying CC zone does not have setback requirements; therefore, the setbacks will be determined according to the information provided by the Developer on the Site Plan. Setbacks shall meet the following minimum standards.
 - a. Rear setbacks on all driveways/garage shall be a minimum of 20 feet.
 - b. Setbacks between the sides of buildings shall be a minimum of 8 feet.
 - c. Setbacks between the south property line shall be a minimum of 20 feet.
 - d. Setbacks between the east property line shall be a minimum of 17 feet.
 - e. Setbacks between the west property line shall be a minimum of 13 feet.
 - f. Setbacks between the north property line shall be a minimum of 9 feet.
- vi. Open Space & Amenities Plan. Open space is defined as usable, functional open space for outdoor leisure and does not include planting strips.
 - a. Amenities shall include:
 - i. Walking path around the perimeter of the property.
 - ii. Pedestrian plazas incorporated into the storefronts of the ground level commercial space.
 - iii. Internal courtyard to the rear of the storefronts along Center Street to allow for gathering space.
 - iv. Hammocking Area.
 - v. Bocce Ball Court.
 - vi. Dog Run.
- vii. Parking.
 - a. Required Parking. Calculations for required commercial parking are based on the currently adopted Kaysville City Code 17-32 Off-Street Parking and

Loading while residential parking is regulated by Kaysville City Code 17-27 Mixed Use Zoning District Overlay.

- i. **Parking Reduction.** Per 17-27-7-5(3)ii Developer is requesting, and City agrees to grant a 10% parking reduction based on Project being within 1/8 mile of the transit stop at Main Street and Center Street. Prior to the parking reduction being calculated, the total required parking for the overall project is ~~80-72~~ stalls ~~and Developer~~. The transit based parking reduction reduces the parking requirement by 10% or ~~8-7~~ stalls, with the project requiring ~~72-65~~ parking stalls after the application of the parking reduction.
- ii. Developer shall provide ~~69-65~~ on-site parking stalls as indicated in the site plan.
- iii. **Residential Parking.** Per 17-27 Mixed Use Zoning District Overlay, a total of ~~68-60~~ parking stalls ~~are is~~ required for the residential uses. Developer shall provide:
 1. A two-car garage for each of the 23 townhomes, for a total of ~~52-46~~ parking stalls.
 2. A four-car garage for the single-family home, for a total of four parking stalls.
 3. An additional 13 parking stalls on site.
- ~~iv.~~ **Commercial Parking.** Per 17-32 Off Street Parking and Loading, City is classifying uses as “less intensive commercial” which requires 1.5 spaces for each 1,000 square feet of business area. A total of 12 parking stalls are required for approximately ~~8,000~~7,200 square feet of commercial space.
 - ~~1.4.~~ Developer is requesting and city agrees to allow the existing angled parking stalls on Center Street to qualify for ~~3-2~~ of the commercial parking stalls.
 - ~~2.5.~~ The remaining parking needs must be met with the on-site parking noted in 2.A.v.ii above.

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

- viii. **Allowed Dwellings.** Developer may construct up to ~~2724~~ residential dwelling units within Project, ~~2623~~ which will be townhomes. ~~Ten, with 10 of the interior townhome units will being traditional style residential townhome dwellings-units and 13 of the townhomes will be storefront style, including~~ dedicated ~~work-space commercial space~~ on the ground level ~~with a 12 foot ceiling height-and. There will also be~~ one single family ~~residence~~dwellling which will entail the existing historic

presbyterian church which will be repurposed to a residence. The overall residential unit count shall not exceed 2724 units. In consideration of the existing historic conditions of the site and the Developer's intent to preserve these historic characteristics, the single-family home shown on site with added commercial storefront is considered a permitted use.

- ix. Ownership of Dwellings. The Developer affirms that the Project is intended to be a for-sale residential community, primarily for owner-occupants. The Declaration of Covenants, Conditions, and Restrictions (the "**CC&Rs**") recorded against the Project shall include occupancy and rental restrictions expressly prohibiting the bulk purchase or ownership of three (3) or more units in the Project by an institutional investor, corporate entity, or individual. In addition to the purchase restriction, the CC&Rs shall include a provision requiring that at least sixty percent (60%) of the Dwellings in the Project must be Owner Occupied. These restrictions shall also be consistent with Kaysville City Code 17-31-3 and any other applicable municipal regulations governing residential rental properties.
- x. Landscaping. Developer agrees to plant vegetation and trees throughout the Project as approved with the landscape plan outlined in Exhibit D. Additionally, Developer:
 - a. Shall not install turf or grass in park strips, areas less than 8' wide or landscaping in parking lot areas.
 - b. Agrees to use turf only in active recreation areas for the Project as defined in Kaysville City Code 17-5 Water Efficient Landscape Standards.
 - c. Agrees to use water wise vegetation and materials in all common landscaping areas where reasonable.
 - d. Agrees to maintain an adequate visibility triangle per AASHTO sight distance requirements at the intersection of Center Street and 100 East.
- xi. Fencing. Developer shall install a 6-foot-tall vinyl fence if none exists and maintain any existing 6-foot-tall vinyl fence along the southern border of the project, ensuring a 6-foot vinyl fence exists along the existing residential lots that abut the subject property to the south. Developer is not precluded from fencing the entire Project if they choose. All fencing must meet fencing and visibility requirements as adopted in Kaysville City Code.
- xii. Subdivision for Townhomes. Development of the Project shall require a subdivision of the Property for the purposes of individually owned townhomes. The future subdivision shall be processed as City Code requires.
 - a. Developer has the right to construct 2724 residential units but acknowledges and understands that the plans submitted with this agreement shall be subject to the subdivision code ~~then~~ existing when those plans are submitted for subdivision approval. In other words, this agreement shall not be deemed to entitle this property to rights under the current zoning and building codes

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

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

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

3. MAINTENANCE AND CARE OF THE PROJECT AND PROPERTY

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

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

4. APPLICABILITY AND AMENDMENTS

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

5. ON-SITE PROJECT IMPROVEMENTS

Developer shall construct and install all site improvements, including utilities, required for the Project, as determined through the subdivision process current to the date of the subdivision application. Developer shall construct all improvements sat Developer's sole cost and expense, in compliance with approvals, and all applicable ordinances, regulations,

standards as approved by the City, the secondary water provider, Central Davis Sewer District, other providers and the State of Utah.

6. OFF-SITE PROJECT IMPROVEMENTS

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

7. REPRESENTATIONS OF DEVELOPER

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

8. ASSIGNMENT

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

9. BINDING EFFECT

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

10. ATTORNEY'S FEES

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

11. SEVERABILITY

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

12. CAPTIONS

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

13. GOVERNING LAW

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

14. ENTIRE AGREEMENT

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

15. AUTHORIZATION OF EXECUTION

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

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

[Signatures on next page.]

By: _____

Kaysville City

Annemarie Plaizier
City Recorder

Tamara Tran
Mayor

NOTARY PUBLIC

STATE OF UTAH)
 : ss.
COUNTY OF DAVIS)

On the ____ day of _____, 2025, personally appeared before me,
_____, the signer of the foregoing Development Agreement
for _____, who duly acknowledged to me that he executed the same for and
on behalf of Jacob Williams.

NOTARY PUBLIC

(SEAL)

STATE OF UTAH)
 : ss.
COUNTY OF DAVIS)

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

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

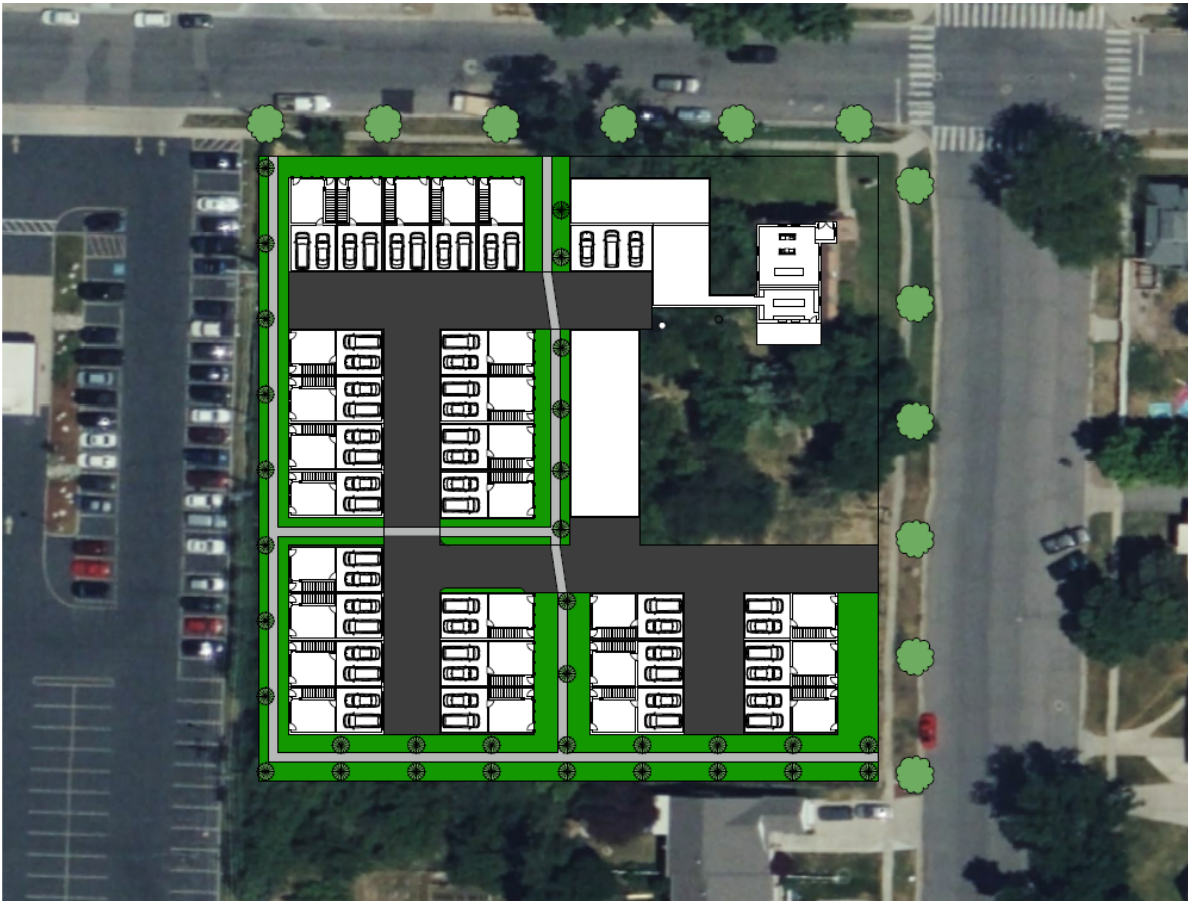


Exhibit B – Legal Description of the Project property
Tax Parcel ID 11-108-0021

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

DRAFT

Exhibit C – Site Plan



DR

Exhibit D – Amenity & Landscape Plan

DRAFT

Exhibit E – Architectural Renderings

DRAFT

Exhibit G – Applicable Ordinances

[Chapter 20 Central Commercial District](#)

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

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

DRAFT

Hazel Commons

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

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

The two main focuses of this infill redevelopment community are;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

COMMERCIAL/RESIDENTIAL MIXED USE

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

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

COMMERCIAL

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

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

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

MIXED USE - COMMERCIAL/RESIDENTIAL

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

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

URBAN DESIGN DETAILS

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

WALKABLE MIXED-USE STREETS

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

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

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

Streetscapes

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

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

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



Historic Preservation

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

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

Public Space Design within Private Development

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

See previous response.

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

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

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

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

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

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

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

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

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

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

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

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

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

We meet this goal and objective as previously described.

COMPATIBILITY

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

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

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

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

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

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

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

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

Objective 8.1: Coordinate and align Land Use and Housing Policies

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

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

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

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

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

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

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

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

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

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

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

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

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

HISTORIC MAIN STREET

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

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

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

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

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

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

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

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

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

Zoning Regulations

Chapter 20 CC Central Commercial District

17-20-1 Purpose

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

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

17-20-2 Site Plan Review

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

17-20-3 Permitted Uses

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

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

17-20-4 Conditional Uses

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

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

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

HISTORY

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

17-20-5 Special Provisions

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

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

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

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

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

See Response above.

17-20-6 Height Regulations

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

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

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

We meet this requirement

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

There are no lot size or yard requirements.

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

17-20-8 Prohibited Uses

NA

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

17-20-9 Grandfathered Dwellings

NA

Chapter 27 Mixed Use Zoning District Overlay

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

17-27-1 Purpose

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

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

HISTORY

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

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

17-27-2 Project Evaluation / Review Process

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

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

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

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

HISTORY

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

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

17-27-3 Allowed Uses

The allowed uses within a project are as follows:

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

1. The following shall be considered Permitted Uses:

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

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

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

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

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

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

HISTORY

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

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

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

17-27-4 Prohibited Uses

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

HISTORY

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

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

17-27-5 Height Regulation

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

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

We comply with all of the height restrictions.

HISTORY

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

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

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

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

HISTORY

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

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

17-27-7 Development Standards

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

1. Compatibility And Review:

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

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

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

2. Building Placement and Orientation Standards:

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

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

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

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

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

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

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

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

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

4. Open Space Requirements and Amenities:

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

5. Parking And Circulation:

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

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

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

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

4. Amount of Parking Required:

1. Commercial Parking Requirements:

1. Minimum number of stalls based on use type.

2. Residential Parking Requirements:

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

3. Parking Reductions:

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

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

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

residents and the public.

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

6. Curb Management:

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

7. Connectivity:

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

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

8. Traffic Access and Management Analysis Study:

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

Traffic study was completed and included with our application.

9. Sidewalks:

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

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

10. Alleys:

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

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

11. Signs:

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

We will comply with these standards.

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

NA









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Inspirational Mood Board



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80 EAST & CENTER STREET DEVELOPMENT

TRAFFIC IMPACT STUDY



KAYSVILLE, UT



JUNE, 2025

25-8016

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1.0 Executive Summary

1.1 DESCRIPTION OF PROJECT

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

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

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

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

The Main Access to the development is also included in the analysis. The proposed development is planned to be built out by the end of 2026. Refer to Figure 2 for the overall site plan of the 80 East & Center Street Development and the proposed access location.

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

1.2 FINDINGS

Following Kaysville City guidelines, the Existing Year, Opening Year, and Future Year (five years after Opening Year) are all scenarios analyzed in this study. Based on the analysis

performed in this traffic impact study, the following tables present the findings under the study scenarios for the 2025 Existing, 2026 Opening Year, 2031 Future Year scenarios.

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

INTERSECTION	EXISTING, OPENING & FUTURE LEVEL OF SERVICE					
	2025 EXISTING YEAR		2026 OPENING YEAR		2031 FUTURE YEAR	
	AM	PM	AM	PM	AM	PM
Main Street & Center Street	a(9.3)	b(11.9)	a(9.4)	b(12.1)	a(9.8)	b(13.1)
100 East & Center Street	A(6.9)	A(7.2)	A(6.9)	A(7.2)	A(7.0)	A(7.2)
100 East & 100 South	a(8.6)	a(8.9)	a(8.6)	a(8.9)	a(8.7)	a(9.0)
*Values represent the overall LOS for all signalized intersections (uppercase letters) and the worst movement for all unsignalized intersections (lowercase letters)						

As illustrated in Table E1, all intersections currently function with a level of service (LOS) B or better. With the projected growth of 2% in this area for the 2026 Opening Year and 2031 Future Year scenarios, all intersections will continue to function with similar levels of service.

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

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

INTERSECTION	OPENING & FUTURE YEAR W/ PROJECT LEVEL OF SERVICE			
	2026 OPENING w/ PROJ		2031 FUTURE w/ PROJ	
	AM	PM	AM	PM
Main Street & Center Street	a(9.4)	b(12.1)	a(9.8)	b(13.1)
100 East & Center Street	A(7.0)	A(7.3)	A(7.0)	A(7.3)
100 East & 100 South	a(8.7)	a(9.1)	a(8.7)	a(9.1)
100 East & Main Access	a(8.7)	a(8.9)	a(8.7)	a(9.0)
*Values represent the overall LOS for all signalized intersections (uppercase letters) and the worst movement for all unsignalized intersections (lowercase letters)				

As seen in Table E2, with the addition of the traffic generated by the 80 East & Center Street Development at full build-out, all intersections will function at acceptable levels of service C or better under the 2026 Opening Year and 2031 Future Year with Project scenarios.

1.3 RECOMMENDATIONS

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

2025 Existing Scenario

All intersections currently function with an acceptable level of service in all approaches. No mitigations are needed.

2026 Opening Year Scenario

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

2026 Opening Year w/ Project Scenario

With the full build-out of the 80 East and Center Street Development by 2026, all intersections within the study area are anticipated to continue to function at acceptable levels of service.

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

2031 Future Year Scenario

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

2031 Future Year w/Project Scenario

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

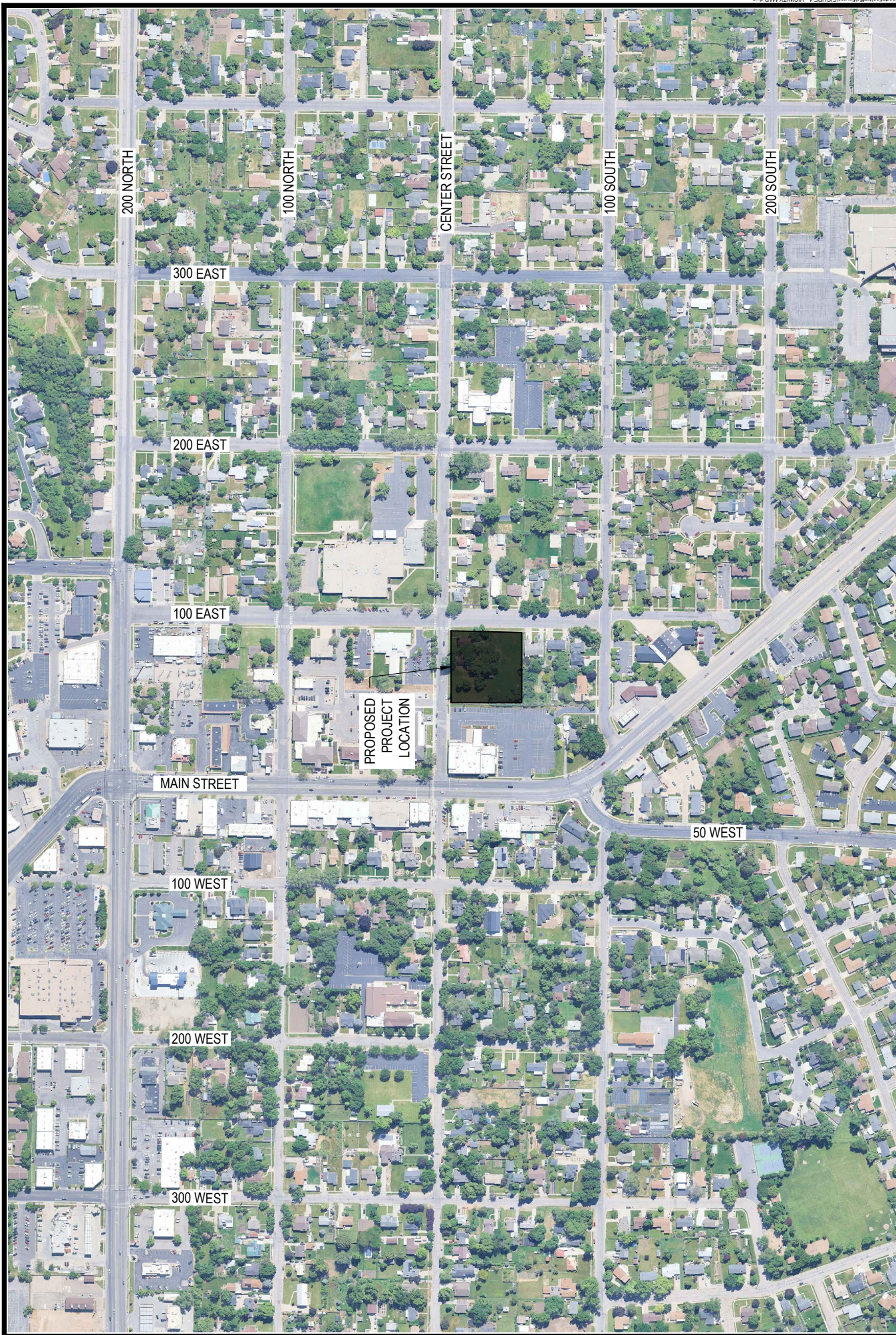
2.0 Introduction

2.1 DEVELOPMENT DESCRIPTION

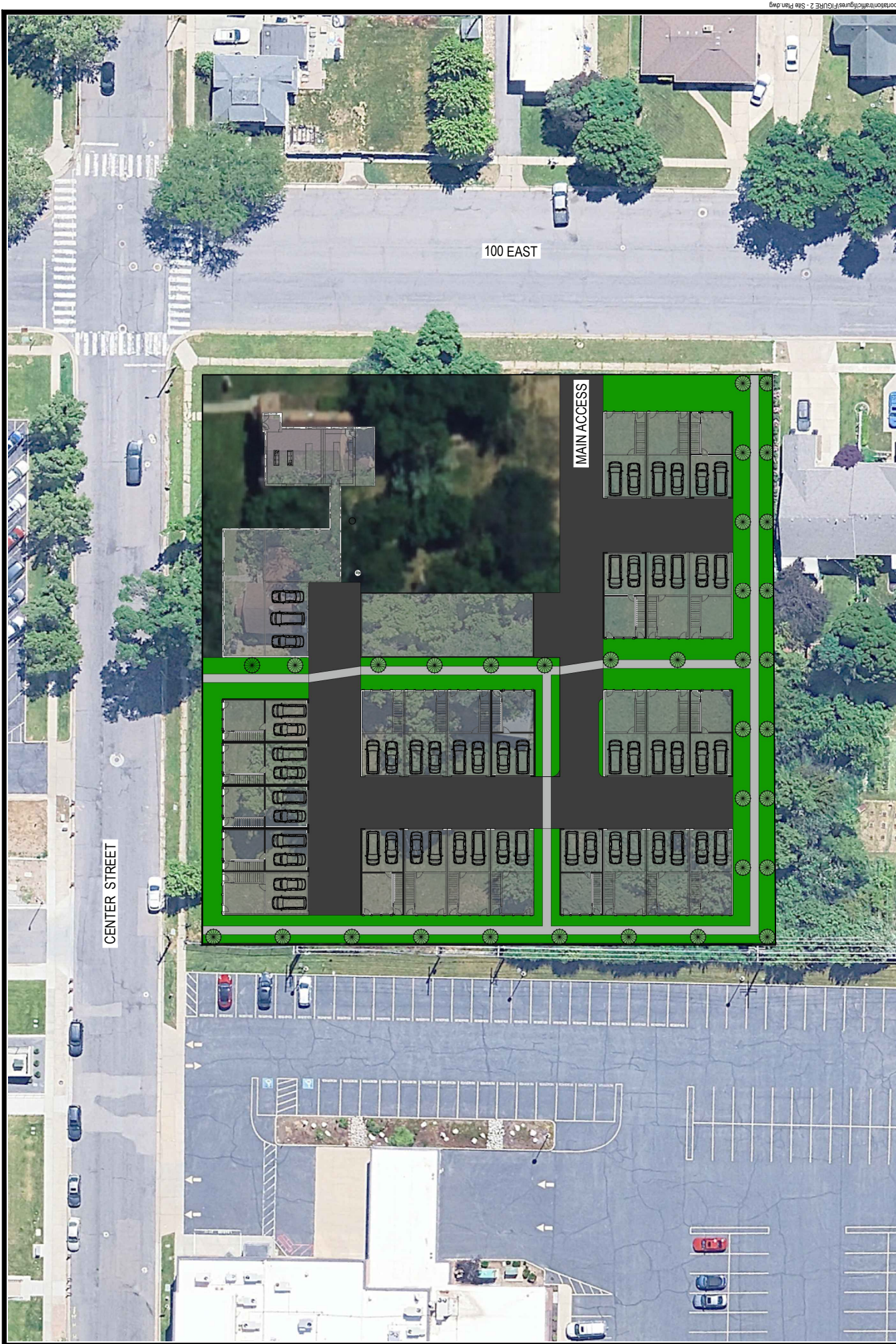
The proposed 80 East & Center Street Development is situated on roughly 1.6 acres of land located on the southwest corner of 100 East and Center Street in Kaysville, Utah. This proposed development will consist of 1 single-family home, 26 townhomes, and 7,300-SF of Retail Plaza, expected to be completed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

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

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



80 EAST & CENTER STREET DEVELOPMENT
FIGURE 1 - VICINITY MAP



80 EAST & CENTER STREET DEVELOPMENT
FIGURE 2 - SITE PLAN

3.0 Existing Conditions

3.1 ROADWAYS

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

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

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

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

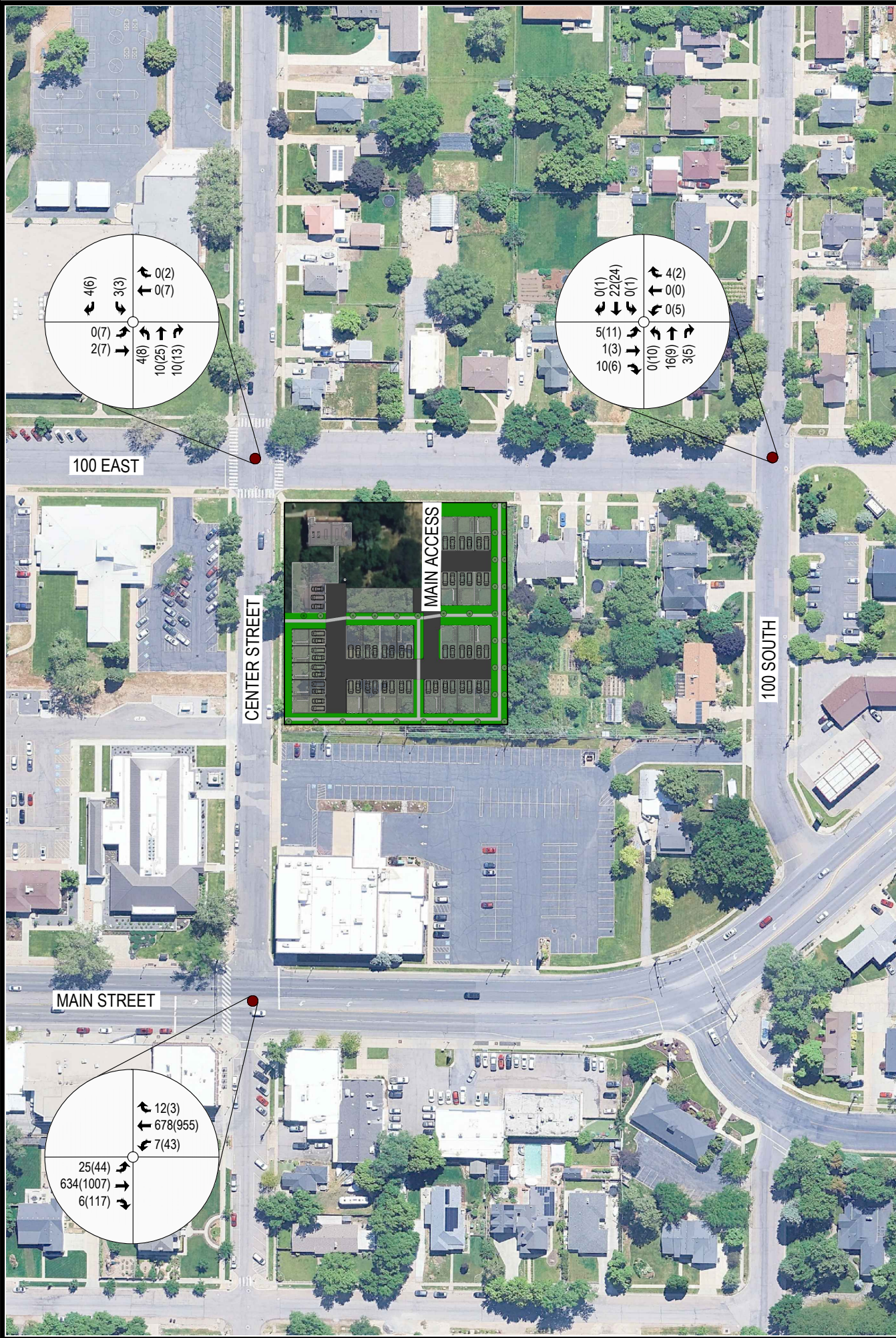
3.2 EXISTING TRAFFIC VOLUMES

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

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

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

respectively. From the existing counts that were collected, it was determined the peak hours at these intersections are from 7:45 AM to 8:45 AM and from 4:45 PM to 5:45 PM. These peak hours represent the peak hours for a residential development as this is the time people are traveling to and from work and school. These volumes are illustrated in Figure 3.



80 EAST & CENTER STREET DEVELOPMENT

FIGURE 3 - EXISTING TRAFFIC VOLUMES

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

4.0 Opening and Future Year Traffic Conditions

Opening Year traffic, also known as Background traffic, is the traffic that is on the roadways within the study area regardless if the proposed development is constructed or not. These traffic volumes are a projection of growth within the study area based on current land available and opportunities for future development within this area. To our knowledge, there are no planned developments surrounding the 80 East & Center Street Development area. Therefore, it is assumed an average growth of 2% will occur within this study area from 2025 to 2031. Applying the assumed growth rate to the existing traffic volumes, the projected traffic volumes for the 2026 Opening Year traffic volumes are illustrated in Figure 4.

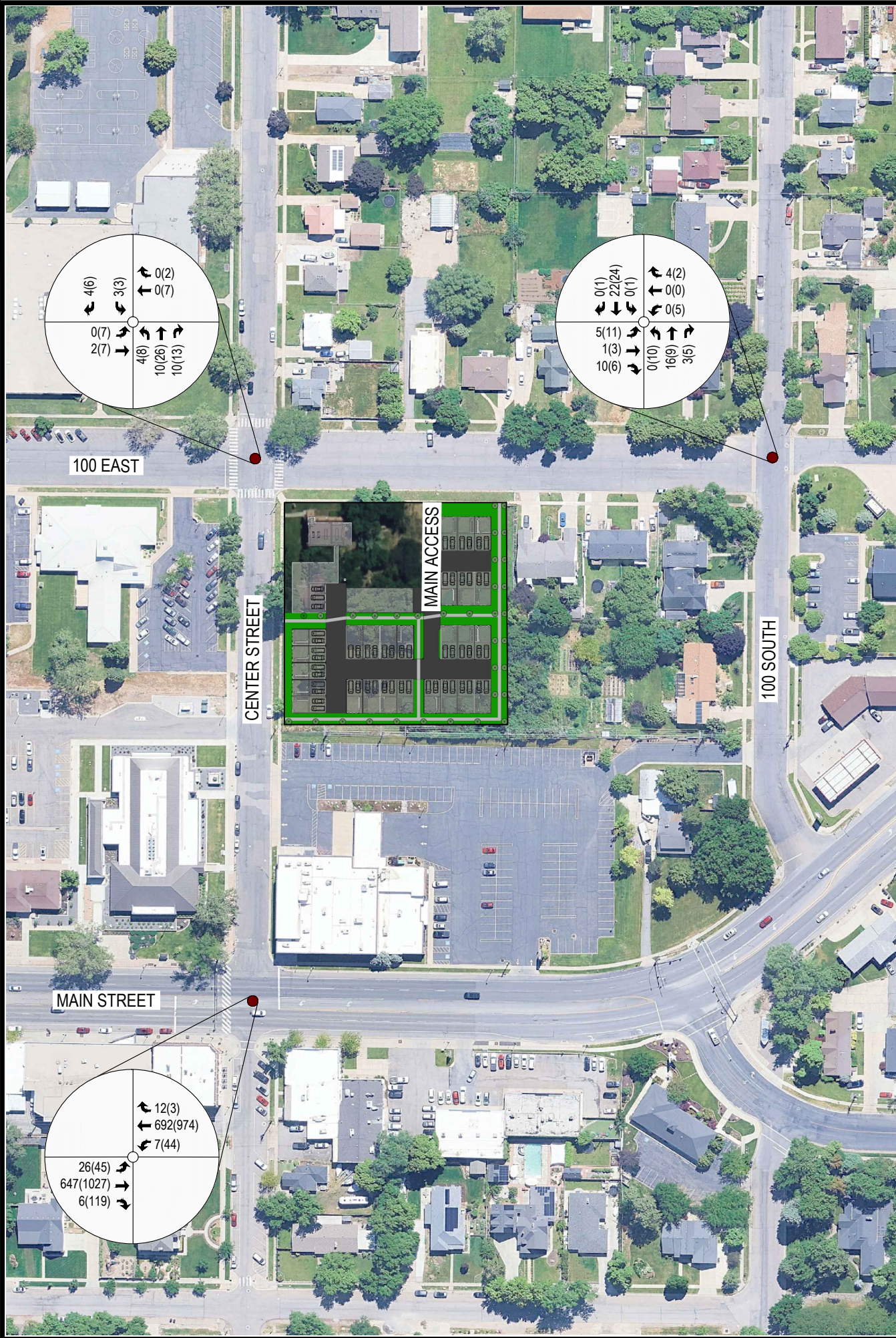
Following Kaysville City's traffic impact study guidelines, this analysis also looked at five years after Opening Year. Applying the growth rate described above to the Existing and Opening Year traffic volumes, the 2031 Future Year traffic volumes are generated. These volumes can be found in Figure 5.



80 EAST & CENTER STREET DEVELOPMENT

FIGURE 4 - 2026 OPENING YEAR TRAFFIC VOLUMES

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

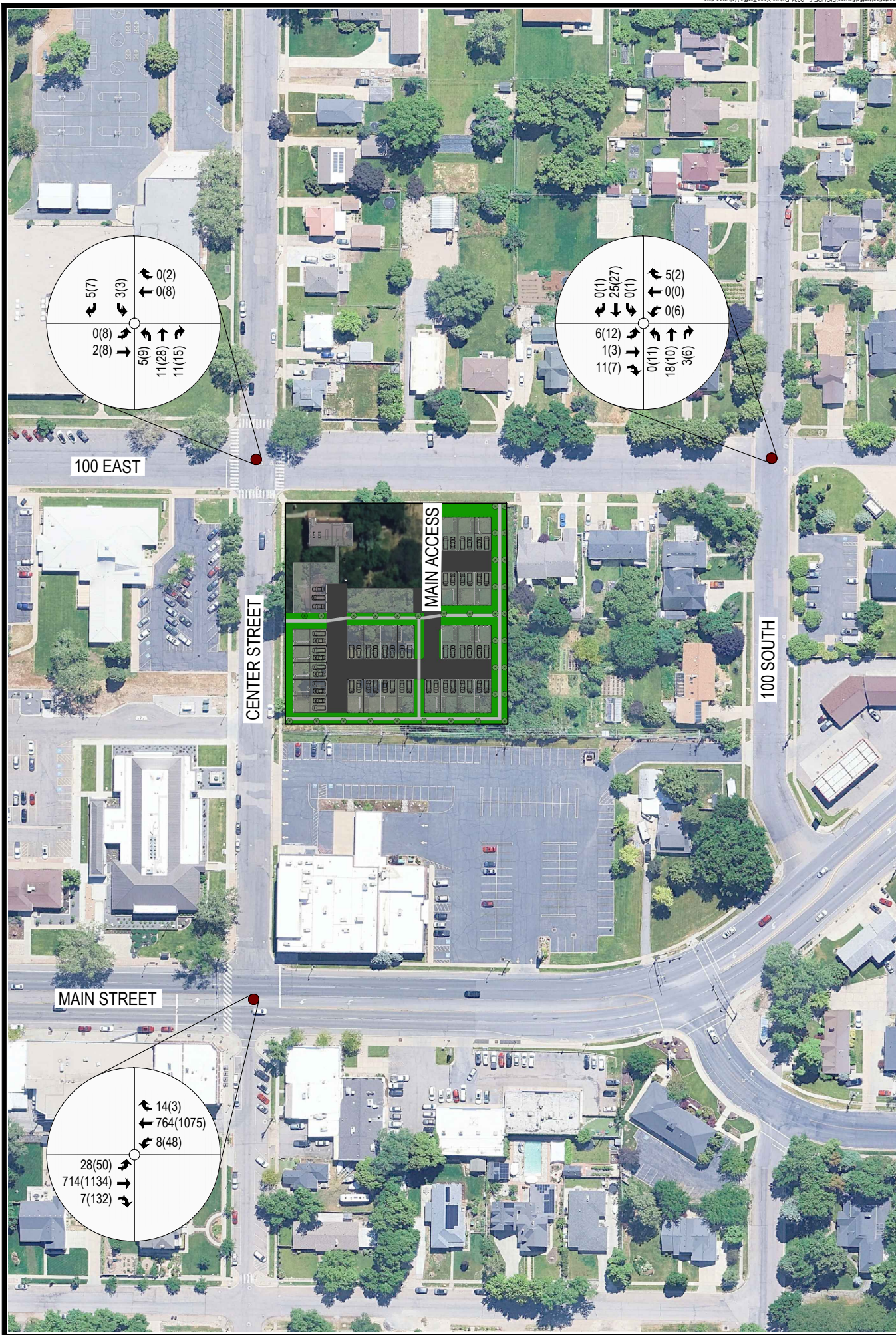




80 EAST & CENTER STREET DEVELOPMENT

FIGURE 5 - 2031 FUTURE YEAR TRAFFIC VOLUMES

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



5.0 Trip Generation and Trip Distribution

The full build-out of the proposed 80 East & Center Street Development will consist of 1 single-family home, 26 townhomes, and 7,300-SF of Retail Plaza. Using land use code 210 for Single-Family Detached Housing, 215 for Single-Family Attached Housing, and 822 for Strip Retail Plaza (<40k), trip generation rates were determined using the 11th Edition of the Trip Generation Manual. This manual is an ITE information report, published by the *Institute of Transportation Engineers*. Trips generated by the proposed development which will occur during the peak hours of the proposed development were used for the analysis. The Peak Hour of Adjacent Street Traffic rates are used to generate the AM and PM peak hour volumes based on the number of dwelling units and estimated square footage of building space. The trips generated from the 80 East & Center Street Development are presented in Table 1.

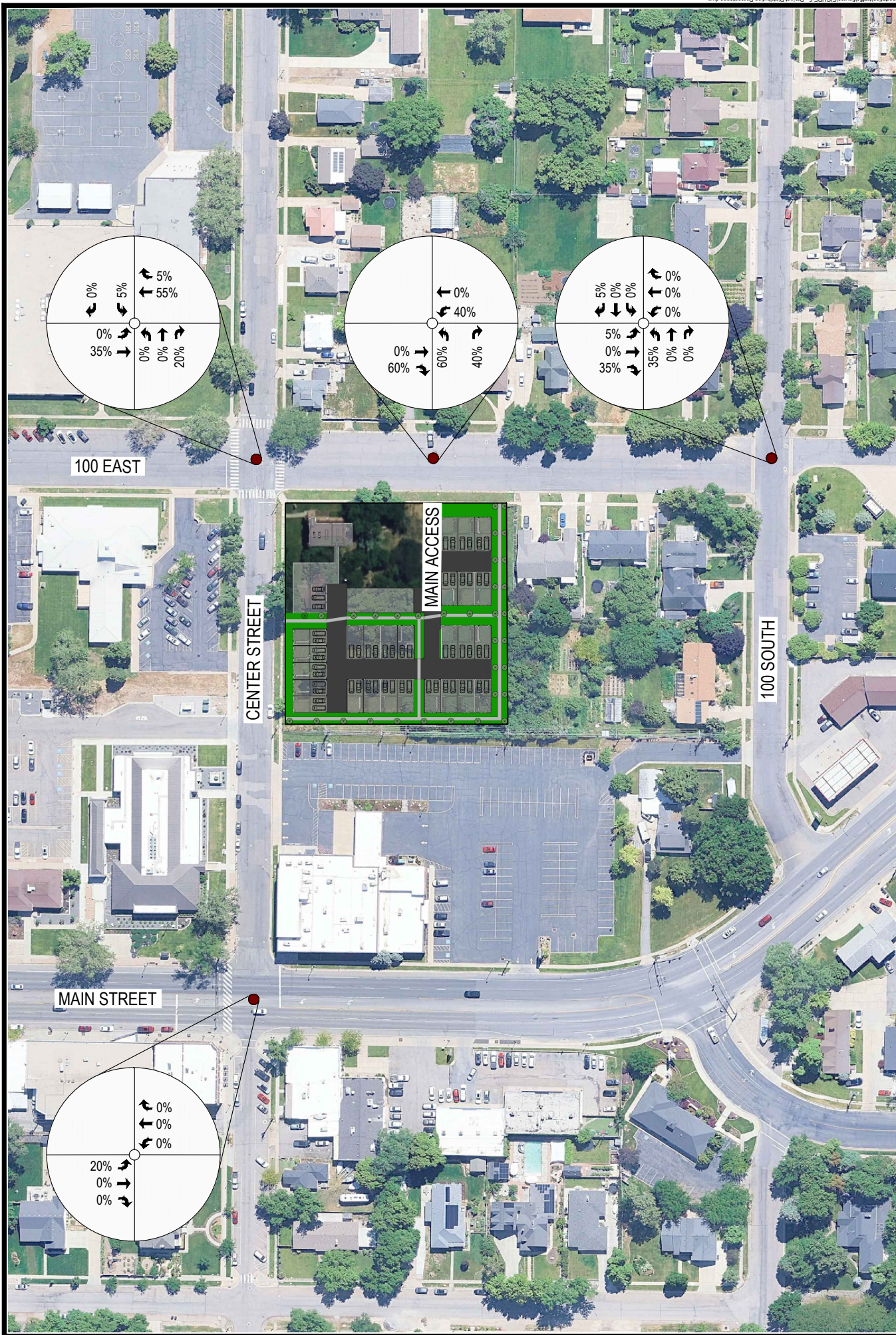
Table 1 - Trip Generation

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

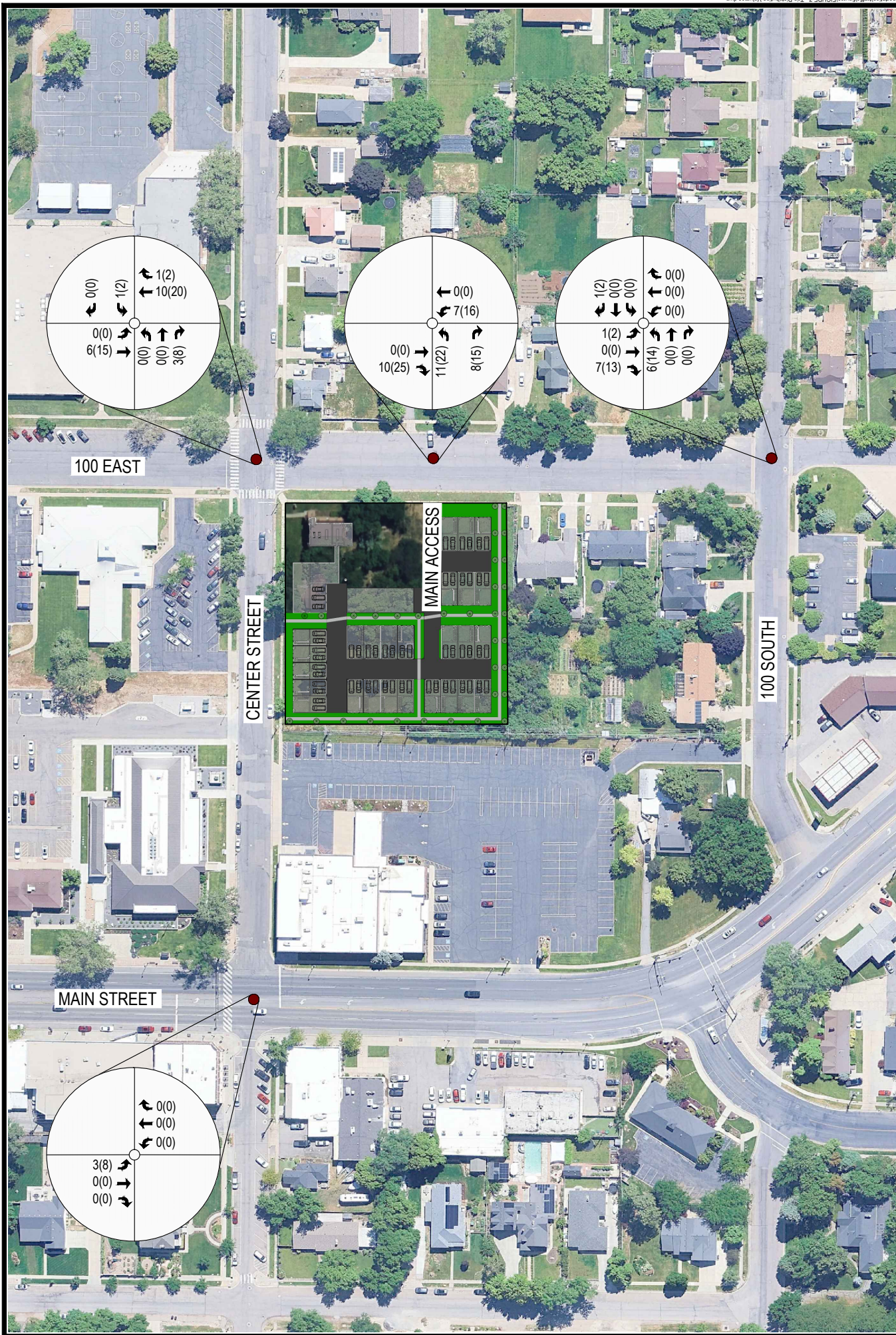
5.1 SITE TRAFFIC DISTRIBUTION

Site ingress/egress traffic at the proposed Main Access were distributed based on the anticipated direction vehicles would be coming from or going to. Directional distribution was estimated based on current traffic patterns and current land uses within the proximity of the proposed development, primarily access to highways, employment districts, shopping area, schools, etc. Figure 6 illustrates the site traffic distribution percentages throughout the study area.

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



80 EAST & CENTER STREET DEVELOPMENT
FIGURE 6 - PROJECT DISTRIBUTION PERCENTAGES
XX% = PROJECT DISTRIBUTION PERCENTAGES



80 EAST & CENTER STREET DEVELOPMENT

FIGURE 7 - TRIP DISTRIBUTION VOLUMES

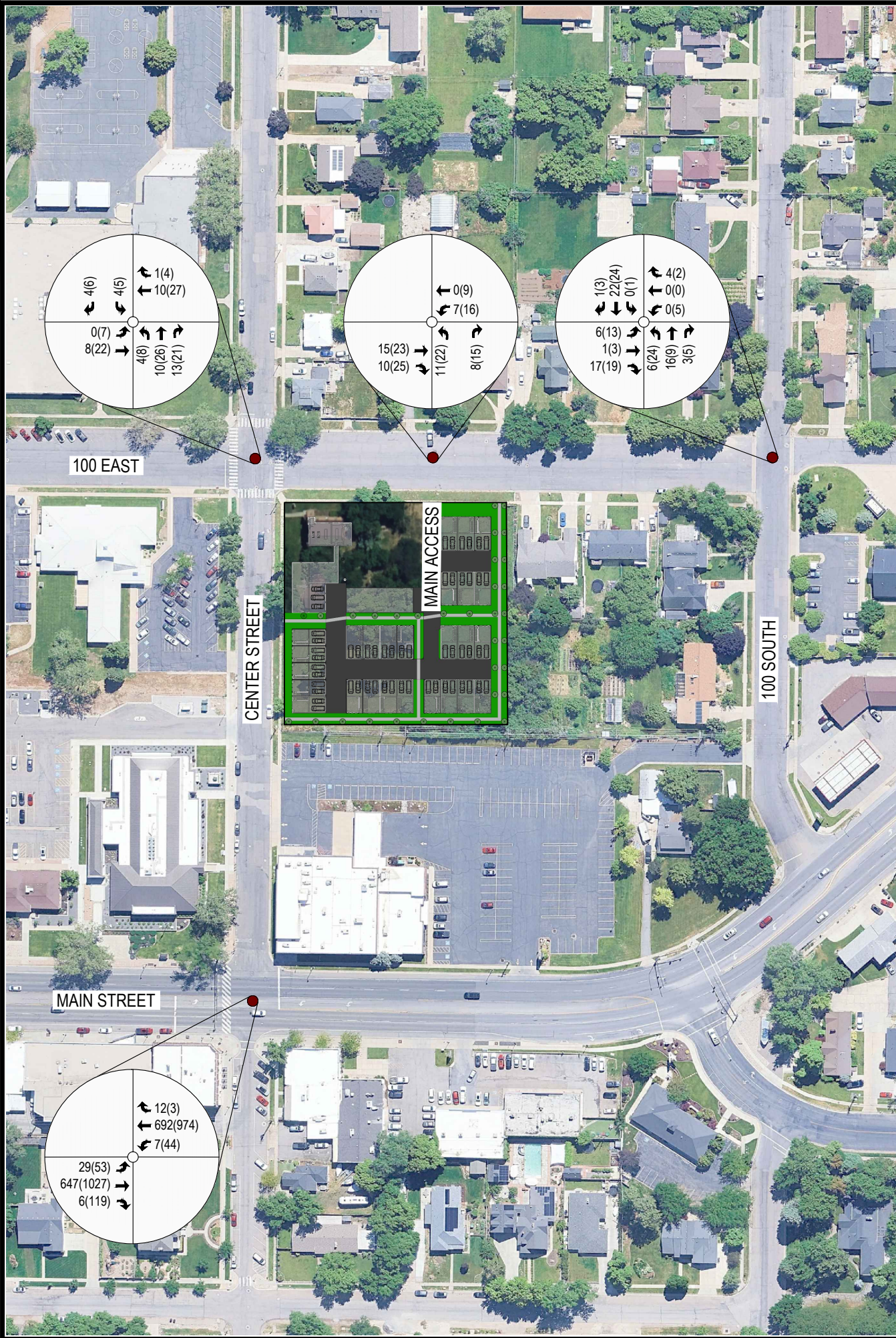
XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES



6.0 Opening and Future Year with Project Traffic Conditions

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

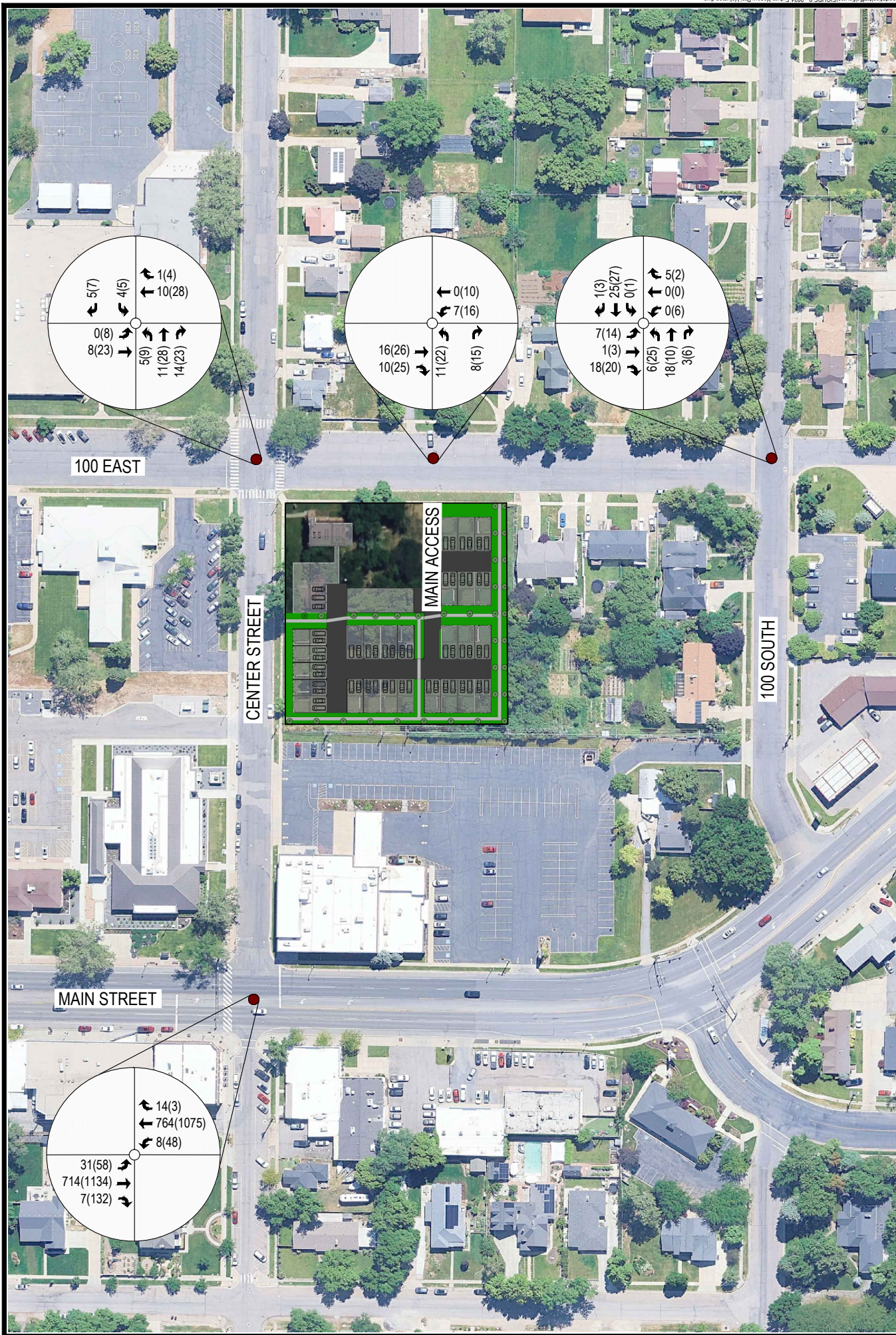
Applying this same approach, using the 2031 Future Year traffic volumes (Figure 5) and the site generated traffic volumes (Figure 7), the 2031 Future Year with Project traffic volumes are generated. These volumes are found in Figure 9.



80 EAST & CENTER STREET DEVELOPMENT

FIGURE 8 - 2026 OPENING YEAR w PROJECT VOLUMES

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



80 EAST & CENTER STREET DEVELOPMENT
FIGURE 9 - 2031 FUTURE YEAR W PROJECT VOLUMES
XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES

7.0 Capacity Analysis

Intersection capacity analysis was performed at the study area intersections and the proposed accesses to the 80 East & Center Street Development. Synchro® Version 11 was used to analyze the study intersections for the proposed trip conditions according to methods put forth by the Transportation Research Board's **Highway Capacity Manual (HCM 6th Edition)**.

The Level of Service (LOS) of an intersection range from A to F, where LOS A has a low vehicular delay indicating smooth free-flowing traffic. LOS F has a high vehicular delay and indicates the worst-case scenario with high congestion and a complete breakdown of traffic flow. Although LOS A through C are the desired levels, LOS D is considered acceptable in urban conditions. Traffic conditions with LOS of E or F are generally deemed unacceptable and represent significant travel delay, increased accident potential, and inefficient motor vehicle operation. Table 4 shows the relation between LOS and vehicular delay for signalized and unsignalized intersections.

Table 2 - Signalized and Unsignalized intersection LOS and Delay Parameters

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

The 2025 Existing traffic volumes at the study area intersections were analyzed using Synchro. The levels of service at each of the turning movements can be seen in the following table.

Table 3 – 2025 Existing Traffic LOS

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

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

With the projected 2% growth to the Opening Year of 2026 and the Future Years of 2031, the following tables illustrate the LOS for the study area intersections under these scenarios.

Table 4 – 2026 Opening Year Traffic LOS

Intersection	2026 Opening Year Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Main Street & Center Street					
AM Peak Hour	-	A(9.1)	A(9.4)	-	-
PM Peak Hour	-	B(12.1)	B(11.0)	-	-
2: 100 East & Center Street					
AM Peak Hour	A(6.9)	A(0.0)	A(7.0)	A(6.9)	A(7.1)
PM Peak Hour	A(7.2)	A(7.0)	A(7.3)	A(7.2)	A(7.0)
3: 100 East & 100 South					
AM Peak Hour	-	A(8.4)	A(8.6)	A(0.0)	A(0.0)
PM Peak Hour	-	A(8.8)	A(8.9)	A(3.0)	A(0.3)

Table 5 – 2031 Future Year Traffic LOS

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

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

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

Table 6 – 2026 Opening Year w/ Project LOS

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

Table 7 – 2031 Future Year w/ Project LOS

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

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

8.0 Parking Generation

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

Table 8 – Parking Generation

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

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

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

9.0 Recommendations

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

2025 Existing Scenario

All intersections currently function with an acceptable level of service in all approaches. No mitigations are needed.

2026 Opening Year Scenario

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

2026 Opening Year w/ Project Scenario

With the full build-out of the 80 East and Center Street Development by 2026, all intersections within the study area are anticipated to continue to function at acceptable levels of service.

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

2031 Future Year Scenario

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

2031 Future Year w/Project Scenario

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

Appendix

Kaysville City Code 17-27-7

17-27-7 Development Standards

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

1. Compatibility And Review:

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

2. Building Placement and Orientation Standards:

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

3. Building Design Criteria:

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

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

iv. Fenestration:

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

4. Open Space Requirements and Amenities:

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

5. Parking And Circulation:

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

d. Amount of Parking Required:

i. Commercial Parking Requirements:

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

ii. Residential Parking Requirements:

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

iii. Parking Reductions:

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

6. Curb Management:

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

7. Connectivity:

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

8. Traffic Access and Management Analysis Study:

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

9. Sidewalks:

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

10. Alleys:

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

11. Signs:

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

HISTORY

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

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

Kaysville City Code 17-32-5

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

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

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

17-32-5 Number Of Parking Spaces Required

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

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

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

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

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

Existing Traffic Counts

FOCUS ENGINEERING & SURVEYING, LLC

AM PEAK HOUR VOLUMES

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

Main Street and Center Street
Main Street
Center Street

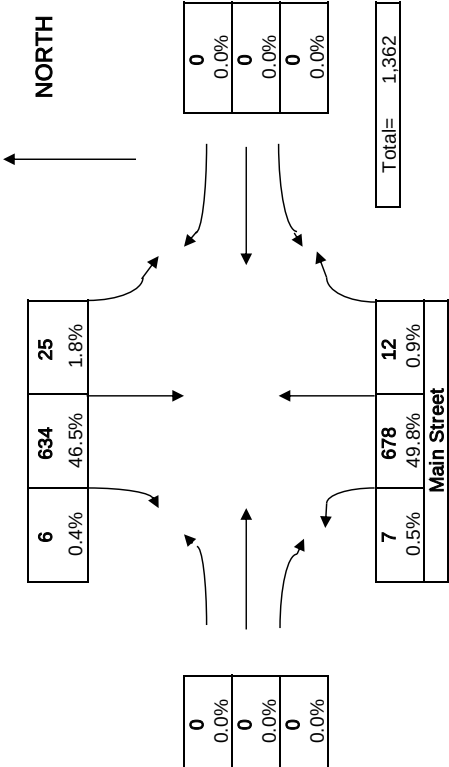
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COUNT DATE:
NOTES:

25-8016
28-May-25

COUNT TIME:
FROM:
TO:

7:00 AM
9:00 AM

PK HR VOLUME:	1,362
PHF:	0.87
PEAK HOUR:	
FROM:	TO:
7:45 AM	8:45 AM



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7:30 AM	7:45 AM	0	120	2				8	162	2				294
7:45 AM	8:00 AM	1	165	2				1	221	2				392
8:00 AM	8:15 AM	1	154	2				8	122	3				290
8:15 AM	8:30 AM	5	165	3				8	153	0				334
8:30 AM	8:45 AM	0	194	5				8	138	1				346
8:45 AM	9:00 AM	0	196	4				4	160	2				366

HOURLY TOTALS:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
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7:15 AM	8:15 AM	3	539	6	0	0	0	20	640	7	0	0	0	1,215
7:30 AM	8:30 AM	7	604	9	0	0	0	25	658	7	0	0	0	1,310
7:45 AM	8:45 AM	7	678	12	0	0	0	25	634	6	0	0	0	1,362
8:00 AM	9:00 AM	6	709	14	0	0	0	28	573	6	0	0	0	1,336

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

FOCUS ENGINEERING & SURVEYING, LLC

PM PEAK HOUR VOLUMES

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N-S STREET:
E-W STREET:

Main Street and Center Street
Main Street
Center Street

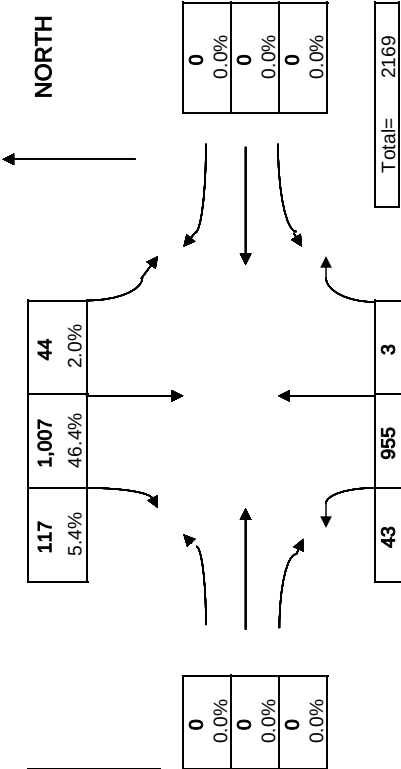
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NOTES:

25-8016
28-May-25

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TO:

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PHF:	0.96
PEAK HOUR:	
FROM:	TO:
4:45 PM	5:45 PM



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4:30 PM	4:45 PM	4	222			8	199	21		
4:45 PM	5:00 PM	15	230			18	248	39		
5:00 PM	5:15 PM	14	243			5	259	45		
5:15 PM	5:30 PM	13	233			13	260	28		
5:30 PM	5:45 PM	1	249			8	240	5		
5:45 PM	6:00 PM	11	221			4	242	25		

HOURLY TOTALS:

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4:15 PM	5:15 PM	37	921			41	908	111		
4:30 PM	5:30 PM	46	928			44	966	133		
4:45 PM	5:45 PM	43	955			44	1,007	117		
5:00 PM	6:00 PM	39	946			30	1,001	103		

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

FOCUS ENGINEERING & SURVEYING, LLC

AM PEAK HOUR VOLUMES

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

100 East and Center Street
100 East
Center Street

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TO: 8:45 AM

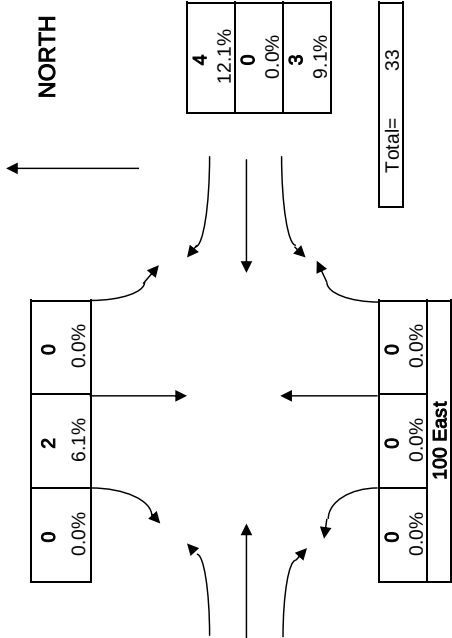
Center Street

FOCUS PROJ. NO.:
COUNT DATE:
NOTES:

25-8016
28-May-25

COUNT TIME:
FROM:
TO:

7:00 AM
9:00 AM



COUNT DATA INPUT:

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

HOURLY TOTALS:

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FROM:	TO:	L	T	L	T	L	T	L	T	
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7:30 AM	8:30 AM	0	1	4	8	1	1	3	0	29
7:45 AM	8:45 AM	0	0	4	10	0	2	3	0	33
8:00 AM	9:00 AM	0	0	3	8	2	1	2	0	31

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

FOCUS ENGINEERING & SURVEYING, LLC

PM PEAK HOUR VOLUMES

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

100 East and Center Street
100 East
Center Street

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

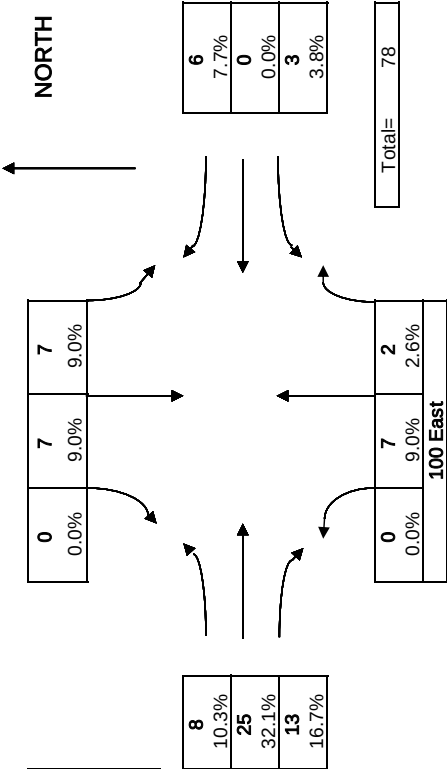
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NOTES:

25-8016
28-May-25

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TO:

4:00 PM
6:00 PM



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4:30 PM	4:45 PM		0	1	5	1	3	0	0	13
4:45 PM	5:00 PM		0	0	7	5	2	1	3	24
5:00 PM	5:15 PM		3	1	2	2	3	1	2	16
5:15 PM	5:30 PM		3	4	10	2	0	0	0	22
5:30 PM	5:45 PM		1	1	6	4	2	1	1	16
5:45 PM	6:00 PM		3	2	4	2	3	1	0	16

HOURLY TOTALS:

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4:30 PM	5:30 PM	0	6	8	24	8	8	2	0	75
4:45 PM	5:45 PM	0	7	8	25	7	7	3	0	78
5:00 PM	6:00 PM	0	10	7	22	5	8	3	0	70

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

FOCUS ENGINEERING & SURVEYING, LLC

PM PEAK HOUR VOLUMES

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

100 East and 100 South
100 East
100 South

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

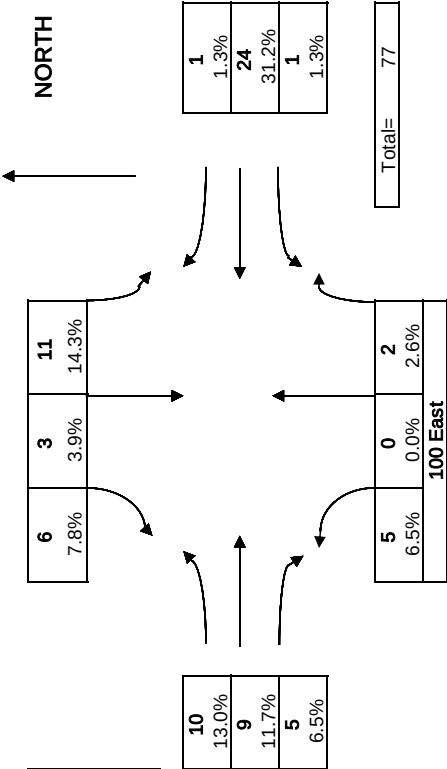
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NOTES:

25-8016
28-May-25

COUNT TIME:
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TO:

4:00 PM
6:00 PM



COUNT DATA INPUT:

FROM:	TIME PERIOD	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
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4:30 PM	4:45 PM	5:00 PM	1	0	0	1	2	0	1	1	1	0	2	0	9
4:45 PM	5:00 PM	5:15 PM	1	0	1	1	2	4	5	0	1	0	8	0	23
5:00 PM	5:15 PM	5:30 PM	4	0	0	3	1	1	4	1	1	0	4	1	20
5:15 PM	5:30 PM	5:45 PM	0	0	1	5	3	0	2	1	1	1	10	0	24
5:30 PM	5:45 PM	6:00 PM	0	0	0	1	3	0	0	1	3	0	2	0	10
5:45 PM	6:00 PM		0	0	0	0	2	1	6	0	1	0	5	0	15

HOURLY TOTALS:

FROM:	TIME PERIOD	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
			L	T	R	L	T	R	L	T	R	L	T	R	
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4:15 PM	5:15 PM		6	0	0	5	9	6	13	3	8	1	17	2	71
4:30 PM	5:30 PM		6	0	2	10	8	5	12	3	4	1	24	1	76
4:45 PM	5:45 PM		5	0	0	10	9	5	11	3	6	1	24	1	77
5:00 PM	6:00 PM		4	0	0	9	9	2	12	3	6	1	21	1	69

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

Trip Generation Reports

Single-Family Detached Housing

(210)

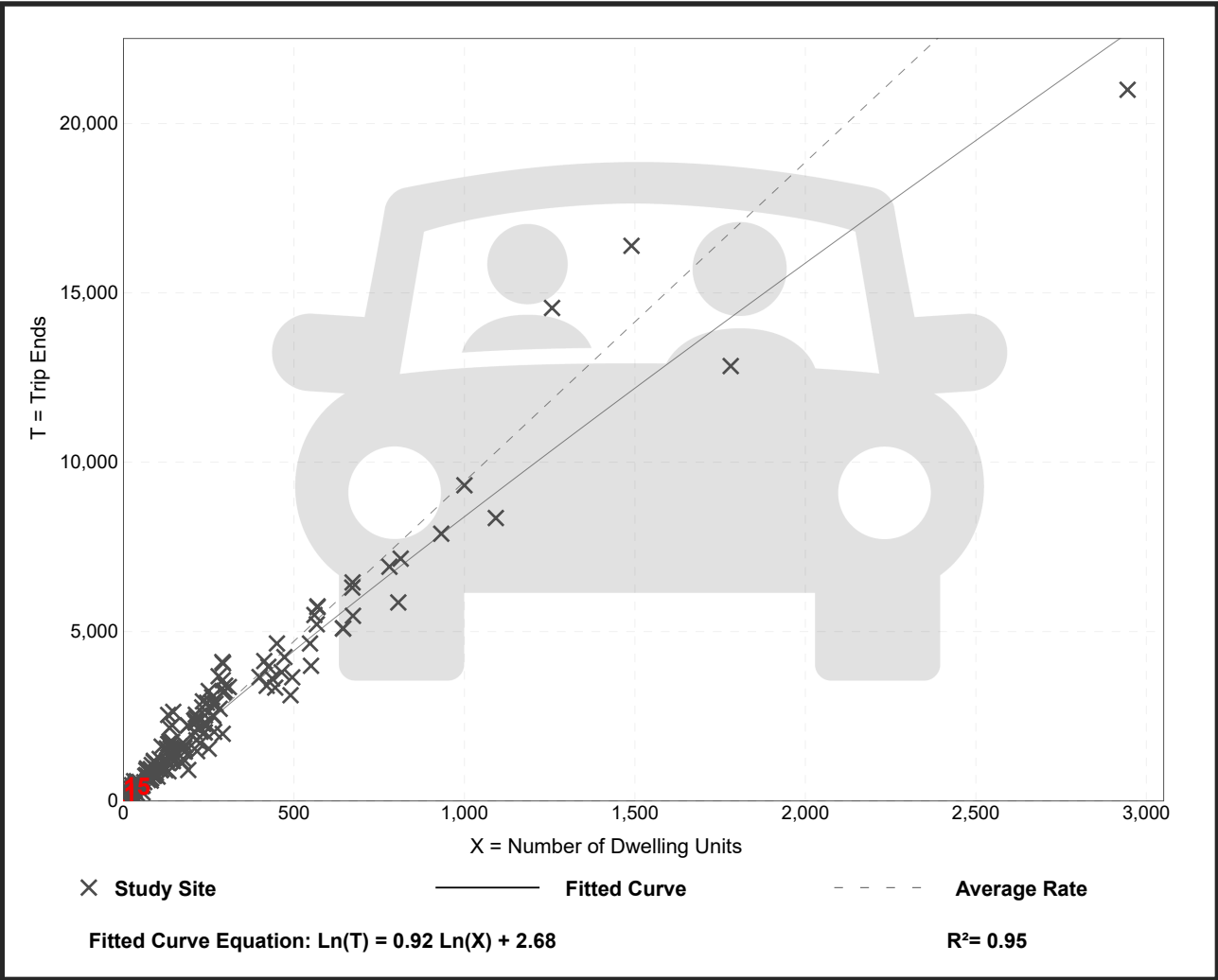
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Single-Family Detached Housing

(210)

Vehicle Trip Ends vs:

Dwelling Units

On a:

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

Setting/Location:

General Urban/Suburban

Number of Studies:

192

Avg. Num. of Dwelling Units:

226

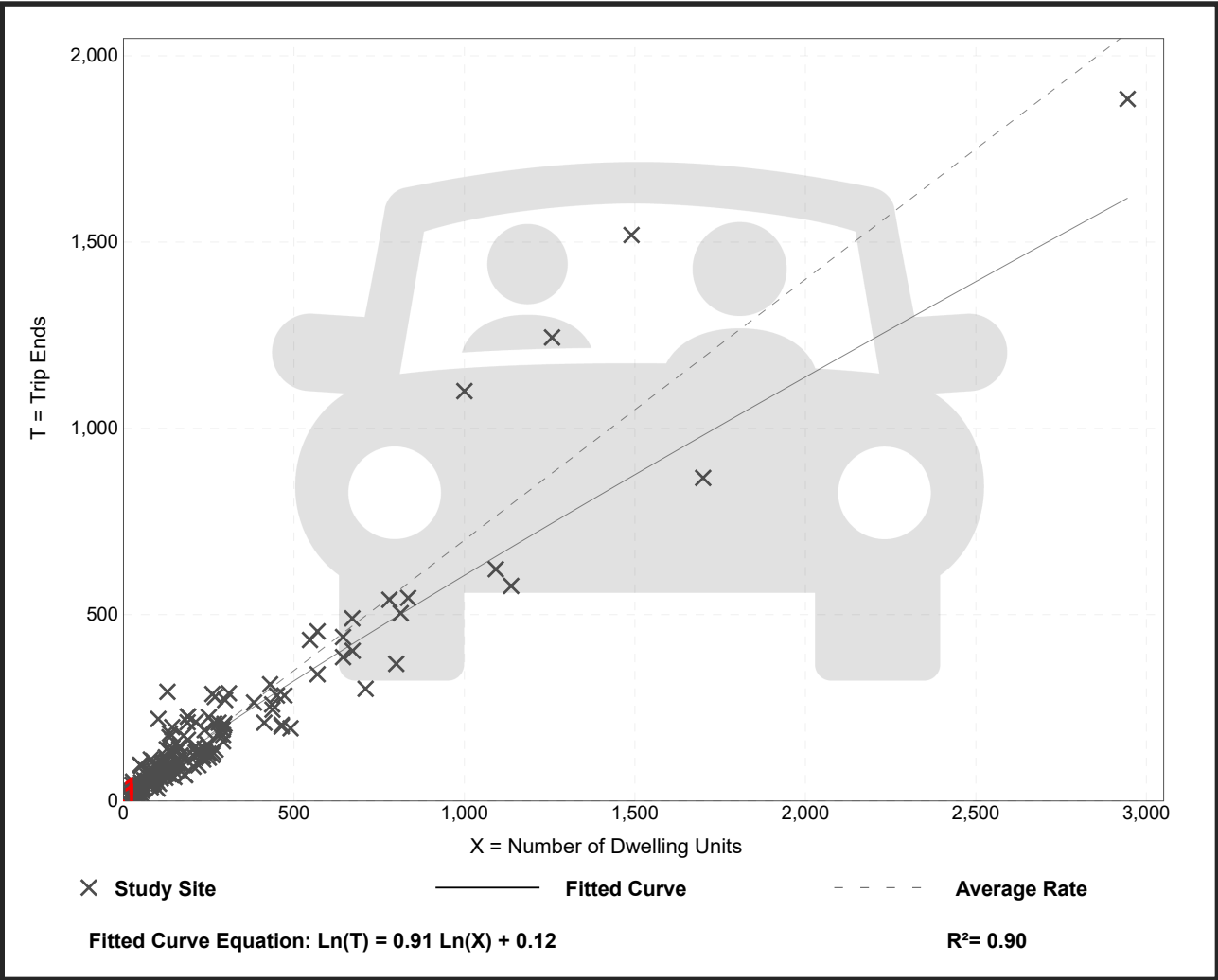
Directional Distribution:

25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Single-Family Detached Housing

(210)

Vehicle Trip Ends vs:

Dwelling Units

On a:

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

Setting/Location:

General Urban/Suburban

Number of Studies:

208

Avg. Num. of Dwelling Units:

248

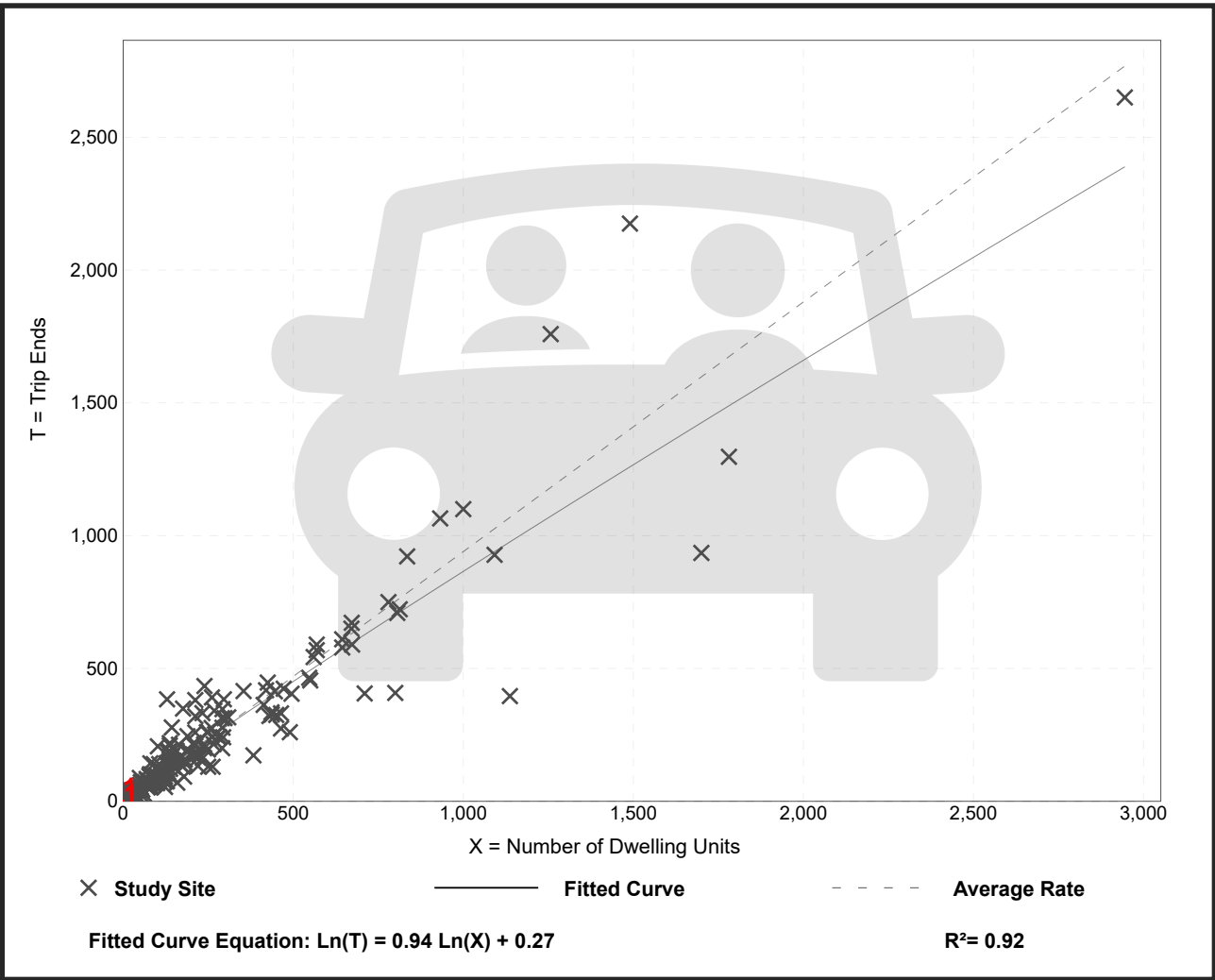
Directional Distribution:

63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Single-Family Attached Housing

(215)

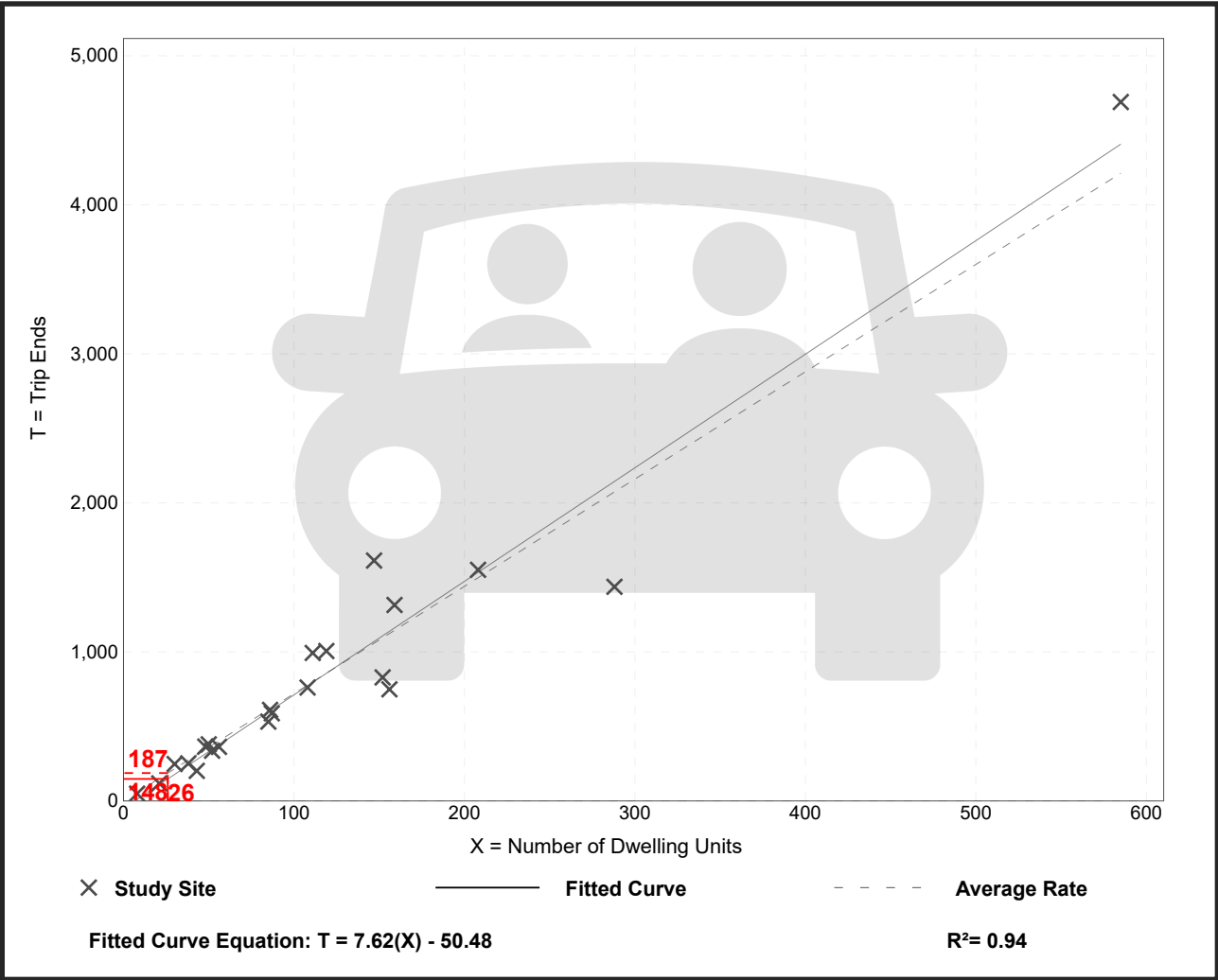
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Single-Family Attached Housing

(215)

Vehicle Trip Ends vs:

Dwelling Units

On a:

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

Setting/Location:

General Urban/Suburban

Number of Studies:

46

Avg. Num. of Dwelling Units:

135

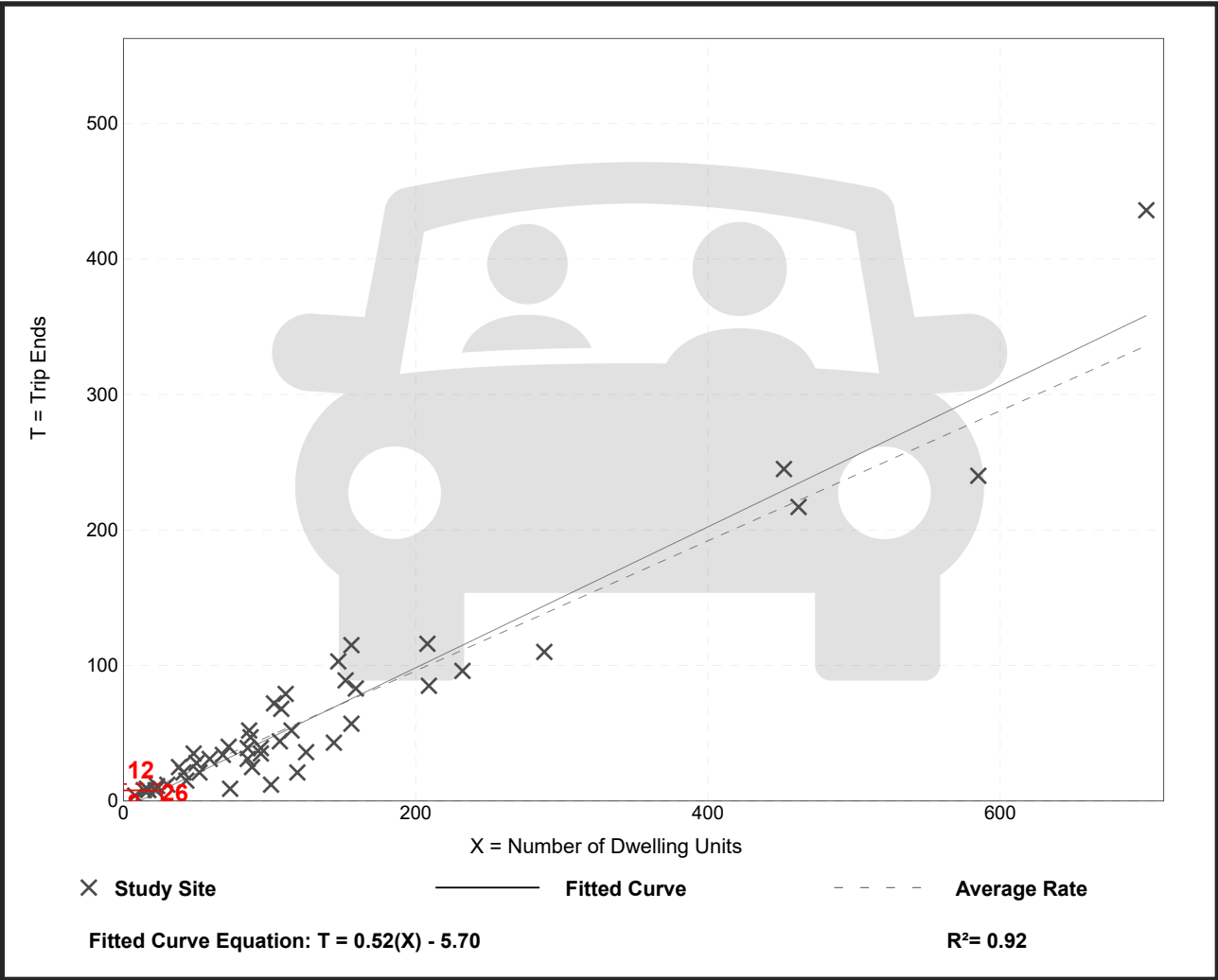
Directional Distribution:

25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Single-Family Attached Housing

(215)

Vehicle Trip Ends vs: Dwelling Units

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

Setting/Location: General Urban/Suburban

Number of Studies: 51

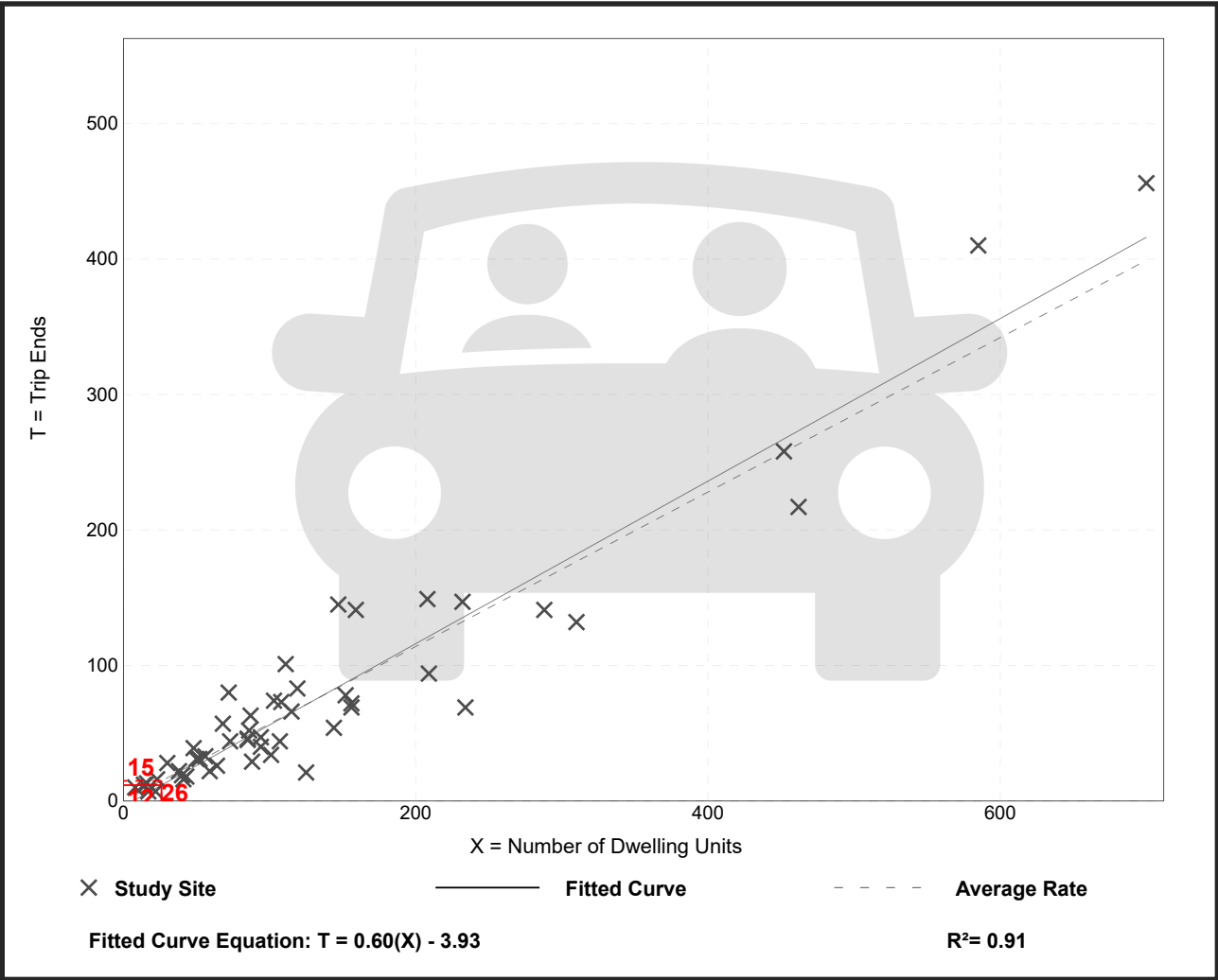
Avg. Num. of Dwelling Units: 136

Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Strip Retail Plaza (<40k)

(822)

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

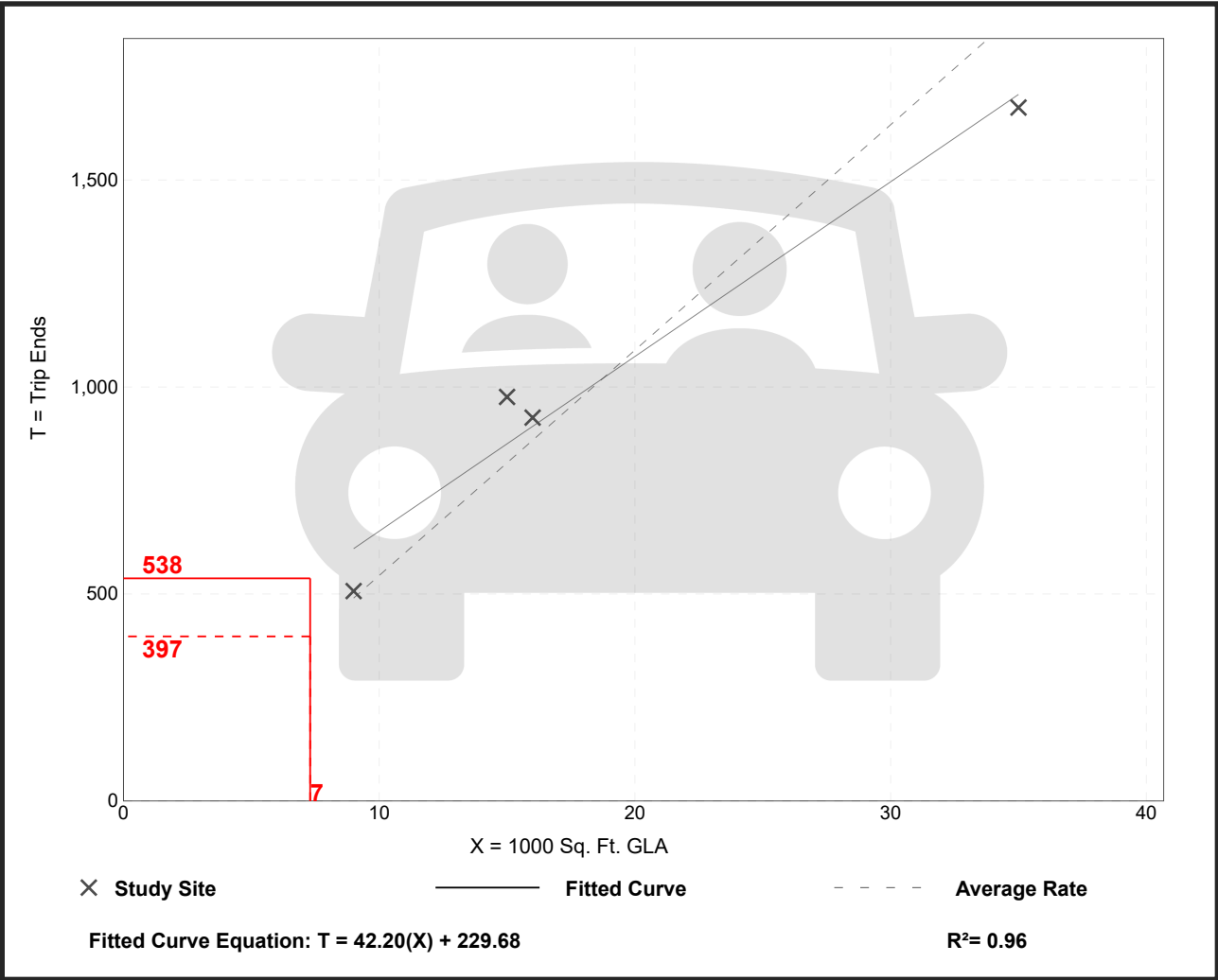
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k)

(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

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

Setting/Location: General Urban/Suburban

Number of Studies: 5

Avg. 1000 Sq. Ft. GLA: 18

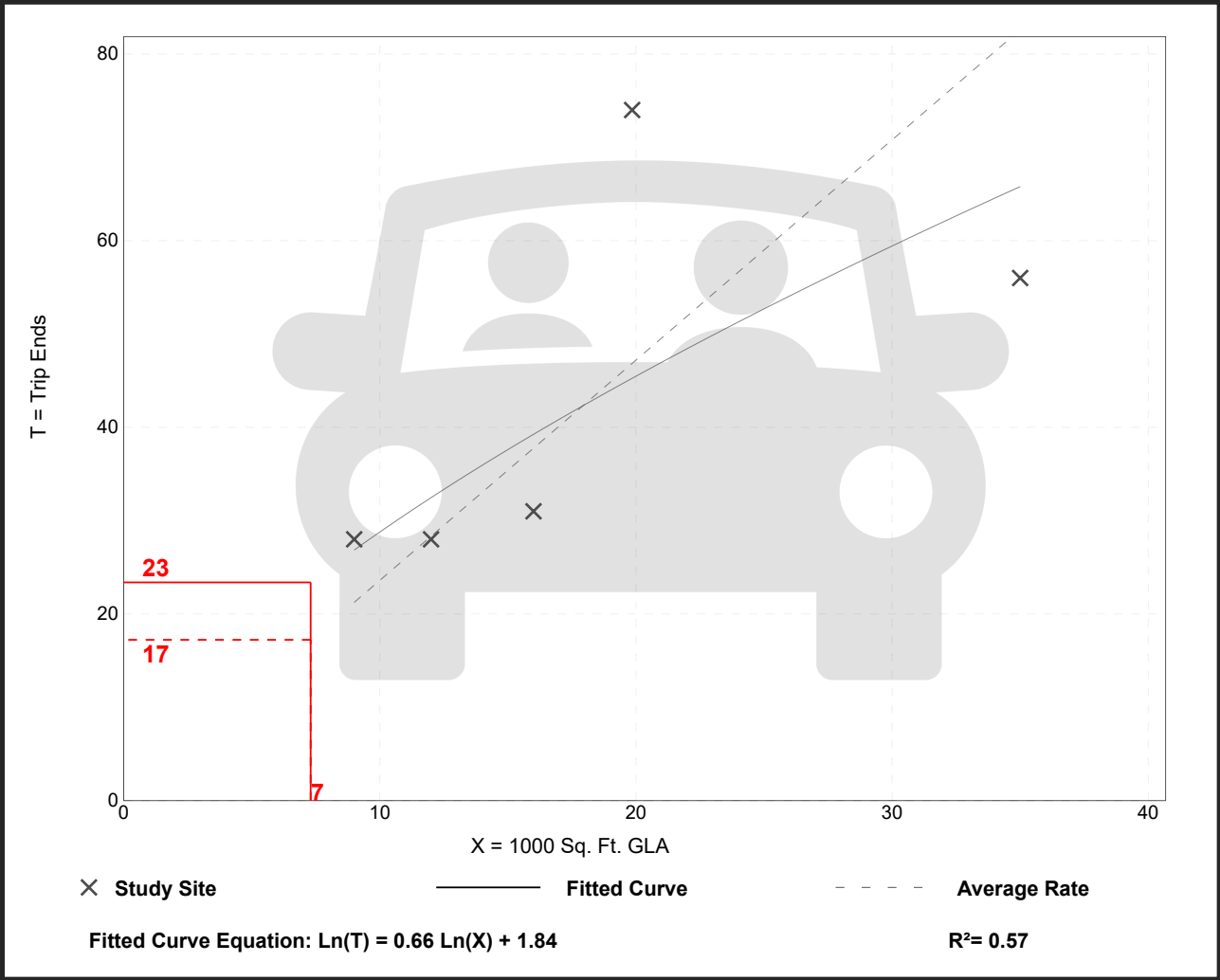
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k)

(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

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

Setting/Location: General Urban/Suburban

Number of Studies: 25

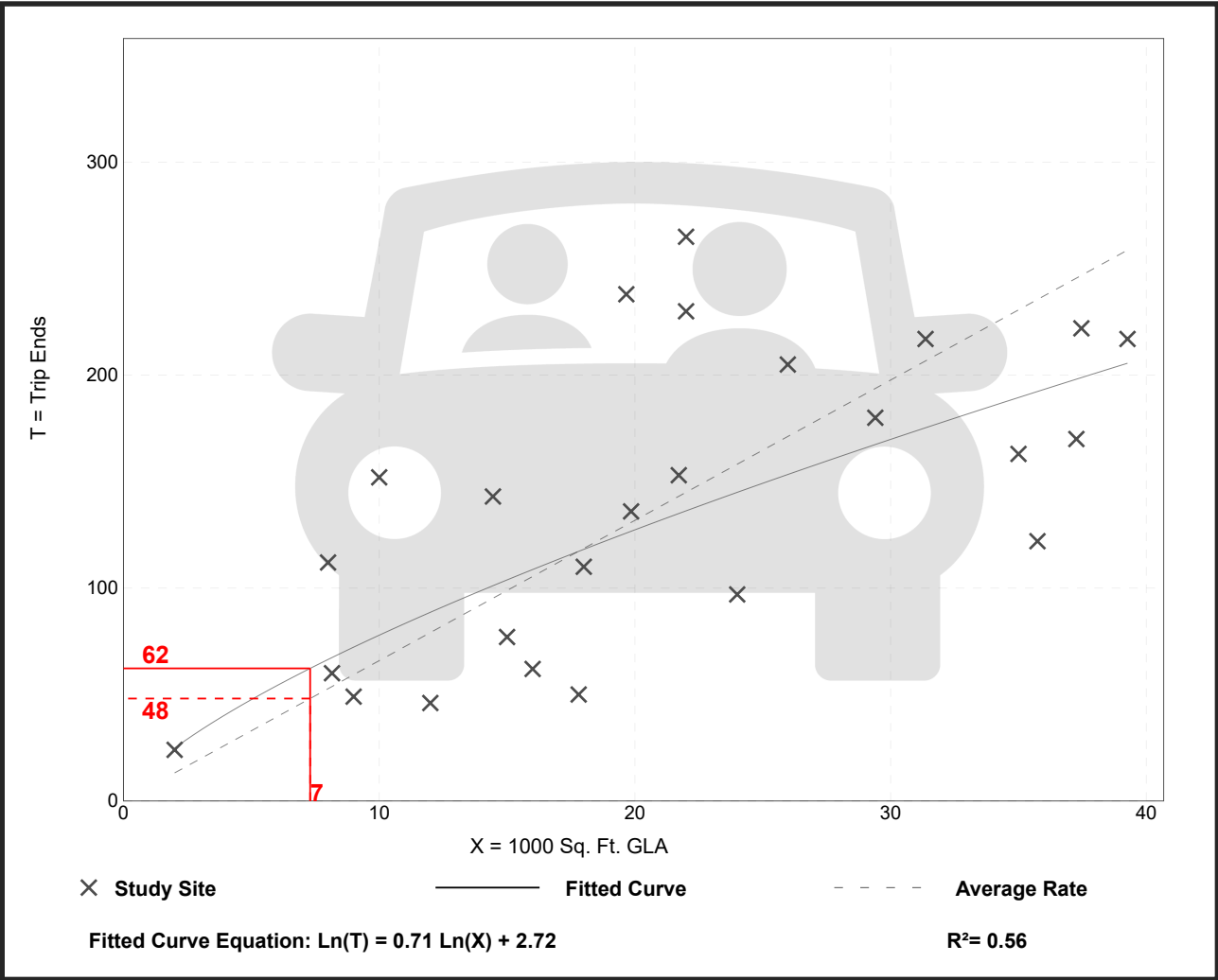
Avg. 1000 Sq. Ft. GLA: 21

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



Traffic Analysis Reports

2025 Existing Traffic Analysis

HCM Unsignalized Intersection Capacity Analysis

1: Main Street & Center Street

2025 Existing AM
80 East & Center Street Development

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

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

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

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

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

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	16	3	0	22	0	0	0	4	5	1	10
Future Vol, veh/h	0	16	3	0	22	0	0	0	4	5	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	17	3	0	24	0	0	0	4	5	1	11
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	24	0	0	20	0	0	49	43	19	45	44	24
Stage 1	-	-	-	-	-	-	19	19	-	24	24	-
Stage 2	-	-	-	-	-	-	30	24	-	21	20	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1591	-	-	1596	-	-	951	849	1059	957	848	1052
Stage 1	-	-	-	-	-	-	1000	880	-	994	875	-
Stage 2	-	-	-	-	-	-	987	875	-	998	879	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1591	-	-	1596	-	-	941	849	1059	953	848	1052
Mov Cap-2 Maneuver	-	-	-	-	-	-	941	849	-	953	848	-
Stage 1	-	-	-	-	-	-	1000	880	-	994	875	-
Stage 2	-	-	-	-	-	-	976	875	-	994	879	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			8.4			8.6		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1059	1591	-	-	1596	-	-	1004				
HCM Lane V/C Ratio	0.004	-	-	-	-	-	-	0.017				
HCM Control Delay (s)	8.4	0	-	-	0	-	-	8.6				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

HCM Unsignalized Intersection Capacity Analysis

1: Main Street & Center Street

2025 Existing PM
80 E Center Street

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

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

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

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

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

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	9	5	1	24	1	5	0	2	11	3	6
Future Vol, veh/h	10	9	5	1	24	1	5	0	2	11	3	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	10	5	1	26	1	5	0	2	12	3	7
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	27	0	0	15	0	0	69	64	13	65	66	27
Stage 1	-	-	-	-	-	-	35	35	-	29	29	-
Stage 2	-	-	-	-	-	-	34	29	-	36	37	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1587	-	-	1603	-	-	923	827	1067	929	825	1048
Stage 1	-	-	-	-	-	-	981	866	-	988	871	-
Stage 2	-	-	-	-	-	-	982	871	-	980	864	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1587	-	-	1603	-	-	909	820	1067	922	818	1048
Mov Cap-2 Maneuver	-	-	-	-	-	-	909	820	-	922	818	-
Stage 1	-	-	-	-	-	-	974	860	-	981	870	-
Stage 2	-	-	-	-	-	-	971	870	-	971	858	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	3			0.3			8.8			8.9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	949	1587	-	-	1603	-	-	938				
HCM Lane V/C Ratio	0.008	0.007	-	-	0.001	-	-	0.023				
HCM Control Delay (s)	8.8	7.3	0	-	7.2	0	-	8.9				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

2026 Opening Year Traffic Analysis

HCM Unsignalized Intersection Capacity Analysis

1: Main Street & Center Street

2026 Opening Year AM
80 East & Center Street Development

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

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

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

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

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

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	16	3	0	22	0	0	0	4	5	1	10
Future Vol, veh/h	0	16	3	0	22	0	0	0	4	5	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	17	3	0	24	0	0	0	4	5	1	11
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	24	0	0	20	0	0	49	43	19	45	44	24
Stage 1	-	-	-	-	-	-	19	19	-	24	24	-
Stage 2	-	-	-	-	-	-	30	24	-	21	20	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1591	-	-	1596	-	-	951	849	1059	957	848	1052
Stage 1	-	-	-	-	-	-	1000	880	-	994	875	-
Stage 2	-	-	-	-	-	-	987	875	-	998	879	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1591	-	-	1596	-	-	941	849	1059	953	848	1052
Mov Cap-2 Maneuver	-	-	-	-	-	-	941	849	-	953	848	-
Stage 1	-	-	-	-	-	-	1000	880	-	994	875	-
Stage 2	-	-	-	-	-	-	976	875	-	994	879	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			8.4			8.6		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1059	1591	-	-	1596	-	-	1004				
HCM Lane V/C Ratio	0.004	-	-	-	-	-	-	0.017				
HCM Control Delay (s)	8.4	0	-	-	0	-	-	8.6				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

HCM Unsignalized Intersection Capacity Analysis

1: Main Street & Center Street

2026 Opening Year PM

80 E Center Street

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

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

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

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

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

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	9	5	1	24	1	5	0	2	11	3	6
Future Vol, veh/h	10	9	5	1	24	1	5	0	2	11	3	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	10	5	1	26	1	5	0	2	12	3	7
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	27	0	0	15	0	0	69	64	13	65	66	27
Stage 1	-	-	-	-	-	-	35	35	-	29	29	-
Stage 2	-	-	-	-	-	-	34	29	-	36	37	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1587	-	-	1603	-	-	923	827	1067	929	825	1048
Stage 1	-	-	-	-	-	-	981	866	-	988	871	-
Stage 2	-	-	-	-	-	-	982	871	-	980	864	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1587	-	-	1603	-	-	909	820	1067	922	818	1048
Mov Cap-2 Maneuver	-	-	-	-	-	-	909	820	-	922	818	-
Stage 1	-	-	-	-	-	-	974	860	-	981	870	-
Stage 2	-	-	-	-	-	-	971	870	-	971	858	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	3			0.3			8.8			8.9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	949	1587	-	-	1603	-	-	938				
HCM Lane V/C Ratio	0.008	0.007	-	-	0.001	-	-	0.023				
HCM Control Delay (s)	8.8	7.3	0	-	7.2	0	-	8.9				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

2026 Opening Year with Project Traffic Analysis

HCM Unsignalized Intersection Capacity Analysis

1: Main Street & Center Street

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

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

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

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

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

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

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	16	3	0	22	1	0	0	4	6	1	17
Future Vol, veh/h	6	16	3	0	22	1	0	0	4	6	1	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	17	3	0	24	1	0	0	4	7	1	18
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	25	0	0	20	0	0	67	58	19	60	59	25
Stage 1	-	-	-	-	-	-	33	33	-	25	25	-
Stage 2	-	-	-	-	-	-	34	25	-	35	34	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1589	-	-	1596	-	-	926	833	1059	936	832	1051
Stage 1	-	-	-	-	-	-	983	868	-	993	874	-
Stage 2	-	-	-	-	-	-	982	874	-	981	867	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1589	-	-	1596	-	-	906	830	1059	929	829	1051
Mov Cap-2 Maneuver	-	-	-	-	-	-	906	830	-	929	829	-
Stage 1	-	-	-	-	-	-	979	865	-	989	874	-
Stage 2	-	-	-	-	-	-	964	874	-	973	864	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.7			0			8.4			8.7		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1059	1589	-	-	1596	-	-	1007				
HCM Lane V/C Ratio	0.004	0.004	-	-	-	-	-	0.026				
HCM Control Delay (s)	8.4	7.3	0	-	0	-	-	8.7				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	8	7	0	15	10
Future Vol, veh/h	11	8	7	0	15	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	9	8	0	16	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	38	22	27	0	-	0
Stage 1	22	-	-	-	-	-
Stage 2	16	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	974	1055	1587	-	-	-
Stage 1	1001	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	969	1055	1587	-	-	-
Mov Cap-2 Maneuver	969	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.7	7.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1587	-	1003	-	-	
HCM Lane V/C Ratio	0.005	-	0.021	-	-	
HCM Control Delay (s)	7.3	0	8.7	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM Unsignalized Intersection Capacity Analysis

1: Main Street & Center Street

2026 Opening Year w Project PM

80 E Center Street

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

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

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

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

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

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	9	5	1	24	3	5	0	2	13	3	19
Future Vol, veh/h	24	9	5	1	24	3	5	0	2	13	3	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	10	5	1	26	3	5	0	2	14	3	21
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	29	0	0	15	0	0	107	96	13	96	97	28
Stage 1	-	-	-	-	-	-	65	65	-	30	30	-
Stage 2	-	-	-	-	-	-	42	31	-	66	67	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1584	-	-	1603	-	-	872	794	1067	887	793	1047
Stage 1	-	-	-	-	-	-	946	841	-	987	870	-
Stage 2	-	-	-	-	-	-	972	869	-	945	839	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1584	-	-	1603	-	-	841	780	1067	873	779	1047
Mov Cap-2 Maneuver	-	-	-	-	-	-	841	780	-	873	779	-
Stage 1	-	-	-	-	-	-	930	827	-	970	869	-
Stage 2	-	-	-	-	-	-	948	868	-	927	825	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.6			0.3			9.1			9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	895	1584	-	-	1603	-	-	949				
HCM Lane V/C Ratio	0.009	0.016	-	-	0.001	-	-	0.04				
HCM Control Delay (s)	9.1	7.3	0	-	7.2	0	-	9				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.1				

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	15	16	9	23	25
Future Vol, veh/h	22	15	16	9	23	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	16	17	10	25	27
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	83	39	52	0	-	0
Stage 1	39	-	-	-	-	-
Stage 2	44	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	919	1033	1554	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	978	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	909	1033	1554	-	-	-
Mov Cap-2 Maneuver	909	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	978	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.9	4.7		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1554	-	955	-	-	
HCM Lane V/C Ratio	0.011	-	0.042	-	-	
HCM Control Delay (s)	7.3	0	8.9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

2031 Future Year Traffic Analysis

HCM Unsignalized Intersection Capacity Analysis

1: Main Street & Center Street

2031 Future Year AM
80 East & Center Street Development

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

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

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

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

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

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	18	3	0	25	0	0	0	5	6	1	11
Future Vol, veh/h	0	18	3	0	25	0	0	0	5	6	1	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	20	3	0	27	0	0	0	5	7	1	12
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	27	0	0	23	0	0	56	49	22	51	50	27
Stage 1	-	-	-	-	-	-	22	22	-	27	27	-
Stage 2	-	-	-	-	-	-	34	27	-	24	23	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1587	-	-	1592	-	-	941	843	1055	948	841	1048
Stage 1	-	-	-	-	-	-	996	877	-	990	873	-
Stage 2	-	-	-	-	-	-	982	873	-	994	876	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1587	-	-	1592	-	-	930	843	1055	943	841	1048
Mov Cap-2 Maneuver	-	-	-	-	-	-	930	843	-	943	841	-
Stage 1	-	-	-	-	-	-	996	877	-	990	873	-
Stage 2	-	-	-	-	-	-	970	873	-	989	876	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			8.4			8.7		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1055	1587	-	-	1592	-	-	997				
HCM Lane V/C Ratio	0.005	-	-	-	-	-	-	0.02				
HCM Control Delay (s)	8.4	0	-	-	0	-	-	8.7				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

HCM Unsignalized Intersection Capacity Analysis

1: Main Street & Center Street

2031 Future Year PM

80 E Center Street

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

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

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

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

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

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	10	6	1	27	1	6	0	2	12	3	7
Future Vol, veh/h	11	10	6	1	27	1	6	0	2	12	3	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	11	7	1	29	1	7	0	2	13	3	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	30	0	0	18	0	0	76	71	15	72	74	30
Stage 1	-	-	-	-	-	-	39	39	-	32	32	-
Stage 2	-	-	-	-	-	-	37	32	-	40	42	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1583	-	-	1599	-	-	914	819	1065	919	816	1044
Stage 1	-	-	-	-	-	-	976	862	-	984	868	-
Stage 2	-	-	-	-	-	-	978	868	-	975	860	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1583	-	-	1599	-	-	898	812	1065	911	809	1044
Mov Cap-2 Maneuver	-	-	-	-	-	-	898	812	-	911	809	-
Stage 1	-	-	-	-	-	-	968	855	-	976	867	-
Stage 2	-	-	-	-	-	-	966	867	-	965	853	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	3			0.3			8.9			9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	935	1583	-	-	1599	-	-	933				
HCM Lane V/C Ratio	0.009	0.008	-	-	0.001	-	-	0.026				
HCM Control Delay (s)	8.9	7.3	0	-	7.3	0	-	9				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

2031 Future Year with Project Traffic Analysis

HCM Unsignalized Intersection Capacity Analysis

1: Main Street & Center Street

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

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

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

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

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

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

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	18	3	0	25	1	0	0	5	7	1	18
Future Vol, veh/h	6	18	3	0	25	1	0	0	5	7	1	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	20	3	0	27	1	0	0	5	8	1	20
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	28	0	0	23	0	0	74	64	22	66	65	28
Stage 1	-	-	-	-	-	-	36	36	-	28	28	-
Stage 2	-	-	-	-	-	-	38	28	-	38	37	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1585	-	-	1592	-	-	916	827	1055	927	826	1047
Stage 1	-	-	-	-	-	-	980	865	-	989	872	-
Stage 2	-	-	-	-	-	-	977	872	-	977	864	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1585	-	-	1592	-	-	895	824	1055	920	823	1047
Mov Cap-2 Maneuver	-	-	-	-	-	-	895	824	-	920	823	-
Stage 1	-	-	-	-	-	-	976	862	-	985	872	-
Stage 2	-	-	-	-	-	-	958	872	-	968	861	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.6			0			8.4			8.7		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1055	1585	-	-	1592	-	-	999				
HCM Lane V/C Ratio	0.005	0.004	-	-	-	-	-	0.028				
HCM Control Delay (s)	8.4	7.3	0	-	0	-	-	8.7				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	8	7	0	16	10
Future Vol, veh/h	11	8	7	0	16	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	9	8	0	17	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	39	23	28	0	-	0
Stage 1	23	-	-	-	-	-
Stage 2	16	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	973	1054	1585	-	-	-
Stage 1	1000	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	968	1054	1585	-	-	-
Mov Cap-2 Maneuver	968	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.7	7.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1585	-	1002	-	-	
HCM Lane V/C Ratio	0.005	-	0.021	-	-	
HCM Control Delay (s)	7.3	0	8.7	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM Unsignalized Intersection Capacity Analysis

1: Main Street & Center Street

2031 Future Year w Project PM

80 E Center Street

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

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

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

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

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

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	10	6	1	27	3	6	0	2	14	3	20
Future Vol, veh/h	25	10	6	1	27	3	6	0	2	14	3	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	11	7	1	29	3	7	0	2	15	3	22
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	32	0	0	18	0	0	114	103	15	103	105	31
Stage 1	-	-	-	-	-	-	69	69	-	33	33	-
Stage 2	-	-	-	-	-	-	45	34	-	70	72	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1580	-	-	1599	-	-	863	787	1065	877	785	1043
Stage 1	-	-	-	-	-	-	941	837	-	983	868	-
Stage 2	-	-	-	-	-	-	969	867	-	940	835	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1580	-	-	1599	-	-	831	773	1065	863	771	1043
Mov Cap-2 Maneuver	-	-	-	-	-	-	831	773	-	863	771	-
Stage 1	-	-	-	-	-	-	925	823	-	966	867	-
Stage 2	-	-	-	-	-	-	944	866	-	922	821	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.5			0.2			9.1			9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	879	1580	-	-	1599	-	-	942				
HCM Lane V/C Ratio	0.01	0.017	-	-	0.001	-	-	0.043				
HCM Control Delay (s)	9.1	7.3	0	-	7.3	0	-	9				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.1				

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	15	16	10	26	25
Future Vol, veh/h	22	15	16	10	26	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	16	17	11	28	27
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	87	42	55	0	-	0
Stage 1	42	-	-	-	-	-
Stage 2	45	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	914	1029	1550	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	977	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	904	1029	1550	-	-	-
Mov Cap-2 Maneuver	904	-	-	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	977	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9	4.5		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1550	-	951	-	-	
HCM Lane V/C Ratio	0.011	-	0.042	-	-	
HCM Control Delay (s)	7.3	0	9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	