



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

The Kaysville City Planning Commission will hold a regular meeting on January 8, 2026, 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. Public Hearing for a rezone for approximately 1820 South Sunset Drive (parcels #08-694-0005, 08-027-0009, and 08-027-0008) from R-A and A-1 to R-1-6 with a PRUD Overlay
4. Approval of the minutes from the December 11, 2025 Planning Commission Meeting
5. Other matters that properly come before the Planning Commission
 - a. Reports
 - b. Correspondence
 - c. Calendar
6. Adjournment

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

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

Mindi Edstrom
Community Development Department

PLANNING COMMISSION STAFF REPORT

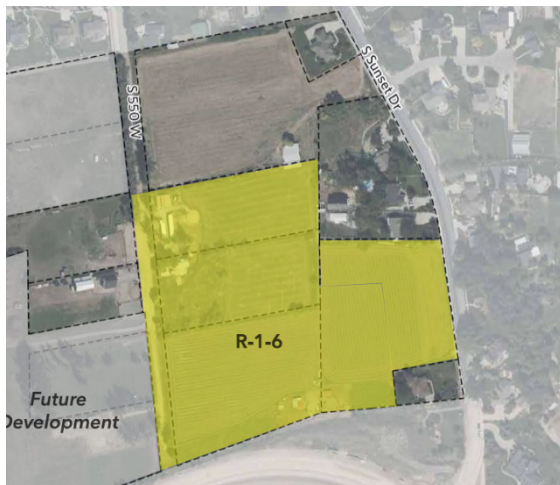
To: Kaysville City Planning Commission
From: Melinda Greenwood, Community Development Director
Date: January 2, 2026

Agenda Item #6: Public Hearing and Rezone application from Symphony Homes requesting a zone change for approximately 1820 South Sunset Drive from [R-A Residential Agricultural District](#) and [A-1 Light Agricultural District](#) to [R-1-6 Single Family Residential District](#) with a [PRUD Overlay](#)

Meeting Date	January 8, 2026
Application Type	Rezone
Applicant Owner	Symphony Homes
Address Parcel ID Number(s)	~1820 South Sunset Drive 08-694-0005; 08-027-0009; 08-027-0008
Lot Size	~14.7 acres
Current Use	Undeveloped and Agricultural
Current Zoning	R-A Residential Agricultural District A-1 Light Agricultural District
Density Entitlement	~ 21 dwellings
Requested Zoning	R-1-6
Density Request	46 dwellings

1. BACKGROUND

This new rezone application from Symphony Homes concerns their property on the east side of the future 550 West road connection, and they are requesting a rezone to R-1-6 with a PRUD overlay to accommodate some private roads. Note that Symphony Homes withdrew their previous application, which was before the Planning Commission on August 28, 2025.



There are three parcels included in the application, all of which are owned by Symphony Homes and combine to total approximately 14.7 acres. The subject properties are located in the southwest corner of the City, west of Sunset Drive and just North of the roundabout at the intersection of Angel Street and Sunset Drive. The properties are currently zoned for

agricultural and single-family uses, with approximately 7.4 acres zoned A-1 Light Agriculture and the remaining acreage (about 7.3 acres) is zoned R-A Agricultural Residential. As currently zoned, the acreage could accommodate as many as 21 single-family dwellings.

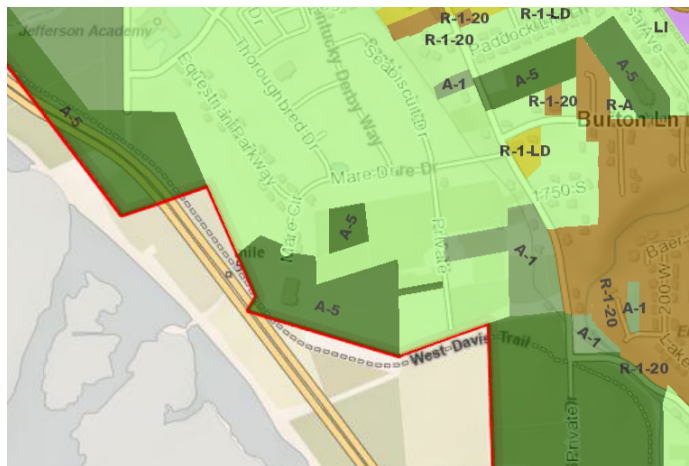
The proposed rezone to R-1-6 requests a total of 46 single-family lots, resulting in an overall density of approximately 3.2 units per acre. If approved, the development would be subject to a development agreement specifying standards and other project requirements. While the R-1-6 zone stipulates a minimum lot size of 6,000 square feet, the developer is proposing many larger lots, ranging from 6,300 square feet to 22,455 square feet. For an "at-a-glance" comparison, staff has provided a breakdown of the proposed lot sizes and how they would fit into the City's single-family zoning designations based on minimum lot size requirements. Using these calculations, the lot mixture includes:

- R-1-20 – 2 lots
- R-1-14 – 4 lots
- R-1-10 – 23 lots
- R-1-8 – 6 lots
- R-1-6 – 10 lots

2. SURROUNDING LAND USE AND ZONING

Existing uses in the area and neighborhood include the following zoning and established uses.

- **Adjacent** – The subject properties are bordered by Sunset Drive, the future 550 West road, a handful of single-family homes, agricultural land, and land owned by the Central Davis Sewer District.
- **North** – Properties to the north are zoned R-A Residential-Agricultural, which requires a minimum lot size of 21,780 square feet. The existing Sunset Equestrian Estates community is also north of the subject properties.
- **South** – Properties to the south are zoned A-5 Heavy Agriculture and are owned by the Central Davis Sewer District. The future Angel Street extension is south of the subject properties as is the Kaysville City border.
- **East** – Properties to the east are zoned R-A and A-1, both single-family agricultural zones. Farther east are areas zoned R-1-20 (single-family, minimum 20,000-square-foot lots) and R-1-LD (single-family, averaging half-acre lots).
- **West** – Properties to the west are zoned either A-5 Heavy Agriculture and R-A Agricultural Residential. Also to the west is the Sunset Equestrian Center, Bridled Up Hope, some UDOT-owned parcels along the West Davis Corridor, as well as wetlands outside city limits at Kaysville's western boundary.



3. 2022 GENERAL PLAN

Staff has provided the following analysis of the pending Symphony Homes application in relation to the 2022 General Plan to assist the Planning Commission in determining if the project aligns with the principles, goals, and objectives of the General Plan.

A. GUIDING PRINCIPLES

The 2022 General Plan begins by establishing five guiding principles. The guiding principles are broad categorical policy statements which were derived from the public involvement process during the creation of the General Plan. Staff suggests the guiding principle below relates to Symphony Home's application.

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

The proposed R-1-6 zoning, combined with the proposed mixture of both large and small single-family lots will assist in providing additional housing options in this quadrant of the City. While some of the proposed lot sizes are smaller than many existing half-acre lots, the continuation of the established single-family development pattern fits the character of the area, while simultaneously providing alternatives to large single family lots which are prevalent in the area.

The rezone application is supported by this guiding principle.

B. FUTURE LAND USE MAP

Chapter 1, the Land Use & Placemaking Plan contains the *Future Land Use Map* 2.2 which identifies ideal future development patterns based on land use types. As shown in yellow, the 2022 General Plan Future Land Use Map designates the subject properties for single-family use. The General Plan does not delineate lot sizes or suggest appropriate density when referencing the "Single Family Residential" character area. The proposed Horizon East project and zone change proposes 46 single-family detached dwellings and fits within the single-family.



The Future Land Use Map supports the proposed zone change.

C. GOALS, OBJECTIVES AND IMPLEMENTATION MEASURES

Each chapter of the 2022 General Plan has a section of goals, objectives and implementation measures which help determine if a proposed rezone application meets ideals established by the community's vision. The 2022 General Plan has a section of goals, objectives and

implementation measures at the end of each chapter and after a staff evaluation of the General Plan, the following excerpts contain support for the rezone application.

- i. **Chapter 1 Land Use & Placemaking Plan** notes that “Quality places are about quality of life - they include a mix of uses and housing, embody good design, contain effective public spaces and green spaces, and multiple options for transportation.”

Goal 1: Preserve and protect Kaysville’s “small town” atmosphere by limiting change in functioning neighborhoods and districts. *Objective 1.1* continues to state the city should: *Preserve single-family neighborhoods by restricting development to models that fit the existing character of the neighborhood.*

The area of the city where the proposed rezone is requested is currently developed as single-family neighborhoods. If the rezone is approved, the continuation of single-family uses should not be a detriment to the existing single-family atmosphere.

GOAL 6: PRESERVE THE ESTABLISHED CHARACTER OF KAYSVILLE

Chapter 1 continues to lay out **Goal 6: Preserve the established Character of Kaysville** and

Objective 6.1 Continue the established focus on

single-family residential uses. The rezone application is congruent with these statements.

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

Lastly, Chapter 1 offers ***Goal 8: Provide a range of housing options and price points that help ensure Kaysville is an affordable place to live.***

Kaysville is limited in its existing housing options and affordability, especially on the west side of the city. Horizon’s proposed mix of some smaller lots would slightly diversify housing options and price points, especially in this area of the city.

Chapter 1 contains goals and objectives which support the Symphony Homes rezone application to R-1-6.

- ii. **Chapter 2 Transportation & Connectivity** speaks about community access, and suggests the city connect new developments to existing streets networks. Connectivity allows a sense of community to easily be created. When people can conveniently be linked through streets, sidewalks, and trails, it encourages a connected neighborhood and interactions. It further creates a sense of safety as it is easier for emergency responders to reach homes when needed.

Chapter 2 of the 2022 General Plan.

Goal 2: Preserve and enhance community access and *Objective 2.3 Create a connected network* asks the City to “Seek to create a highly connected street and pathway

network for new and existing development. This includes connected streets, a dense network, and accessibility to community destinations.”

The proposed rezone application would appropriately create a connection from Sunset Drive into the new subdivision.

The second chapter’s goals continue to state: **“Goal 3: Preserve neighborhood character”** and **“Objective 3.3: Integrate new development. Balance the preservation of neighborhoods with the integration of new development. Connect new development to the existing network in ways that respect neighborhoods.”**

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

Chapter 2 contains goals and objectives that offer support for the proposed rezone.

- iii. **Chapter 3 Housing & Neighborhoods** states that “Development activity within the city, especially west of I-15 where the majority of vacant developable land is located, is expected to continue expanding the low and medium density neighborhoods within the city.” With an overall proposed density of 3.2 units per acre, the Horizon development – comprising of both large and small lots – would be classified as low-density single-family. For comparison, the City’s R-1-6 zone allows approximately a maximum of 7.2 units per acre; therefore, the Symphony Homes proposal is significantly lower in density than what is permitted by the zoning code.

The Utah State Legislature has required municipalities focus on moderate income housing (MIH) as well as provide an annual report on the City’s efforts towards MIH. In November of 2022, the City amended the 2022 General Plan to include the state required MIH elements.

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

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

As a continuation of the guiding principle and similar goals in Chapter 1, Chapter 3 outlines: **Goal 1: Provide a full range of housing opportunities to meet economic, lifestyle, and lifecycle needs and expectations for residents.** Falling underneath Goal 1 and creating support for the rezone application, *Objective 1.3* states the City will: **“Rezone for densities necessary to facilitate the production of moderate income housing.”** **The implementation measures for this objective requires a positive staff recommendation for rezone applications which are harmonious with the future land use map and other areas of the General Plan, as is the case with this application.**

Rezoning this property to R-1-6 will allow for much needed housing, specifically on smaller single-family lots. It is an easy argument that smaller lot sizes will yield lower priced housing. However, there is no guarantee that even if approved, any of the housing produced on the smaller lots would actually fall into the state's definitions of MIH.

Chapter 3 contains an additional goal and objective in support of Symphony's rezone application.

iv. **Chapter 6: Kaysville Water Use & Preservation**

The Utah State Legislature recently passed legislation that required cities to adopt provisions into their general plans that address water conservation and water availability. Pursuant to that requirement, on December 18, 2025, the City Council amended the 2022 General Plan by adopting Chapter 6: Kaysville Water Use & Preservation, which goes into effect on Friday, January 2, 2026. Based on this new chapter, staff has provided the following assessment of culinary water usage in relation to level of service (LOS) and equivalent residential connections (ERC) and availability of water for the rezone application. When analyzing the City's water capacity, the contracts held with Weber Basin Water Conservancy District (WBWCD) for water are listed in acre feet, so this section will convert ERCs from gallons to acre-feet (AF).

Goal 1 of Chapter 6 states the City will **"Align future land use with sustainable water demand"** and:

- *"Use ERC-based water demand estimates for major plan amendments and rezonings, especially for large greenfield and higher-intensity infill projects."*
- *"Incorporate water demand and LOS checks into staff reports for significant development proposals (e.g., annexations, large subdivisions)."*

The remainder of this section details the water availability analysis and fulfills the goals and objectives outlined above. Data from the Public Works Department indicates that one equivalent residential connection (ERC)—representing a single-family home—uses an average of 7,100 gallons of culinary water per month. The Symphony project proposes 46 single-family dwellings, which would result in an estimated annual usage of 3,919,200 gallons of water. Since one acre-foot (AF) of water equates to 325,851 gallons, 46 ERCs equate to approximately 12.02 AF per year. The City contracts for culinary water with WBWCD via a primary contract for 2,786 AF and a secondary contract for an additional 286 AF. A final contract allows Kaysville to exchange water rights, providing another 400 AF of capacity. In total, the City has 3,186 AF of water contracted with WBWCD. A five-year history of total consumption shows that the highest usage occurred in 2020 (2,783.33 AF) and the lowest in 2023 (2,145.13 AF). The average annual consumption over this five-year period is 2,436.15 AF.

Table 2 below summarizes the last five years of deliveries from WBWCD, broken out by month.

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual in Acre Feet
2024	177	182.02	204.88	159.89	202.63	215.27	286.43	199.4	291.83	208.04	181.06	177.26	2,485.71
2023	149.43	134.98	146.78	144.93	210.39	186.49	225.96	212.69	177.65	195.04	167.51	193.28	2,145.13
2022	188.03	183.6	203.05	183.53	222.89	197.5	193.17	219.34	179.1	226.84	172.97	151.15	2,321.17
2021	205.32	178.45	210.44	212.96	206.78	251.14	219.2	202.51	209.57	187.7	187.64	173.72	2,445.43
2020	206.54	193.59	190.67	202.21	243.24	259.08	279.81	294.84	246.32	242.16	230.94	193.93	2,783.33

Table 2 – Weber Basin Water Conservancy District Deliveries

With the current contractual annual water allocation at 3,186 acre feet, and this proposed development requiring an estimated 12.02 acre feet, the culinary water needs for this development will be met and do not exceed our contractual availability.

Culinary Water Availability (AF)	
Based on Annual Usage	
Contracted Water	3,186.00
5-Year Use Average	2,436.15
Horizon East Estimated Use	12.02
Remaining Capacity	737.83

The City has adequate culinary water capacity to support this rezone application.

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

4. PROJECT SPECIFICS & DEVELOPMENT AGREEMENT

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

A. HOUSING TYPES & NUMBER OF DWELLINGS

Symphony homes has requested 46 single-family lots over the approximate 14.7 acres of property. The proposal includes lot sizes ranging between 6,300 and 22,455 square feet. The development agreement requires that all lots be at least 6,000 square feet in size.

The development agreement also stipulates that no more than 30 homes would be allowed until a secondary access could be constructed. This restriction is based off fire code.

B. FRONTAGE WIDTHS

The Development agreement would allow for some variation on lot width. It requires that all lots average 60 feet, but allows frontages to go as low as 50 feet so long as that 60 foot average is maintained. As currently written, the R-1-6 zone requires a 55 foot frontage, so this allowance would grant a 5 foot reduction from the established minimum.

C. SETBACKS

The project proposal asks for variations on setbacks to the following standards. Proposed are:

- 20 feet for the front yard (as opposed to 25 feet).
- 5 feet for the side yard.
- 25 feet for the rear yard setback with covered patios being exempted from this setback and only having a 10 foot setback. The rear setback for R-1-6 is 25 feet and doesn't have any current exceptions.

D. BUILDING HEIGHT

The applicant is asking for an increase in allowed building height, which is limited to 30 feet. The request is for 35 feet in height, and no more than two stories. All main buildings would be a minimum of ten feet in height and accessory buildings would be at least six feet tall.

E. INTERSECTION DESIGN

The development agreement stipulates that all intersections would be designed to meet American Association of State Highway and Transportation Officials standards. This is the city's standard practice when reviewing civil drawings during the subdivision phase.

5. UTILITIES AND TRAFFIC

City staff and utility partners have reviewed the project for utility capacity (separate from the water availability analysis provided) and have not identified anything concerning. While most utilities are not yet in place to serve the entire area, as is typical, the developer would construct the necessary infrastructure to support the project.

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

6. PUBLIC COMMENT

On Monday, December 22, 2025, a total of 62 public notices were mailed to property owners within 500' of the subject property. The public hearing notice was posted to the City's website, social media account and the state's website on Monday, December 22, 2025. A sign was placed on the property on Wednesday, December 31, 2025.

As of the date of this staff report three comments have been received through the online portal, which automatically distributes those comments to all Planning Commissioners. Two of the three comments were in support of the project, with the other in opposition.

7. RECOMMENDATION

For legislative items, such as a rezone, the Planning Commission serves as a recommending body to the City Council, who is the land use authority on this application. The Planning Commission is free to make any recommendation to the City Council that they feel is appropriate, including:

- A recommendation of approval the rezone request;
- A recommendation of denial of the rezone request; or
- Requesting modifications to the project.

Staff's assessment of the application in comparison to the 2022 General Plan is that adequate support exists for the application to comply with the General Plan as outlined in items A-E.

Findings supporting a recommendation of approval include:

- A.** The application aligns with one of the five Guiding Principles of the 2022 General Plan: "Provide diverse housing options."
- B.** The Future Land Use Map supports the detached single-family project as proposed.
- C.** Chapters 1, 2, and 3 of the 2022 General Plan contain multiple goals, policy objectives, and implementation measures that support approval of the rezone request.
- D.** There is adequate culinary water to serve the proposed project.
- E.** The development agreement, to be recorded against the properties, ensures the project will be completed as approved.

Staff recommends the Planning Commission forward a recommendation of approval to the City Council for the zone change application, along with the proposed development agreement.

When Recorded return to:

Kaysville City
23 East Center Street
Kaysville, UT 84087

**DEVELOPMENT AGREEMENT
FOR HORIZON EAST**

THIS AGREEMENT is made and entered into this ____ day of _____, 2026 ("Effective Date") by and between Kaysville City, a municipal corporation organized and existing under the laws of the State of Utah (hereinafter the "City"), and Symphony Development Corporation, a Domestic Business Corporation and its successors and/or assigns, and Horizon 2024, LLC, a Utah limited liability company and its successors and/or assigns (hereinafter collectively referred to as the "Developer");

RECITALS

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

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

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

WHEREAS after a review and recommendation from the Planning Commission which included a public hearing, the Kaysville City Council granted the rezone and approves this Development Agreement as part of their legislative authority in accordance with Utah State Code 10-20-508;

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

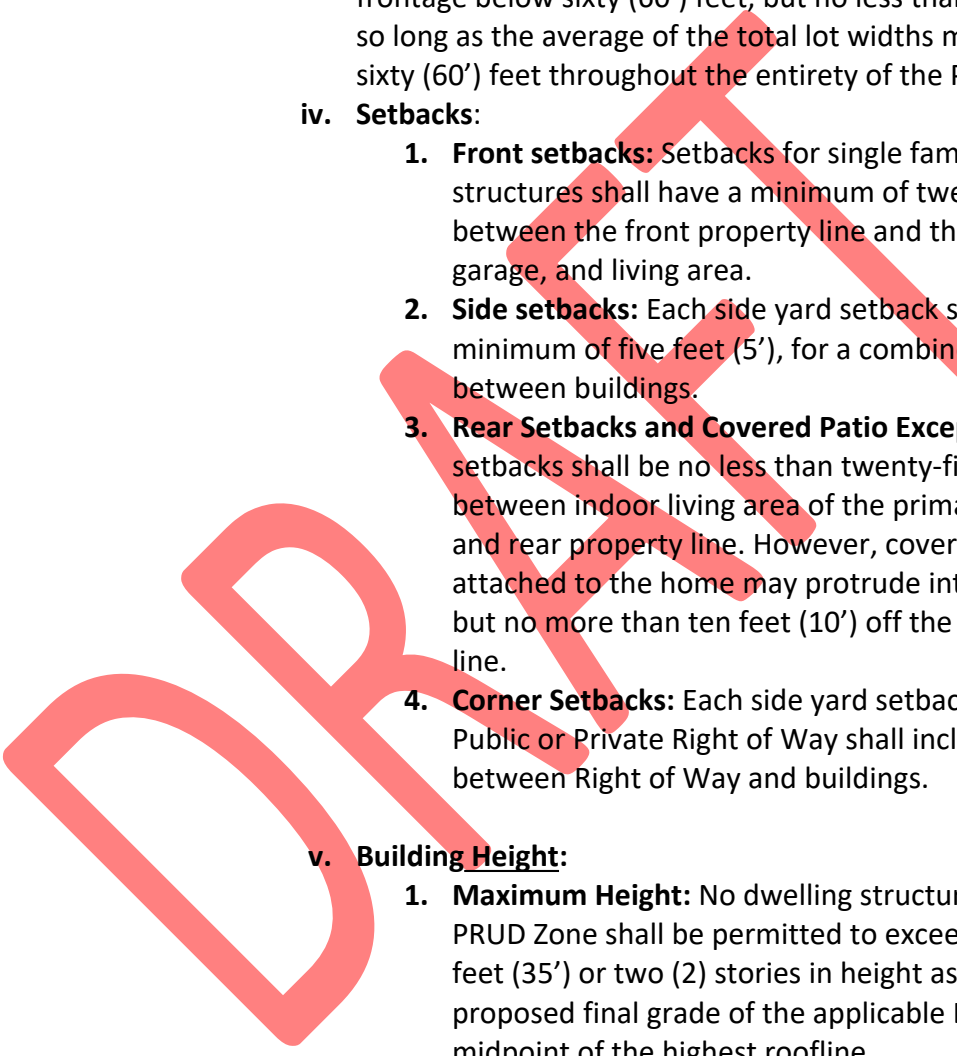
AGREEMENT

1. GENERAL DESCRIPTION.

- A. **Area Description:** The Property upon which the Community will be constructed is located as shown on the Property Location Map, a copy of which is attached as Exhibit A hereto and incorporated by reference herein. The property is further described as approximately 14.68 acres of real property identified on the Davis County records as the following 3 parcel(s):
- 08-694-0005 (9.02 acres)
 - 08-027-0009 (2.86 acres)
 - 08-027-0008 (2.8 acres)
- B. **Project Description:** The project proposed by Developer is a residential community consisting of traditional fronting single-family homes and community amenity space, all substantially conforming to the concept site plan attached hereto as Exhibit B and incorporated by this reference (the "Site Plan").

2. DEVELOPMENT STANDARDS AND REGULATIONS

- A. **Total Unit Count:** The overall Community unit count shall not exceed 46 residential units as depicted in the site plan unless additional acreage is added to the Property and is permitted through an amendment to the Development Agreement as approved by the City Council.
- B. **Adoption of Development Standards:** The City hereby adopts, as the development standards and guidelines for the Community and as generally depicted in Exhibit C (the "Development Standards"), the following in addition to all other applicable City Ordinances, standards and guidelines:
- (1) **Compliance with Approved Plans:** Developer shall develop the site in substantial compliance with the land uses, lot types, and building types depicted on the Site Plan and Development Standards, provided however that some roads, lot orientation and dimensions, or other things may slightly adjust following technical engineering review of the Preliminary and Final Plat. This includes:
- a. **Zoning:** City hereby adopts R-1-6 with a PRUD overlay as the zoning for the Property. This includes:
 - b. **R-1-6 (with conditions):** Based on the size of the Project Area in section 1.A, Developer and City agree the Developer may construct up to 46 detached traditional single-family units, subject to the following conditions:

- 
- i. **Site Plan:** As depicted in the Development Standards, product type, size, and configuration shall substantially conform with the Site Plan, but subject to the technical engineering review of the Preliminary and Final Plat.
 - ii. **Minimum Lot Size:** As depicted in the Development Standards, single family lots shall be a minimum of 6,000 square feet in size.
 - iii. **Frontage Requirements:** Developer may reduce the lot frontage below sixty (60') feet, but no less than fifty (50') feet, so long as the average of the total lot widths meets or exceeds sixty (60') feet throughout the entirety of the Property area.
 - iv. **Setbacks:**
 - 1. **Front setbacks:** Setbacks for single family dwelling structures shall have a minimum of twenty feet (20') between the front property line and the front porch, garage, and living area.
 - 2. **Side setbacks:** Each side yard setback shall include a minimum of five feet (5'), for a combined ten feet (10') between buildings.
 - 3. **Rear Setbacks and Covered Patio Exception:** Rear yard setbacks shall be no less than twenty-five feet (25') between indoor living area of the primary structure and rear property line. However, covered patios attached to the home may protrude into the setback but no more than ten feet (10') off the rear property line.
 - 4. **Corner Setbacks:** Each side yard setback abutting a Public or Private Right of Way shall include fifteen (15') between Right of Way and buildings.
 - v. **Building Height:**
 - 1. **Maximum Height:** No dwelling structures in the R-1-6 PRUD Zone shall be permitted to exceed thirty-five feet (35') or two (2) stories in height as defined by the proposed final grade of the applicable Lot to the midpoint of the highest roofline.
 - 2. **Minimum Height:** No main building shall be less than ten (10') feet in height, and no accessory building shall be less than six (6') feet in height
 - c. **Default Standards:** Any standard not specifically or adequately addressed in this development agreement shall default to the

standard in Kaysville City Code 17-12 Single Family Residential District.

(2) **Fencing:** Developer shall install a solid 6-foot tall fence in accordance with the Fencing Plan noted in the Development Standards as depicted in Exhibit C. Any new fencing shall be a solid or visual screening structure and shall meet all fence standards as defined by Kaysville City Ordinances.

(3) **Private vs. Public ROW:** Developer shall construct, and dedicate to the City, all Public Right of Way ("Public ROW") in accordance with the approved Site Plan and the construction drawings approved through the subdivision process. Any Right of Way not built to City specifications shall be owned and maintained by the Community's Homeowner Association, including any landscaped medians and entrance features for the Development. On-street parking shall not be permitted on any Private ROW outside of private driveways within a lot or designated parking stalls. Developer will be responsible for installing "NO PARKING" signage on Private ROWs and the CC&Rs shall include a provision for perpetual enforcement.

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

- a. Amur Maple
- b. Chokecherry
- c. Eastern Redbud
- d. flowering Crabapple
- e. Gambel Oak
- f. Kwanzan Flowering Cherry
- g. Lavalie Hawthorn
- h. Rocky Mountain Maple
- i. Serviceberry
- j. Tatarian Maple
- k. Wireless Zelkova

C. **Phasing & Construction:** The Project will be developed in phases as detailed in the attached phasing plan. The sequence of phasing will be determined by the Developer. Unless set forth herein, no sequential phasing is implied by the Site Plan, however it is anticipated development will start along Sunset Drive with phasing working east to west, in order to ensure infrastructure connections during construction. The parties acknowledge that the most efficient and economic phasing will depend on numerous factors, such as market conditions and demand, infrastructure planning, competition, the public interest, and other similar factors. The Parties agree to cooperate in good faith with respect to continued master planning and implementation of such phasing consistent with the public interest. Each phase shall require submission of a preliminary

and final subdivision plat and approval for that phase, consistent with the Site Plan and this DA.

- D. **Single Access Limited to 30 Dwellings:** The Developer acknowledges that the Project shall be limited to thirty (30) residential Lots, and Certificates of Occupancy, until a secondary access is approved and constructed per drawings approved by the City Engineer.
- E. **Findings of Compatibility:** In adopting this Agreement, the City hereby expressly finds that the development of the Community, in conformance with this Agreement, promotes the creation of a desirable residential Community in an appropriate location. The City further finds that the development of the Community, in conformance with the this Agreement, will not violate the general purpose, goals and objectives of the City Ordinances and any plans adopted by the Planning Commission and City Council.

Subject to the Developer's performance and compliance with the terms of this Agreement and City Ordinances in effect on the date of this Agreement, Developer's rights to develop the Community in accordance with the approved site plan is vested.

3. PROJECT IMPROVEMENTS

Developer shall construct and install all improvements, including utilities and roadways, required for the Community and as detailed herein, at Developer's sole cost and expense, in compliance with approvals, and all applicable ordinances, regulations, standards and status of the City, the secondary water provider, Central Davis Sewer District, other relevant providers, and the State of Utah. If City requires developer to oversize any project improvement, or construct any system infrastructure improvement, City shall reimburse developer for such oversizing or system improvement construction in accordance with Utah Code 10-20-911 and the *Nollan/Dolan* line of exaction cases.

- A. **Intersection Design and Approvals:** All intersections in the Community shall be designed to meet standards recognized by American Association of State Highway and Transportation Officials (AASHTO) and shall be reviewed and approved by the City Engineer during the subdivision application approval process.
- B. **Intersection Visibility:** Intersections for the Project shall maintain adequate visibility and remain clear of trees, landscaping, fencing and other items which may negatively impact visibility. Developer agrees to maintain adequate AASHTO sight distance requirements at all intersections, as determined by the City Engineer.
- C. **950 North and Sunset Drive Intersection:** Developer's traffic study indicates that after the project is complete, the level of service (LOS) at the 950 North and Sunset intersection meet City standards (LOS D or above) and no mitigation items would be required. If modifications to the proposed project (e.g. increased density, traffic

rerouting, etc.) lower the LOS to level E or worse, then the developer shall proportionately contribute to City mitigation efforts for the intersection to raise the LOS to a level D, and City shall be responsible for all other such costs. To further clarify, if no changes are made through Amendment to the Development Agreement and the mentioned intersection lowers to LOS Level E or worse, then Developer has no proportionality obligation.

4. VESTING.

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

- A. City's Future Laws that Developer agrees in writing apply to the Project;
- B. City's Future Laws that are both generally applicable to all properties in the City's jurisdiction and that are required in order to comply with state and federal laws and regulations affecting the Project;
- C. City's development standards, engineering requirements, approval, and supplemental specifications applicable to public works, and any City's Future Laws that are updates or amendments to existing building, plumbing, mechanical, electrical, dangerous buildings, drainage, or similar construction or safety related codes, such as the International Building Code, the APWA Specifications, AAHSTO Standards, the Manual of Uniform Traffic Control Devices or similar standards that are generated by a nationally or statewide recognized construction/safety organization, or by the state or federal governments and are otherwise required to meet legitimate concerns related to public health, safety or welfare;
- D. Lawful taxes, or modifications thereto, provided that nothing in this Agreement shall be construed as waiving or limiting in any way Developer's right to challenge taxes imposed by City, which right to challenge is hereby reserved;
- E. Changes to the amounts of utility rates, service fees or charges, or fees for the processing of Development Applications that are generally applicable to all development within City's jurisdiction and that are adopted pursuant to state and local law.

5. REPRESENTATIONS OF DEVELOPER

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

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

6. ASSIGNMENT

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

7. BINDING EFFECT

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

8. ATTORNEY'S FEES

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

9. SEVERABILITY

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

10. CAPTIONS

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

11. GOVERNING LAW

This Agreement and all matters relating hereto, shall be governed by, construed and

interpreted in accordance with the laws of the State of Utah without regard to the conflict or choice of law provisions thereof.

12. ENTIRE AGREEMENT

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

13. CONSTRUCTION

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

14. AUTHORIZATION OF EXECUTION

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

B. **Developer:** The execution of this Agreement has been duly authorized by the Developer.

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

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

	<u>Symphony Development Corporation</u>
	By: _____
_____ TITLE	_____ TITLE
	<u>Horizon 2024, LLC</u>
	By: _____
_____ TITLE	_____ TITLE

DRAFT

ATTEST:

KAYSVILLE CITY

By:

Annemarie Plaizier
City Recorder

Tamara Tran
Mayor

On the ____ day of _____, 2026, personally appeared before me TAMARA TRAN, and ANNEMARIE PLAIZIER, who being by me duly sworn did say, each for herself that she, the said TAMARA TRAN, is the Mayor of Kaysville City, Davis County, State of Utah and that she, the said ANNEMARIE PLAIZIER, is the City Recorder of Kaysville City, and that the within and foregoing instrument was signed on behalf of the said Kaysville City by authority of the City Council of Kaysville City and said TAMARA TRAN and ANNEMARIE PLAIZIER, each duly acknowledged to me that the said Kaysville City executed the same and that the seal affixed is the seal of the said Kaysville City.

NOTARY PUBLIC

(SEAL)

STATE OF UTAH)

: ss.

COUNTY OF DAVIS)

On the ____ day of _____, 2026, 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 Horizon 2024, LLC, a Utah limited liability company.

NOTARY PUBLIC

(SEAL)

STATE OF UTAH)

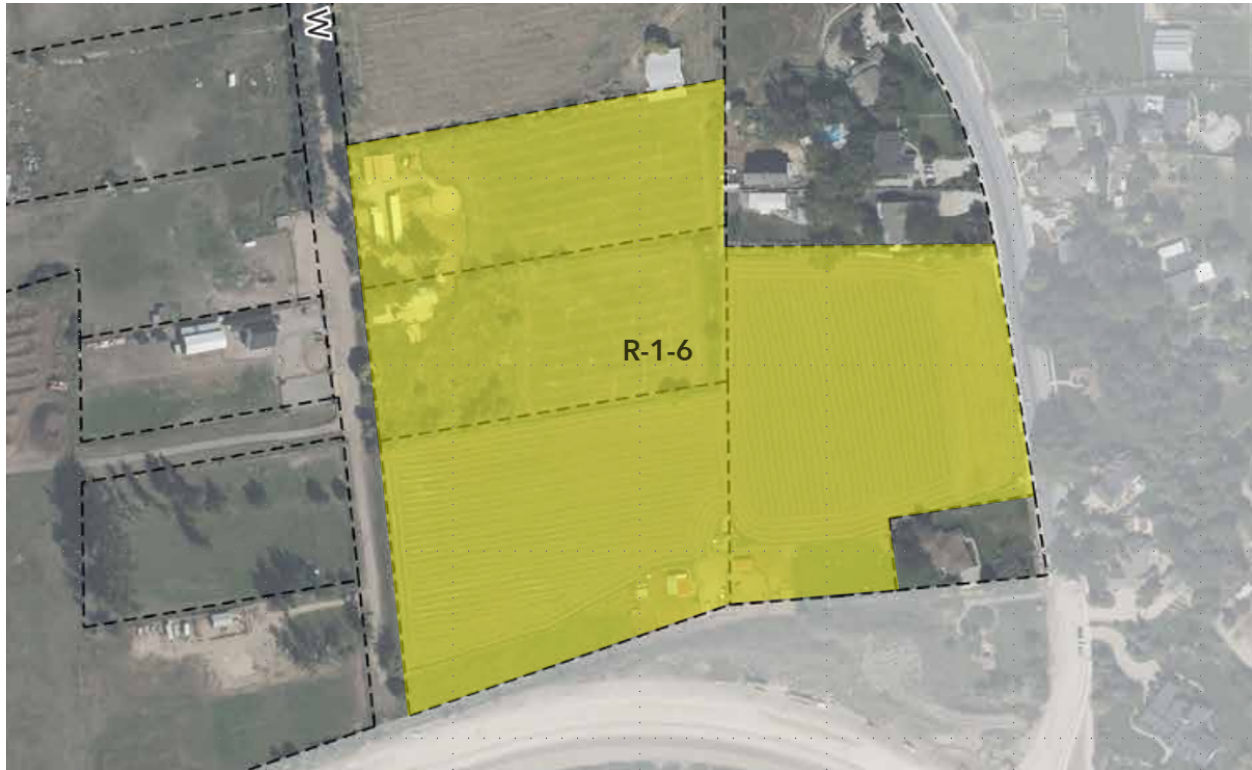
: ss.

COUNTY OF DAVIS

)

EXHIBIT A

PROPERTY LOCATION & LEGAL DESCRIPTION



Owner: Symphony Development Corporation; Horizon 2024, LLC

Total Acres: 14.68

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

R/W LINE) OF SUNSET DR; TH ALG SD R/W S $09^{\circ}24'00''$ E 375.29 FT; TH S $80^{\circ}36'00''$ W 221.14 FT; TH S $06^{\circ}15'58''$ E 108.46 FT TO THE POB. (BEARINGS IN DESC ARE BASED ON THE DAVIS COUNTY COORDINATE SYSTEM, ROTATE BEARINGS CLOCKWISE $00^{\circ}20'36''$ FOR THE EQUIVALENT NAD83 BEARINGS.)

CONT. 9.02 ACRES

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

CONT. 2.86 ACRES

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

CONT. 2.80 ACRES

EXHIBIT B
SITE PLAN



EXHIBIT C
DEVELOPMENT STANDARDS

(see attached)

DRAFT



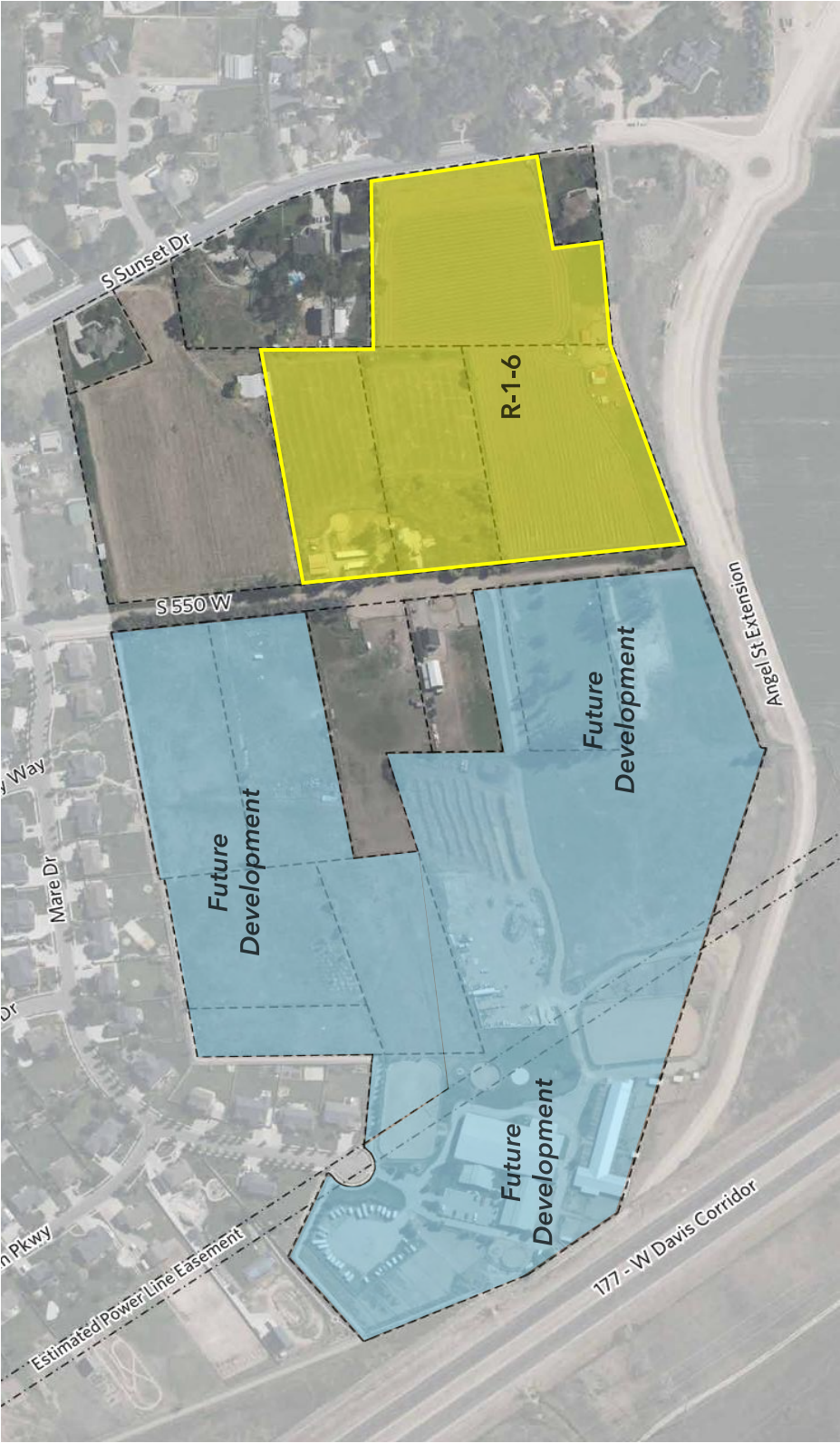


HORIZON

COMMUNITY PLAN

January 7, 2026





COMMUNITY PLAN
OVERALL BOUNDARY

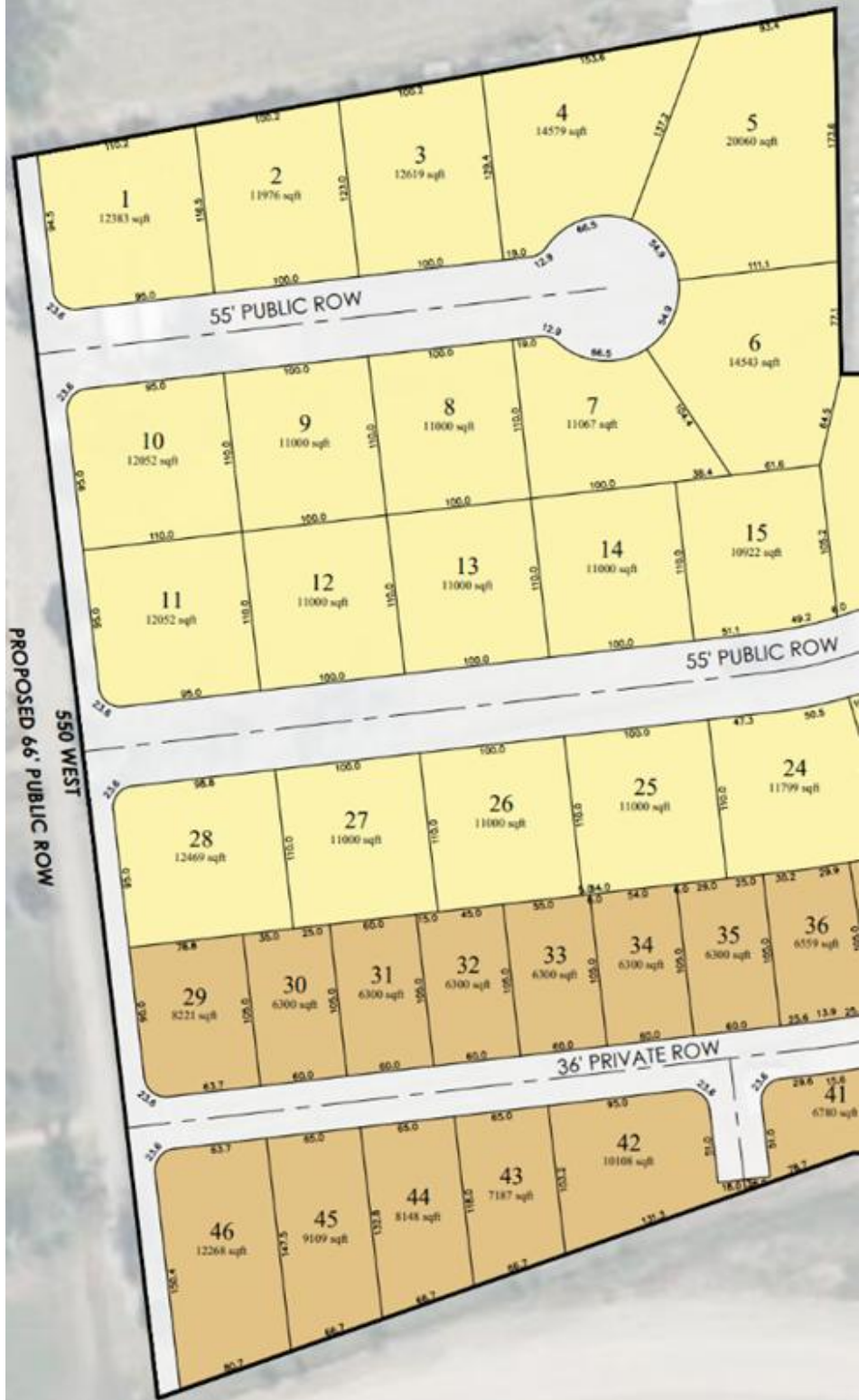


OVERALL

Total Project 14.5 ac
R-1-6 (zc)

RESIDENCES

Traditional Single Family	46
Rearload Single Family	0
Townhomes	0
Total Residences	46



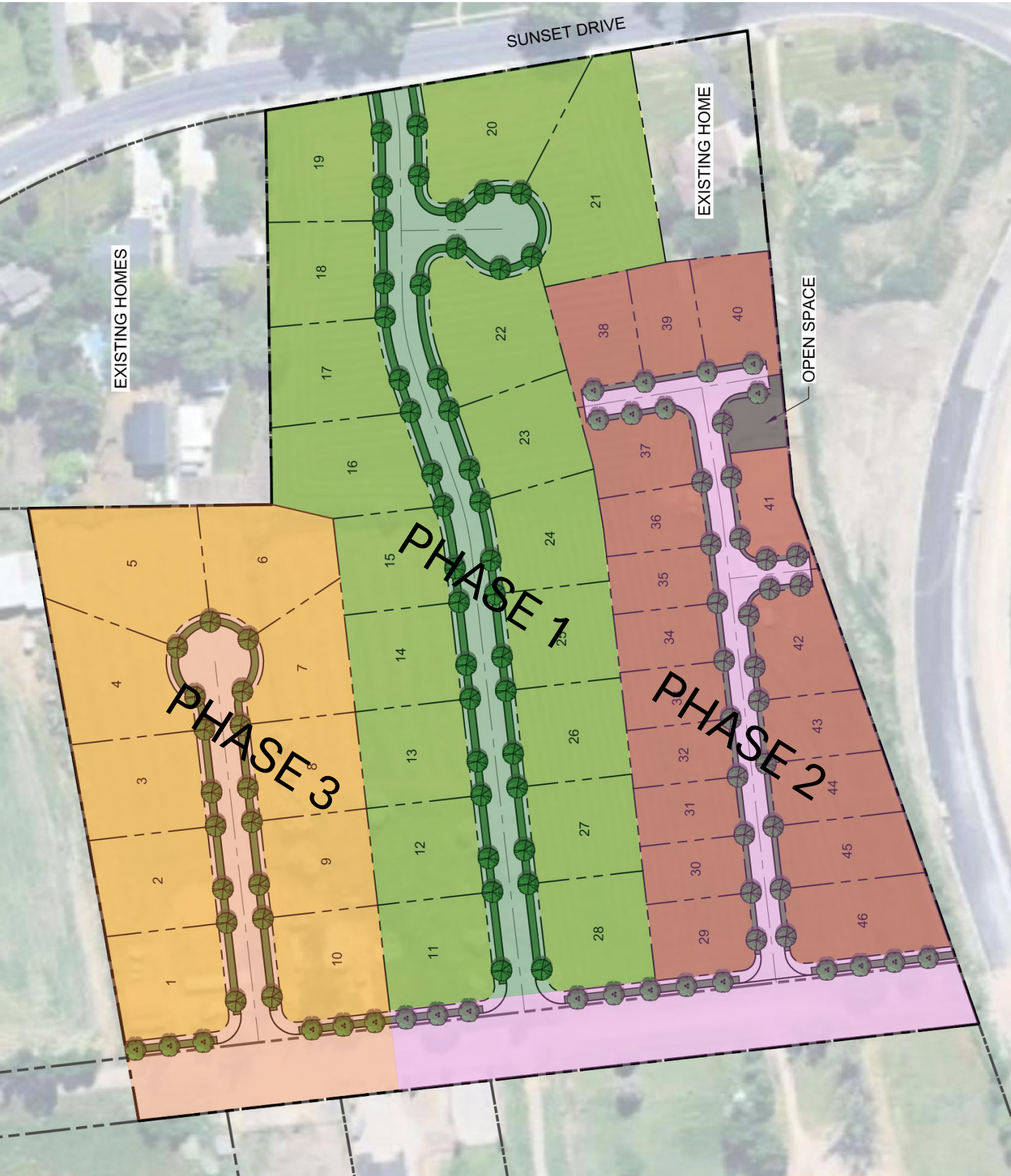
OVERALL

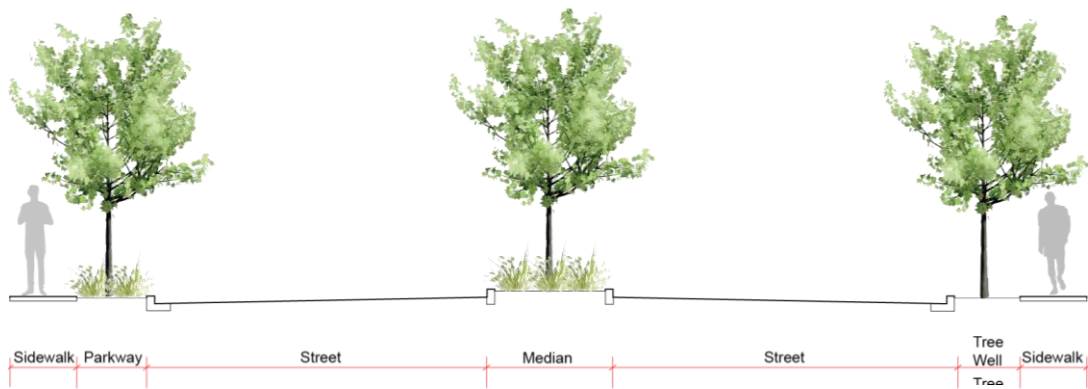
Total Project 14.5 ac
R-1-6 (zc)

RESIDENCES

Traditional Single Family	46
Rearload Single Family	0
Townhomes	0
Total Residences	46

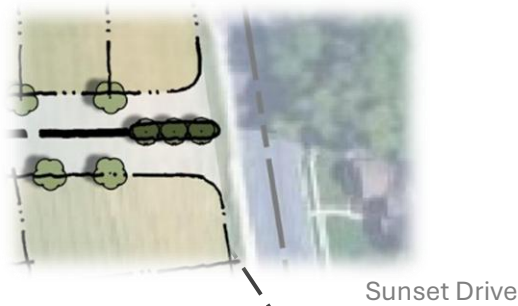






LANDSCAPED MEDIANS

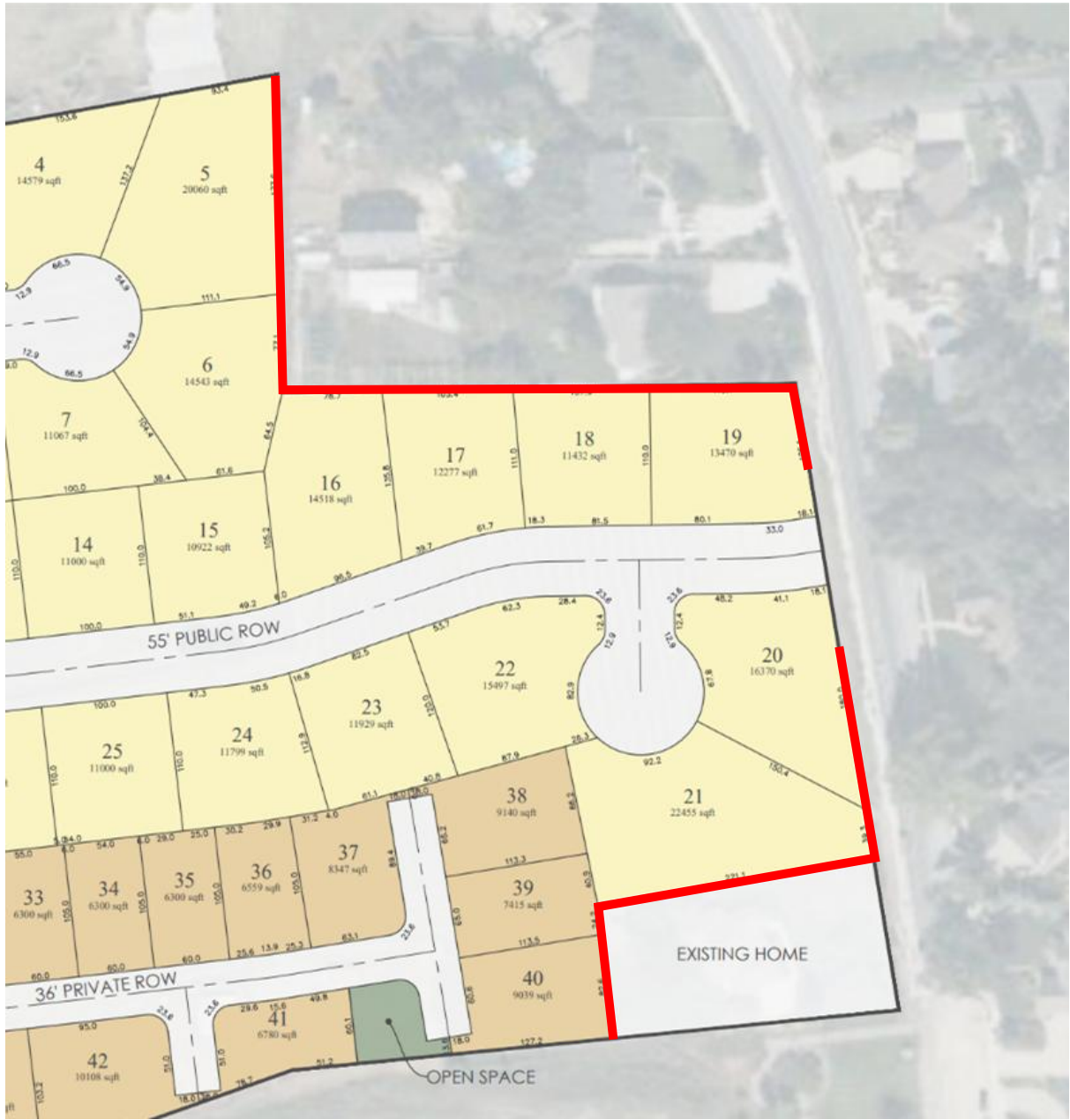
- Sunset Drive Median (1) 35' x 10'
- Sunset Entrance Monument (1)



Sunset Drive



COMMUNITY PLAN
FENCING PLAN



6' Privacy Fence

Developer shall install Community Fencing within each applicable development phase, but in no event later than the first Certificate of Occupancy within the applicable phase. Type, material, and color of fencing will be at the discretion of the Developer and included with the landscape plans but must be a 6' tall privacy fence. No required fencing is assumed within the site triangles of intersections and will be designed to meet standards recognized by Kaysville City and the American Association of State Highway and Transportation Officials.

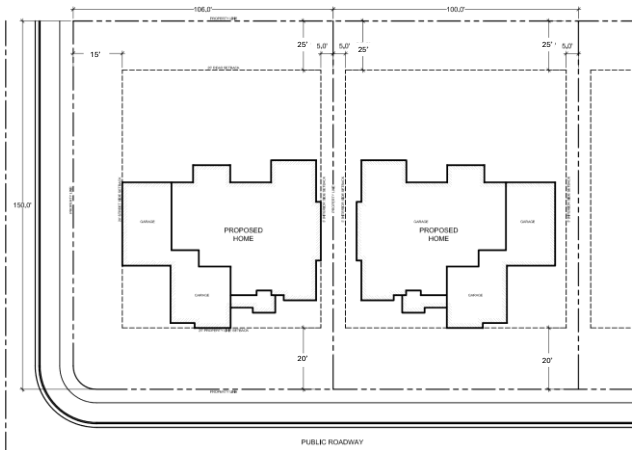


LOT TYPICAL

Minimum Lot Size	10,000 sq ft
Minimum Lot Frontage	80 ft
Average Lot Frontage	100+ ft
Height – Principal Building	35 ft max
3-Car garage minimum	

SETBACKS

Front Setback	20 ft
Rear Setback	25 ft
Interior Side Setback	5/5 ft
Street Side Setback	15 ft



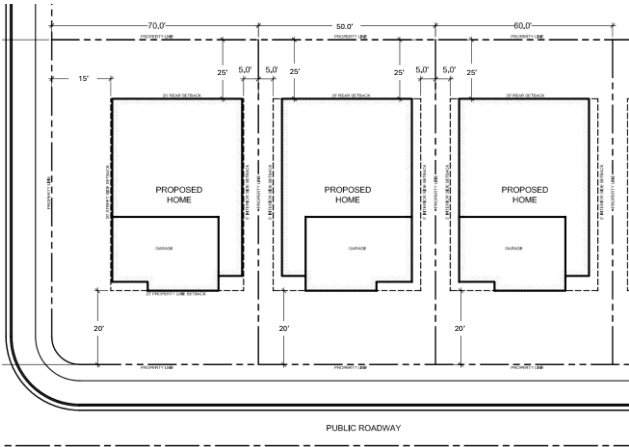


LOT TYPICAL

Minimum Lot Size	6,000 sq ft
Minimum Lot Frontage	50 ft
Average Lot Frontage	60+ ft
Height – Principal Building	35 ft max
2-Car garage minimum	

SETBACKS

Front Setback	20 ft
Rear Setback	25 ft
Interior Side Setback	5/5 ft
Street Side Setback	15 ft





Symphony
Homes



Horizon

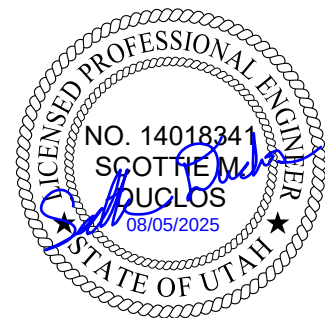
Traffic Impact Study



Kaysville, Utah

August 5, 2025

UT24-2901



EXECUTIVE SUMMARY

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

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

Table ES-1: Peak Hour Level of Service Results

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

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

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

TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
SUMMARY OF KEY FINDINGS & RECOMMENDATIONS.....	ii
TABLE OF CONTENTS	iii
LIST OF TABLES	iv
LIST OF FIGURES	iv
I. INTRODUCTION	1
A. Purpose.....	1
B. Scope.....	1
C. Analysis Methodology	2
D. Level of Service Standards	2
II. EXISTING (2025) BACKGROUND CONDITIONS.....	4
A. Purpose.....	4
B. Roadway System	4
C. Crash Data Summary	4
D. Traffic Volumes	5
E. Level of Service Analysis	6
F. Queuing Analysis	6
G. Mitigation Measures	6
III. PROJECT CONDITIONS	9
A. Purpose.....	9
B. Project Description.....	9
C. Trip Generation	9
D. Trip Distribution and Assignment.....	10
E. Access	13
F. Auxiliary Lanes.....	13
IV. EXISTING (2025) PLUS PROJECT CONDITIONS	14
A. Purpose.....	14
B. Traffic Volumes	14
C. Level of Service Analysis	14
D. Queuing Analysis	17
E. Mitigation Measures	17
V. FUTURE (2030) BACKGROUND CONDITIONS.....	18
A. Purpose.....	18
B. Roadway Network.....	18
C. Traffic Volumes	18
D. Level of Service Analysis	18
E. Queuing Analysis	18
F. Mitigation Measures	18
VI. FUTURE (2030) PLUS PROJECT CONDITIONS.....	22
A. Purpose.....	22
B. Traffic Volumes	22
C. Level of Service Analysis	22
D. Queuing Analysis	25
E. Mitigation Measures	25
F. Recommended Storage Lengths	25

Appendix A: Project Site Plan
Appendix B: Turning Movement Counts
Appendix C: LOS Results
Appendix D: Queuing Results
Appendix E: Crash Data Reports

LIST OF TABLES

Table 1: Level of Service Description	3
Table 2: Crash Severity by Intersection.....	5
Table 3: Crash Type by Intersection.....	5
Table 4: Existing (2025) Background Peak Hour LOS	6
Table 5: Project Land Uses.....	9
Table 6: Trip Generation	10
Table 7: New Trip Distribution.....	10
Table 8: Existing (2025) Plus Project Peak Hour LOS	14
Table 9: Future (2030) Background Peak Hour LOS	21
Table 10: Future (2030) Plus Project Peak Hour LOS	22
Table 11: Recommended Storage Lengths.....	25

LIST OF FIGURES

Figure 1: Vicinity map showing the project location in Kaysville, Utah	1
Figure 2: Existing (2025) background peak hour traffic volumes	7
Figure 3: Trip assignment for the peak hours.....	11
Figure 4: Existing (2025) plus project peak hour traffic volumes	15
Figure 5: Future (2030) background peak hour traffic volumes	19
Figure 6: Future (2030) plus project peak hour traffic volumes.....	23

I. INTRODUCTION

A. Purpose

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

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



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

B. Scope

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

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

C. Analysis Methodology

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

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

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

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

D. Level of Service Standards

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

Table 1: Level of Service Description

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

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

II. EXISTING (2025) BACKGROUND CONDITIONS

A. Purpose

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

B. Roadway System

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

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

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

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

C. Crash Data Summary

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

Table 2: Crash Severity by Intersection

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

Source: UDOT Numetric AASHTOWare, August 2024

Table 3: Crash Type by Intersection

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

Source: UDOT Numetric AASHTOWare, August 2024

D. Traffic Volumes

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

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

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

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

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

E. Level of Service Analysis

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

Table 4: Existing (2025) Background Peak Hour LOS

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

F. Queuing Analysis

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

G. Mitigation Measures

No mitigation measures are recommended.





III. PROJECT CONDITIONS

A. Purpose

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

B. Project Description

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

Table 5: Project Land Uses

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

C. Trip Generation

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

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

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

Table 6: Trip Generation

Trip Generation Kaysville - Horizon TIS									
Land Use ¹	# of Units	Unit Type	Trip Generation			New Trips			
			Total	% In	% Out	In	Out	Total	
Weekday Daily									
Single-Family Detached Housing (210)	200	DU	1,910	50%	50%	955	955	1,910	
Single-Family Attached Housing (215)	99	DU	704	50%	50%	352	352	704	
TOTAL			2,614			1,307	1,307	2,614	
AM Peak Hour									
Single-Family Detached Housing (210)	200	DU	140	25%	75%	35	105	140	
Single-Family Attached Housing (215)	99	DU	46	25%	75%	12	34	46	
TOTAL			186			47	139	186	
PM Peak Hour									
Single-Family Detached Housing (210)	200	DU	192	63%	37%	121	71	192	
Single-Family Attached Housing (215)	99	DU	56	59%	41%	33	23	56	
TOTAL			248			154	94	248	

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 11th Edition, 2021.

SOURCE: Hales Engineering, August 2025

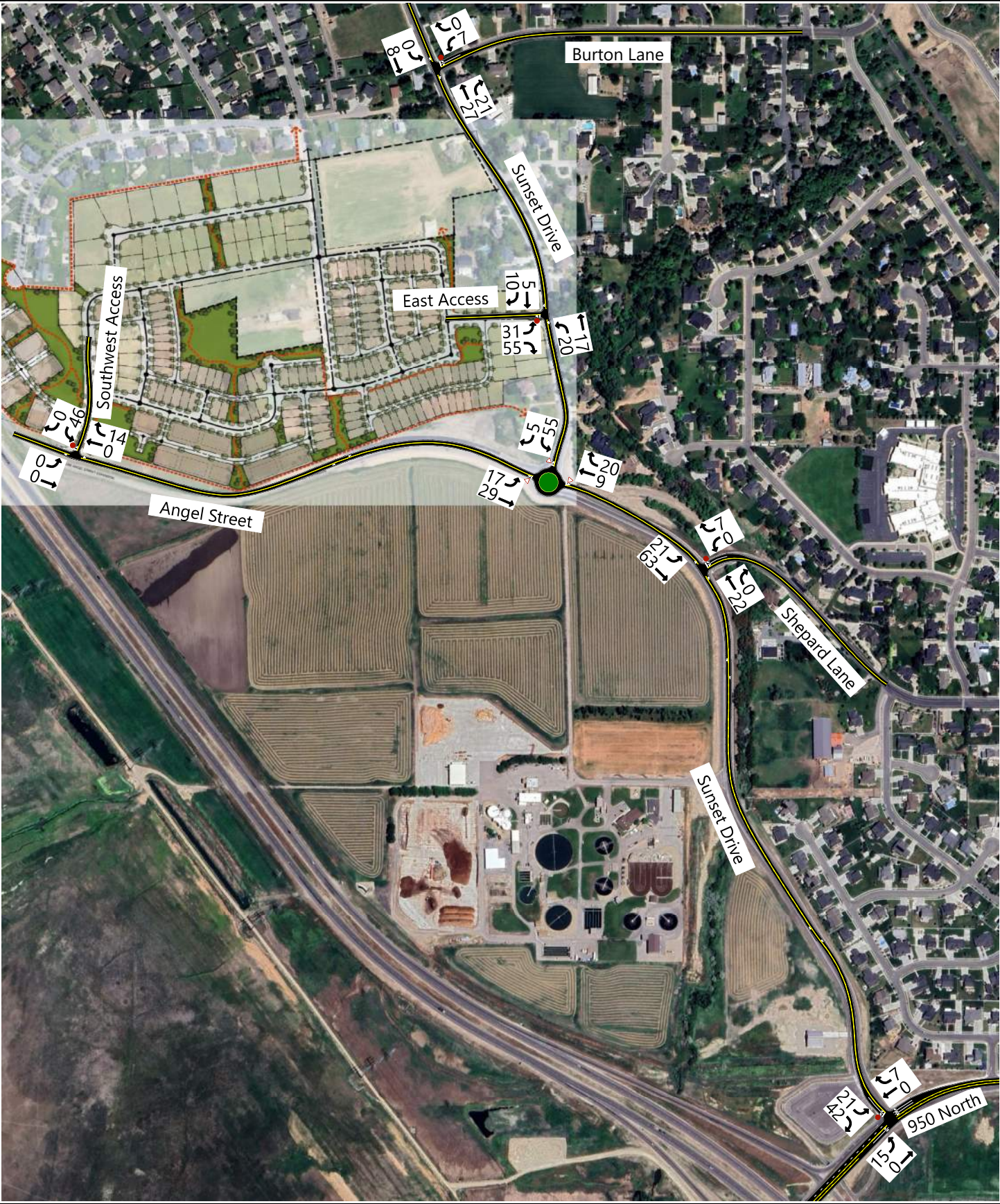
D. Trip Distribution and Assignment

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

Table 7: New Trip Distribution

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

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





E. Access

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

Sunset Drive:

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

Angel Street:

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

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

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

F. Auxiliary Lanes

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

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

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

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

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

IV. EXISTING (2025) PLUS PROJECT CONDITIONS

A. Purpose

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

B. Traffic Volumes

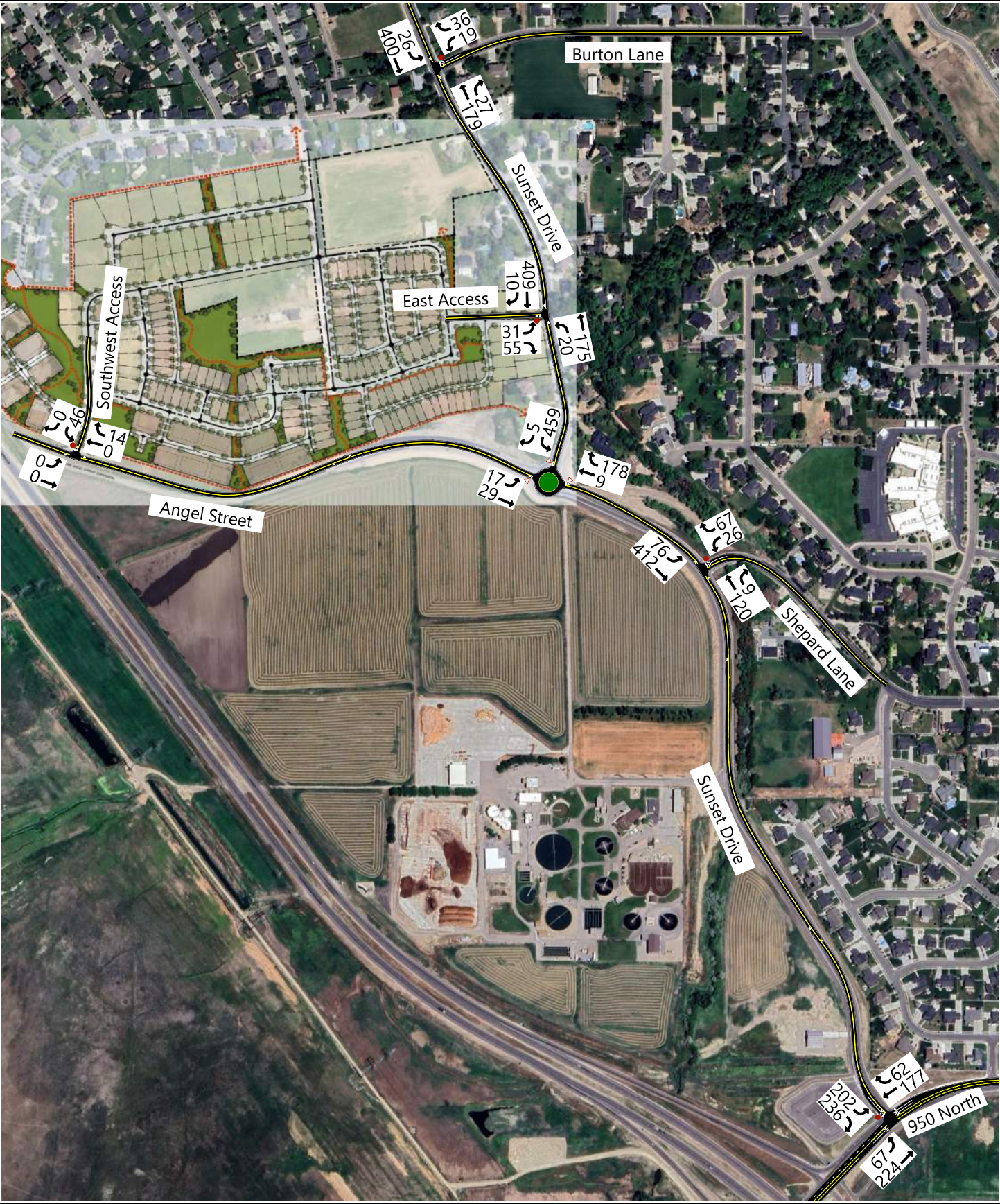
Hales Engineering added the project trips discussed in Chapter III to the existing (2025) background traffic volumes to predict turning movement volumes for existing (2025) plus project conditions. Utilizing the collected traffic counts at the Kentucky Derby Way / Western Drive intersection, a proportion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

C. Level of Service Analysis

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

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

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





D. Queuing Analysis

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

E. Mitigation Measures

No mitigation measures are recommended.

V. FUTURE (2030) BACKGROUND CONDITIONS

A. Purpose

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

B. Roadway Network

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

C. Traffic Volumes

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

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

D. Level of Service Analysis

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

E. Queuing Analysis

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

F. Mitigation Measures

No mitigation measures are recommended.

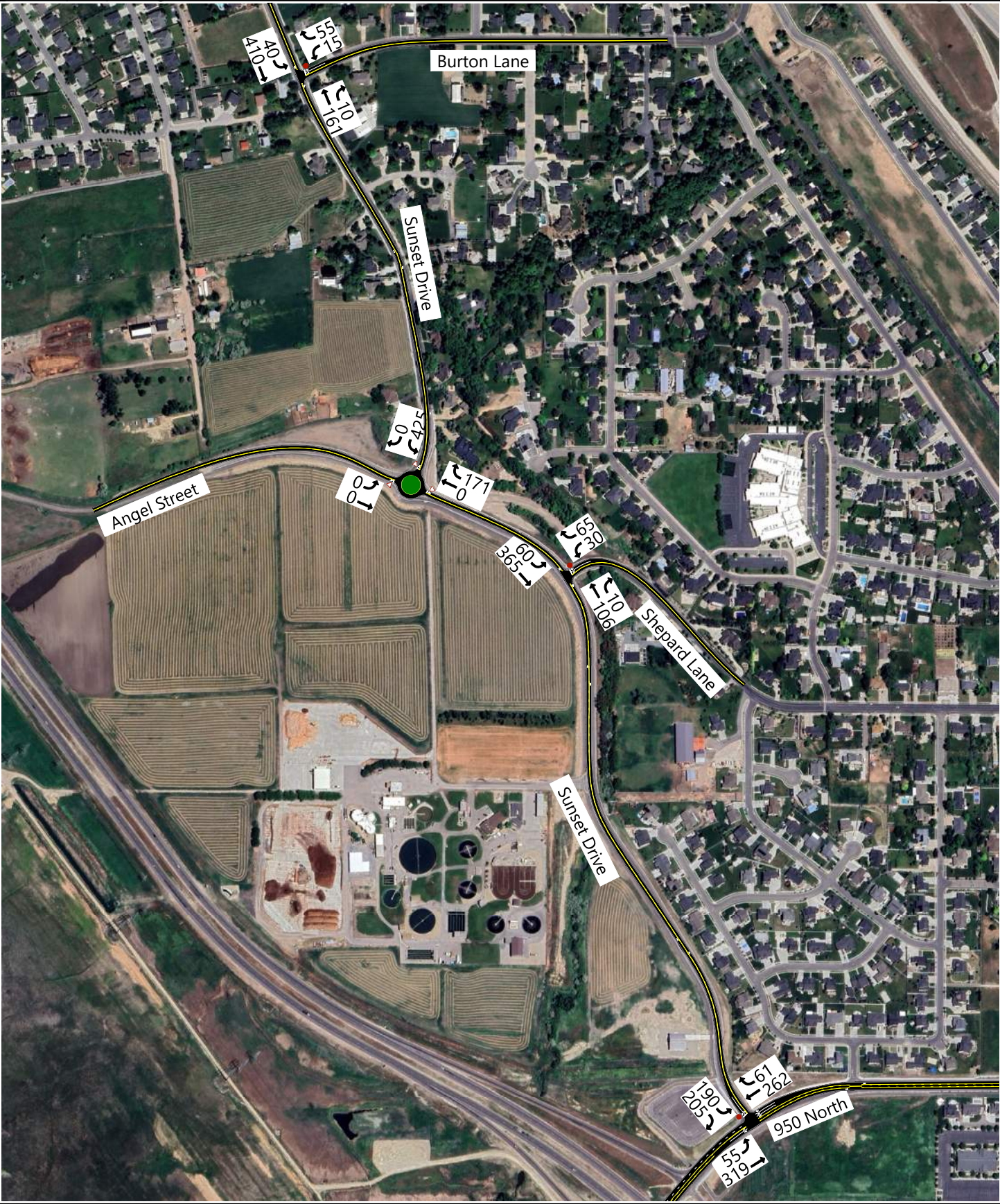




Table 9: Future (2030) Background Peak Hour LOS

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

VI. FUTURE (2030) PLUS PROJECT CONDITIONS

A. Purpose

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

B. Traffic Volumes

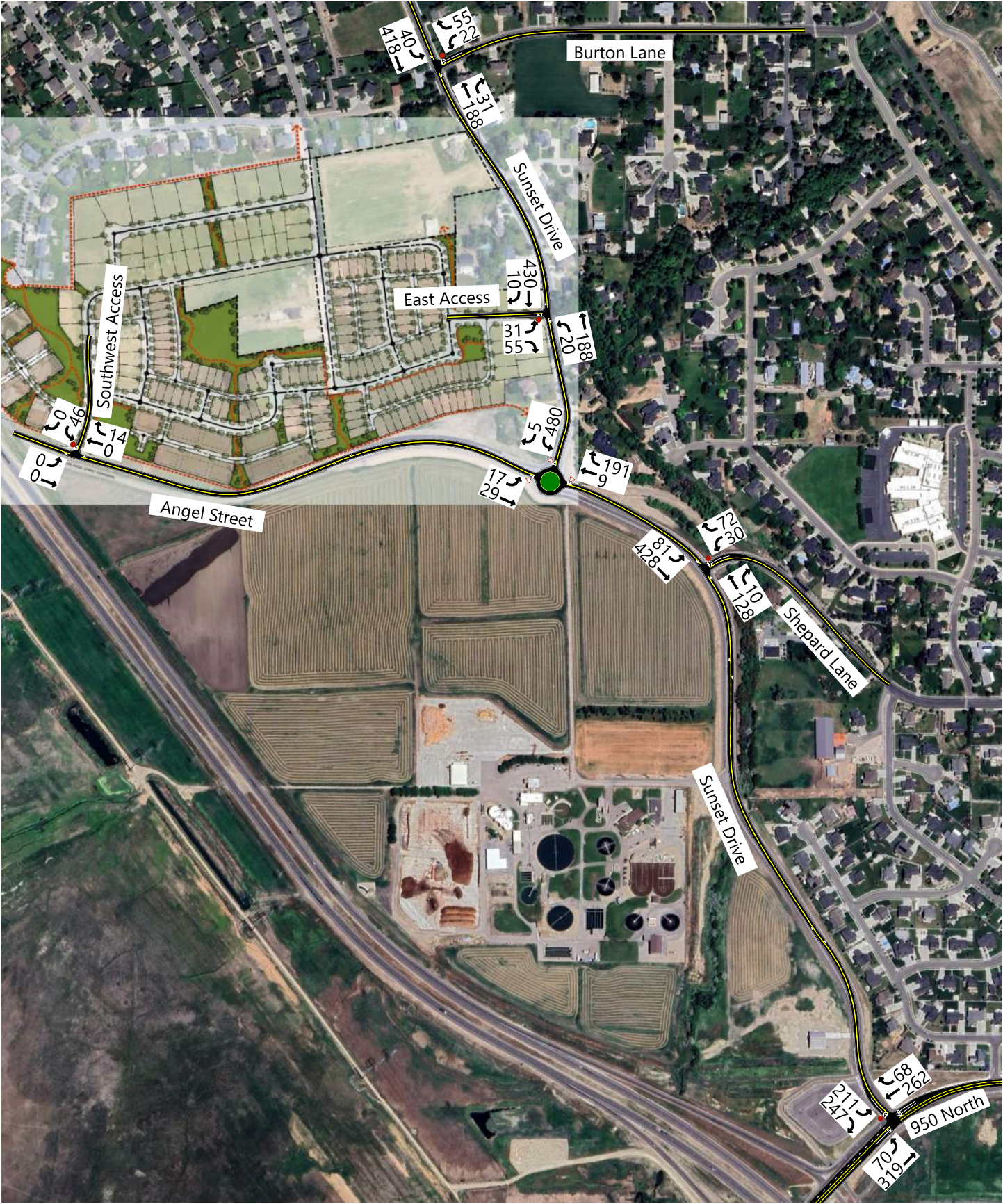
Hales Engineering added the project trips discussed in Chapter III to the future (2030) background traffic volumes to predict turning movement volumes for future (2030) plus project conditions. Utilizing the collected traffic counts at the Kentucky Derby Way / Western Drive intersection, a proportion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

C. Level of Service Analysis

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

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

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





D. Queuing Analysis

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

E. Mitigation Measures

No mitigation measures are recommended.

F. Recommended Storage Lengths

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

Table 11: Recommended Storage Lengths

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

APPENDIX A

Site Plan



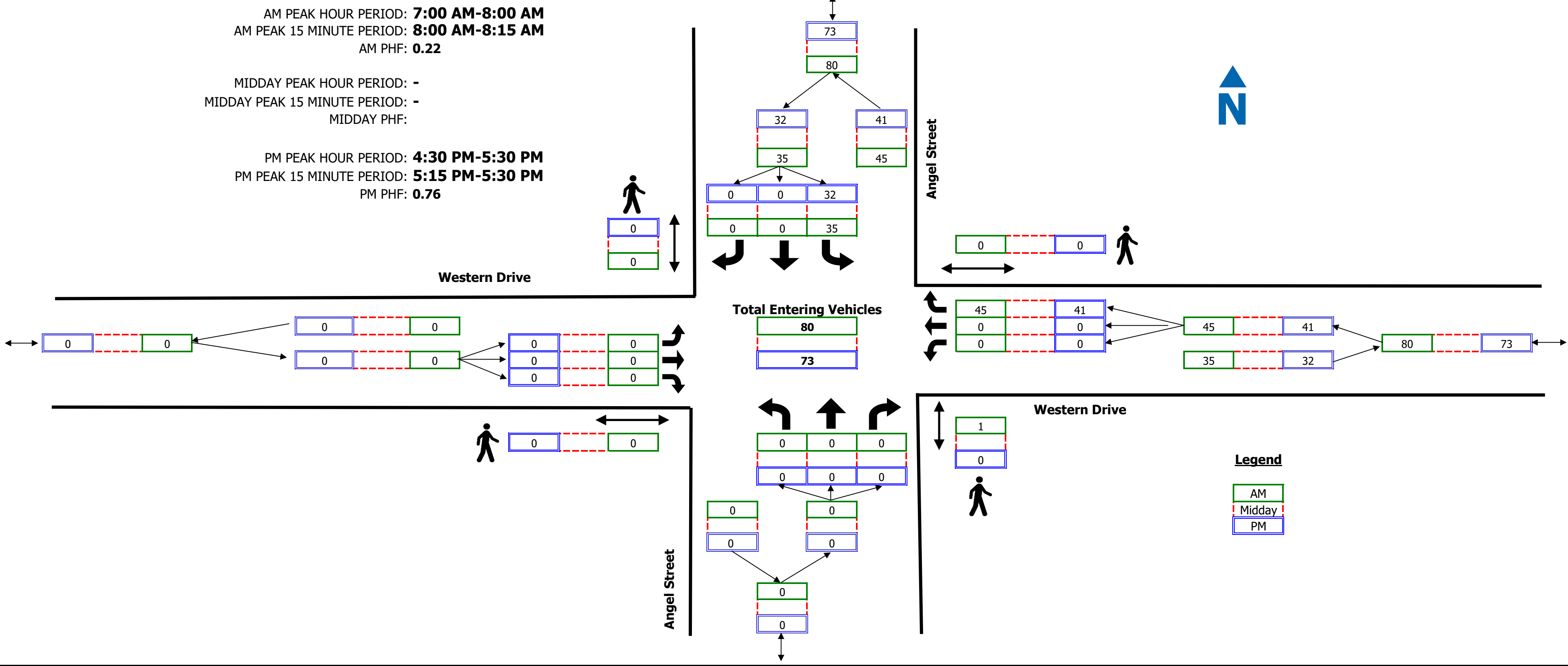
APPENDIX B

Turning Movement Counts

Intersection Turning Movement Summary

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

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

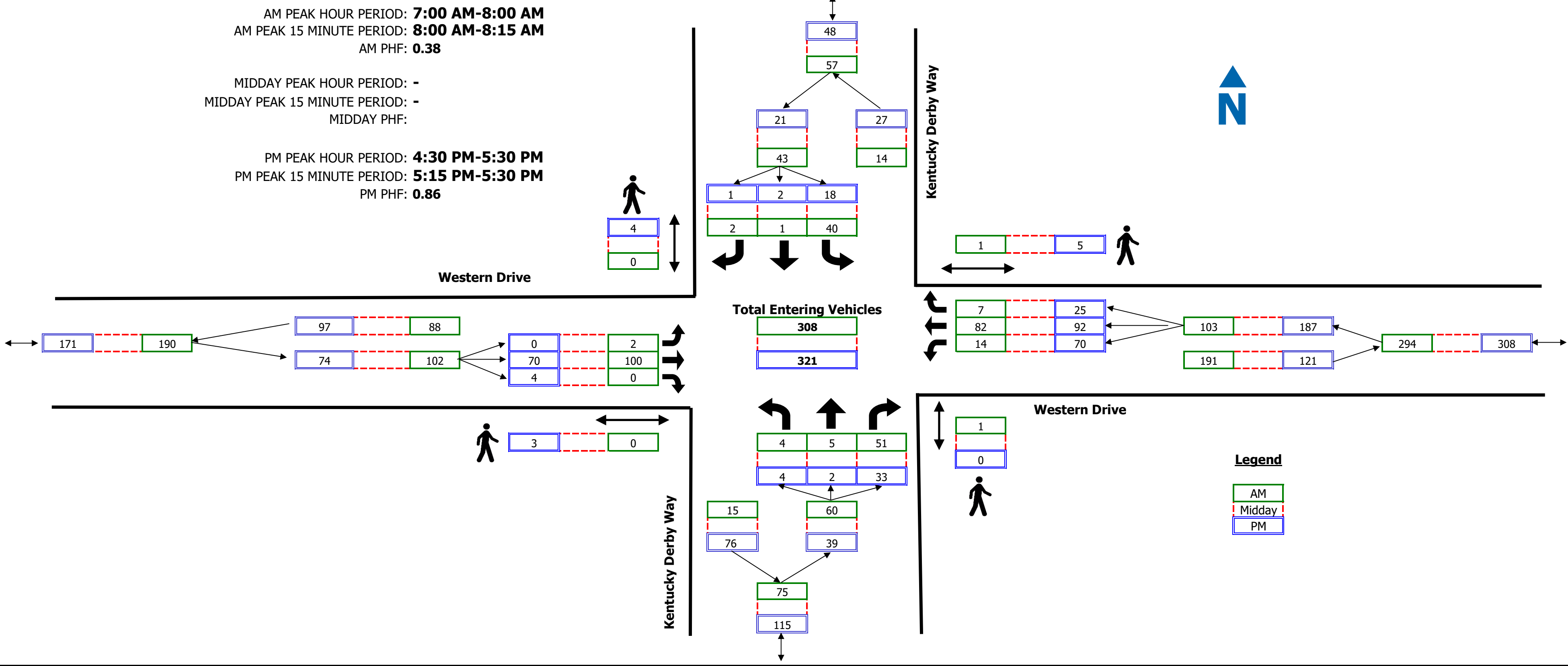


COUNT SUMMARY	Angel Street Northbound				Angel Street Southbound				Western Drive Eastbound				Western Drive Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15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

Intersection Turning Movement Summary

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

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



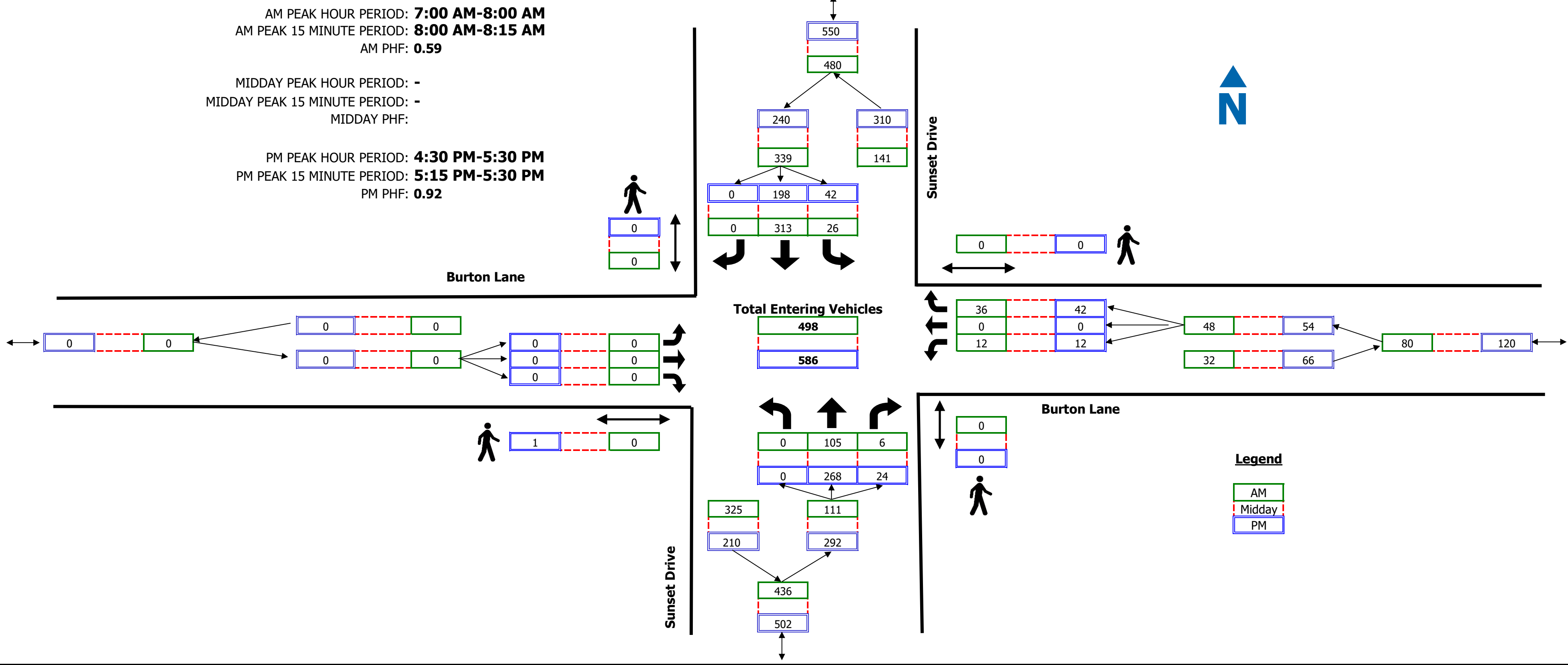
COUNT SUMMARY	Kentucky Derby Way Northbound				Kentucky Derby Way Southbound				Western Drive Eastbound				Western Drive Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL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



Intersection Turning Movement Summary

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

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

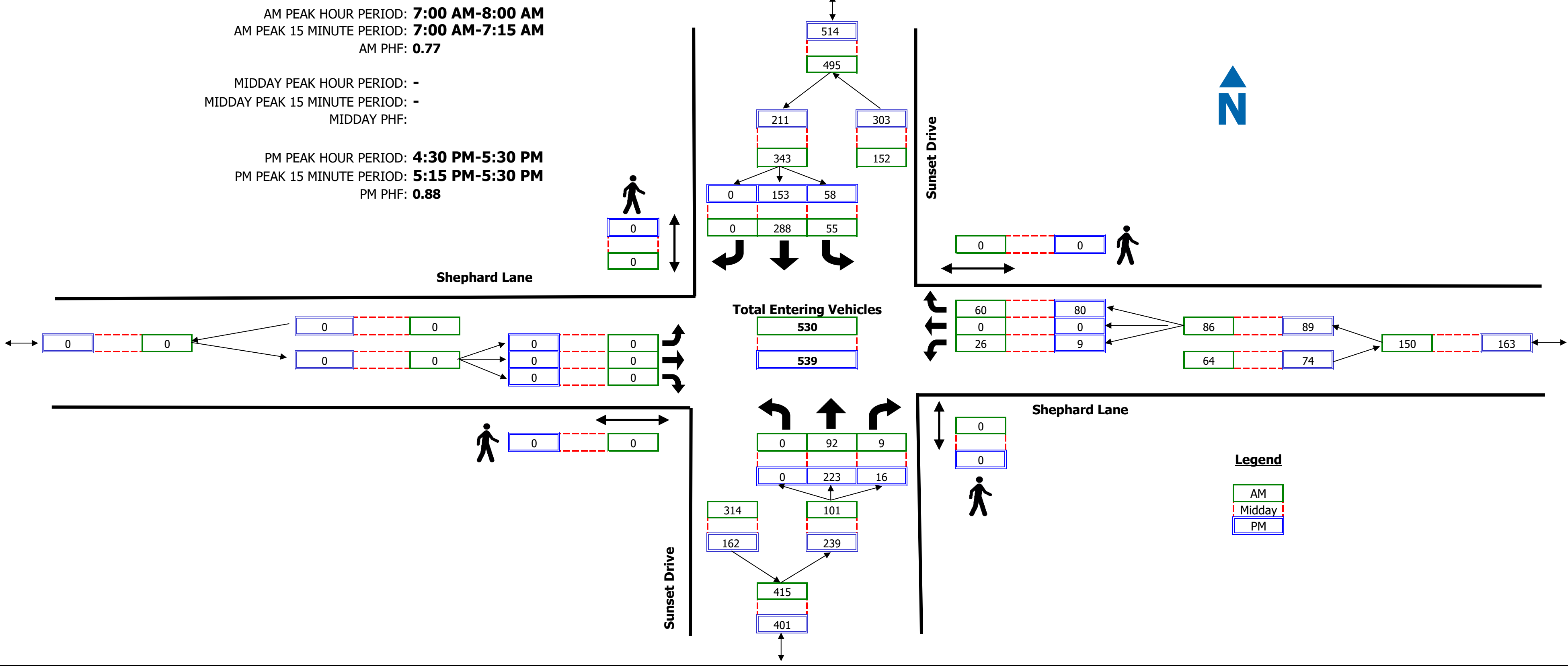


COUNT SUMMARY	Sunset Drive Northbound				Sunset Drive Southbound				Burton Lane Eastbound				Burton Lane Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	15	0	0	6	118	0	0	0	0	0	0	2	0	3	0	144
7:15 - 7:30	0	21	2	0	6	85	0	0	0	0	0	0	3	0	6	0	123
7:30 - 7:45	0	26	3	0	7	45	0	0	0	0	0	0	6	0	5	0	92
7:45 - 8:00	0	43	1	0	7	65	0	0	0	0	0	0	1	0	22	0	139
8:00 - 8:15	0	57	6	0	29	84	0	0	0	0	0	0	7	0	27	0	210
8:15 - 8:30	0	34	4	0	16	99	0	0	0	0	0	0	5	0	10	0	168
8:30 - 8:45	0	21	4	0	15	72	0	0	0	0	0	0	5	0	4	0	121
8:45 - 9:00	0	17	4	0	20	40	0	0	0	0	0	0	7	0	20	0	108
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	55	3	0	9	35	0	0	0	0	0	0	4	0	6	0	112
16:15 - 16:30	0	59	4	0	10	56	0	0	0	0	0	0	1	0	7	0	137
16:30 - 16:45	0	56	5	0	16	54	0	0	0	0	0	0	2	0	9	0	142
16:45 - 17:00	0	58	3	0	10	64	0	0	0	0	0	0	3	0	13	0	151
17:00 - 17:15	0	74	11	0	6	25	0	0	0	0	0	1	4	0	13	0	133
17:15 - 17:30	0	80	5	0	10	55	0	0	0	0	0	0	3	0	7	0	160
17:30 - 17:45	0	78	5	0	2	29	0	0	0	0	0	0	3	0	9	0	126
17:45 - 18:00	0	63	6	0	8	49	0	0	0	0	0	0	3	0	3	1	132

Intersection Turning Movement Summary

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

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



COUNT SUMMARY	Sunset Drive Northbound				Sunset Drive Southbound				Shephard Lane Eastbound				Shephard Lane Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	16	1	0	8	122	0	0	0	0	0	0	9	0	15	0	171
7:15 - 7:30	0	19	3	0	15	46	0	0	0	0	0	0	8	0	9	0	100
7:30 - 7:45	0	27	0	0	13	44	0	0	0	0	0	0	6	0	17	0	107
7:45 - 8:00	0	30	5	0	19	76	0	0	0	0	0	0	3	0	19	0	152
8:00 - 8:15	0	20	6	2	29	74	0	0	0	0	0	0	11	0	13	0	153
8:15 - 8:30	0	11	6	0	9	66	0	0	0	0	0	0	5	0	8	2	105
8:30 - 8:45	0	23	4	0	11	52	0	0	0	0	0	0	18	0	5	0	113
8:45 - 9:00	0	15	6	0	11	33	0	0	0	0	0	0	8	0	7	0	80
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	41	2	0	13	26	0	0	0	0	0	0	5	0	18	0	105
16:15 - 16:30	0	51	5	0	16	40	0	0	0	0	0	0	4	0	13	0	129
16:30 - 16:45	0	48	5	0	15	42	0	0	0	0	0	0	3	0	19	0	132
16:45 - 17:00	0	51	4	0	18	52	0	0	0	0	0	0	1	0	22	0	148
17:00 - 17:15	0	55	3	0	8	17	0	0	0	0	0	0	4	0	18	0	105
17:15 - 17:30	0	69	4	0	17	42	0	0	0	0	0	0	1	0	21	0	154
17:30 - 17:45	0	70	6	0	14	22	0	0	0	0	0	0	6	0	14	0	132
17:45 - 18:00	0	57	4	0	15	33	0	0	0	0	0	0	2	0	14	0	125

Intersection: Sunset Drive / 950 North North/South Road: Sunset Drive East/West Road: 950 North Jurisdiction: Kaysville Project Title: Horizon TIS Project No: UT24-2901 Weather: Clear	Date: 11-19-24, Tue Day of Week Adjustment: 100.0% Month of Year Adjustment: 96.0% Adjustment Station #: 625 Growth Rate: 0.0% Number of Years: 0
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Page 74 of 121

APPENDIX C

LOS Results

SimTraffic LOS Report

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

Project #: UT24-2901

Intersection: Sunset Drive & Burton Lane
Type: Unsignalized

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

Intersection: Angel Street & Sunset Drive
Type: Roundabout

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

SimTraffic LOS Report

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

Project #: UT24-2901

Intersection: Sunset Drive & Shephard Ln
Type: Unsignalized

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

Intersection: 950 North & Sunset Drive
Type: Unsignalized

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

SimTraffic LOS Report

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

Project #: UT24-2901

Intersection: Sunset Drive & Burton Lane
Type: Unsignalized

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

Intersection: Angel Street & Sunset Drive
Type: Roundabout

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

SimTraffic LOS Report

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

Project #: UT24-2901

Intersection: Sunset Drive & Shephard Ln
Type: Unsignalized

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

Intersection: 950 North & Sunset Drive
Type: Unsignalized

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

SimTraffic LOS Report

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

Project #: UT24-2901

Intersection: Sunset Drive & Burton Lane
Type: Unsignalized

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

Intersection: Angel Street & Sunset Drive
Type: Roundabout

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

SimTraffic LOS Report

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

Project #: UT24-2901

Intersection: Sunset Drive & Shepard Lane
Type: Unsignalized

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

Intersection: 950 North & Sunset Drive
Type: Unsignalized

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

SimTraffic LOS Report

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

Project #: UT24-2901

Intersection: Sunset Drive & East Access
Type: Unsignalized

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

Intersection: Angel Street & Southwest Access
Type: Unsignalized

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

SimTraffic LOS Report

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

Project #: UT24-2901

Intersection: Sunset Drive & Burton Lane
Type: Unsignalized

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

Intersection: Angel Street & Sunset Drive
Type: Roundabout

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

SimTraffic LOS Report

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

Project #: UT24-2901

Intersection: Sunset Drive & Shepard Lane
Type: Unsignalized

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

Intersection: 950 North & Sunset Drive
Type: Unsignalized

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

SimTraffic LOS Report

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

Project #: UT24-2901

Intersection: Sunset Drive & East Access
Type: Unsignalized

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

Intersection: Angel Street & Southwest Access
Type: Unsignalized

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

SimTraffic LOS Report

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

Project #: UT24-2901

Intersection: Sunset Drive & Burton Lane
Type: Unsignalized

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

Intersection: Angel Street & Sunset Drive
Type: Roundabout

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

SimTraffic LOS Report

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

Project #: UT24-2901

Intersection: Sunset Drive & Shepard Lane
Type: Unsignalized

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

Intersection: 950 North & Sunset Drive
Type: Unsignalized

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

SimTraffic LOS Report

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

Project #: UT24-2901

Intersection: Sunset Drive & Burton Lane
Type: Unsignalized

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

Intersection: Angel Street & Sunset Drive
Type: Roundabout

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

SimTraffic LOS Report

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

Project #: UT24-2901

Intersection: Sunset Drive & Shepard Lane
Type: Unsignalized

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

Intersection: 950 North & Sunset Drive
Type: Unsignalized

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

SimTraffic LOS Report

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

Project #: UT24-2901

Intersection: Sunset Drive & Burton Lane
Type: Unsignalized

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

Intersection: Angel Street & Sunset Drive
Type: Roundabout

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

SimTraffic LOS Report

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

Project #: UT24-2901

Intersection: Sunset Drive & Shepard Lane
Type: Unsignalized

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

Intersection: 950 North & Sunset Drive
Type: Unsignalized

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

SimTraffic LOS Report

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

Project #: UT24-2901

Intersection: Sunset Drive & East Access
Type: Unsignalized

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

Intersection: Angel Street & Southwest Access
Type: Unsignalized

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

SimTraffic LOS Report

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

Project #: UT24-2901

Intersection: Sunset Drive & Burton Lane
Type: Unsignalized

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

Intersection: Angel Street & Sunset Drive
Type: Roundabout

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

SimTraffic LOS Report

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

Project #: UT24-2901

Intersection: Sunset Drive & Shepard Lane
Type: Unsignalized

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

Intersection: 950 North & Sunset Drive
Type: Unsignalized

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

SimTraffic LOS Report

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

Project #: UT24-2901

Intersection: Sunset Drive & East Access
Type: Unsignalized

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

Intersection: Angel Street & Southwest Access
Type: Unsignalized

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

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Kaysville Horizon TIS

Analysis: Existing (2025) Background

Time Period: Morning Peak Hour

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

HALES  **ENGINEERING**
innovative transportation solutions

Project #: UT24-2901

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

SimTraffic Queueing Report

Project: Kaysville Horizon TIS

Analysis: Existing (2025) Background

Time Period: Evening Peak Hour

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

HALES  **ENGINEERING**
innovative transportation solutions

Project #: UT24-2901

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

SimTraffic Queueing Report

Project: Kaysville Horizon TIS

Analysis: Existing (2025) Plus Project

Time Period: Morning Peak Hour

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



Project #: UT24-2901

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

SimTraffic Queueing Report

Project: Kaysville Horizon TIS

Analysis: Existing (2025) Plus Project

Time Period: Evening Peak Hour

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



Project #: UT24-2901

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

SimTraffic Queueing Report

Project: Kaysville Horizon TIS

Analysis: Future (2030) Background

Time Period: Morning Peak Hour

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



Project #: UT24-2901

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

SimTraffic Queueing Report

Project: Kaysville Horizon TIS

Analysis: Future (2030) Background

Time Period: Evening Peak Hour

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

HALES  **ENGINEERING**
innovative transportation solutions

Project #: UT24-2901

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

SimTraffic Queueing Report

Project: Kaysville Horizon TIS

Analysis: Future (2030) Background

Time Period: Morning Peak Hour

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



Project #: UT24-2901

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

SimTraffic Queueing Report

Project: Kaysville Horizon TIS

Analysis: Future (2030) Plus Project

Time Period: Evening Peak Hour

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



Project #: UT24-2901

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

APPENDIX E

Crash Data Reports

CRASH SUMMARY REPORT

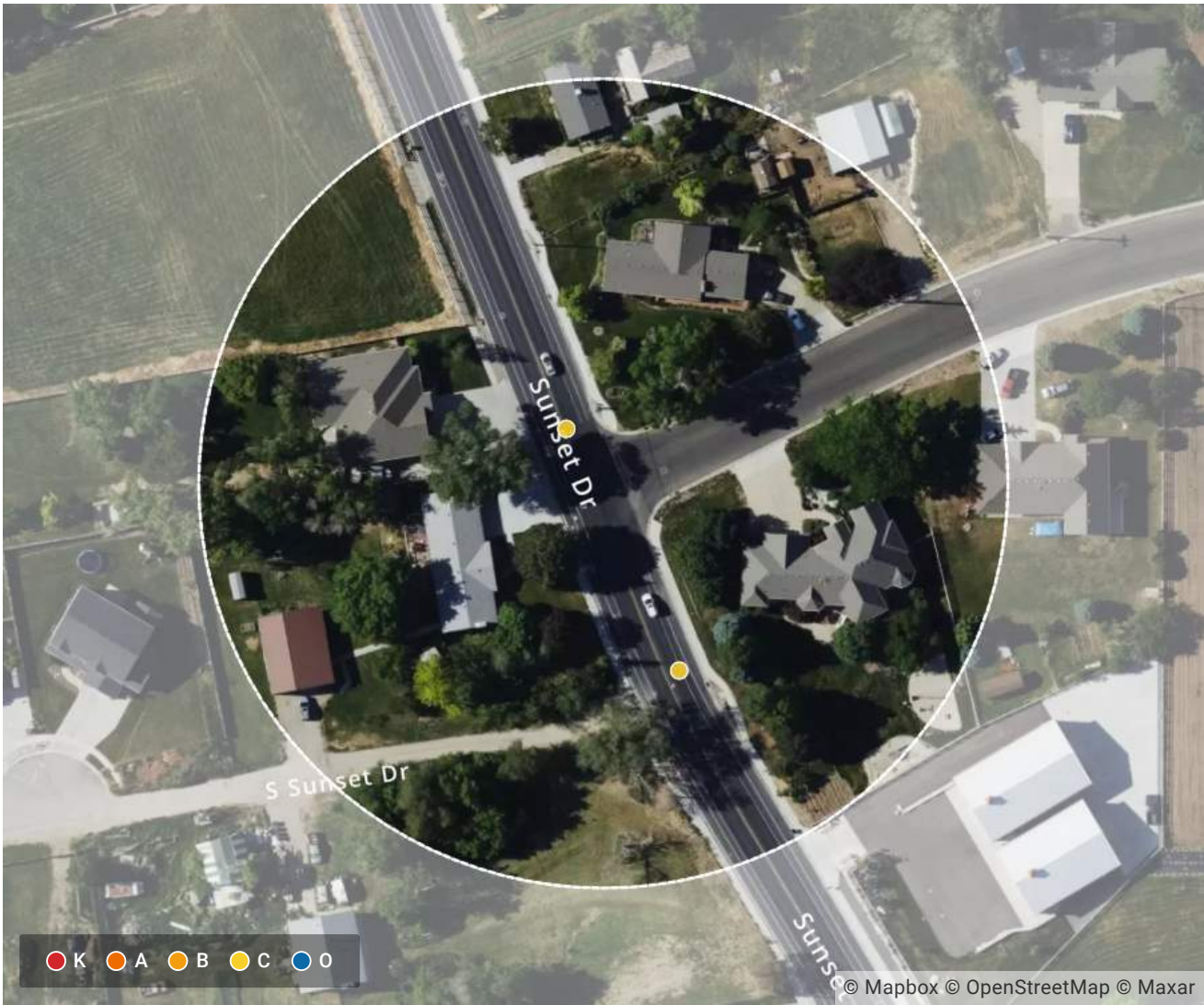
Burton Ln / Sunset Dr

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



Applied Filters

Shape: Circle 250 ft



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

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

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

+ 55 more	0	0%
Light Condition		Crashes
Daylight	2	100.00%
+ 8 more	0	0%
Countermeasures		Crashes
+ 15 more	0	0%

CRASH SUMMARY REPORT

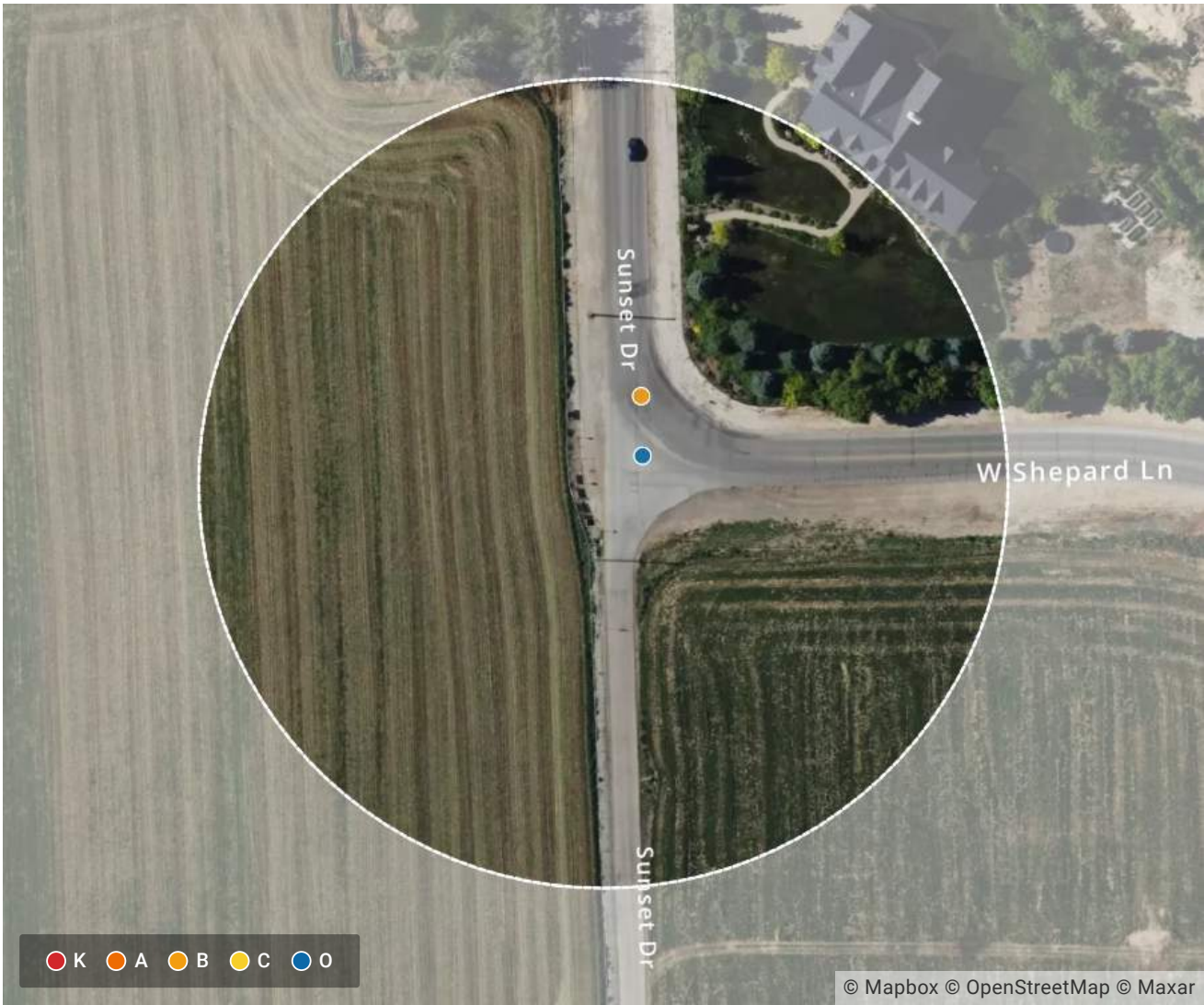
Shepard Ln / Sunset Dr

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



Applied Filters

Shape: Circle 250 ft



Total Crashes	2	Fatal Crashes	0
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UDOT Crash Summary		Crashes	
Total Crashes	2	100.00%	
Intersection Related	1	50.00%	
Roadway Departure	1	50.00%	

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

Crash Verified		Crashes
True	2	100.00%
False	0	0.00%

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

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

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

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

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

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

+ 13 more

0

0%

Weather Condition

Crashes

Clear

2

100.00%

+ 11 more

0

0%

Most Harmful Event

Vehicle

Ditch

1

50.00%

Overturn/Rollover

1

50.00%

0

0.00%

(retired) Access Control Cable

(retired) Mailbox/Fire Hydrant

0

Animal - Domestic

Animal - Wild

Bridge Overhead Structure

Bridge Pier or Support

Bridge Rail

Building

Cable Barrier

Cable Barrier End Section

Cargo Equipment Loss or Shift

Collision Between Motor Vehicle in Transport and Vehicle Cargo/Part or Object Set in Motion by Motor Vehicle

Collision With Other Motor Vehicle in Transport

Collision With Parked Motor Vehicle

Concrete Barrier

Concrete Sloped End Section

Crash Cushion

Culvert

Curb

Delineator Post

Embankment

Fell/Jumped From Motor Vehicle

Fence

Fire Hydrant

Fire/Explosion

Freight Rail

Guardrail

Guardrail End Section

Immersion

Jackknife

Light Rail

Mailbox

Not Applicable (used only to fill unused box(es))

Other Fixed Object*

Other Non-Collision*

Other Non-Fixed Object*

Other Non-Motorist*

Other Post, Pole or Support

Other Traffic Barrier*

Passenger Heavy Rail

Pedacycle

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

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

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

Kaysville City Planning Commission Meeting Minutes
December 11, 2025

The Planning Commission meeting was held on Thursday, December 11, 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, David Moore, and Megan Sevy

Staff in Attendance: Josh Belnap, Melinda Greenwood, Katie Ellis, Anne McNamara, and Mindi Edstrom,

Public Attendees: Val Starkey, Jill Dredge, Liz Jackson, and Christine Richmond

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 — PUBLIC HEARING ON AMENDING THE 2022 GENERAL PLAN TO INCLUDE WATER USE AND PRESERVATION REQUIRED BY THE UTAH STATE CODE 10-20-404 GENERAL PLAN PREPARATION

Melinda Greenwood presented background information regarding the state-mandated addition of a water use, preservation, and conservation element to the City's General Plan. She explained that Senate Bill 110 requires cities of Kaysville's size to adopt this element by the end of the year to ensure that land use decisions are aligned with available water resources and to prevent over-development beyond existing water capacity. The element is intended to evaluate whether sufficient water exists for both indoor and outdoor uses associated with new development and redevelopment. Ms. Greenwood noted that the legislation requires the city to analyze how various development patterns impact water demand, acknowledging that residential development, particularly on larger lots, generally consumes more water than many commercial uses, though some commercial or light-industrial operations may also be high-use depending on activity. The plan must also identify strategies to reduce per-capita water use in both existing and future development, evaluate opportunities for water conservation in city operations, and formalize coordination with local water providers.

Ms. Greenwood stated that Kaysville does not produce its own water, but instead purchases wholesale culinary water from Weber Basin Water and distributes it through the city's water system. In addition, the community is served by multiple secondary water companies, resulting in the need to coordinate with approximately five total water providers as part of this effort. Ms. Greenwood explained the requirements of Senate Bill 110 are now codified in Utah Code §10-20-404, which establishes expectations for future water-related planning, data evaluation, and system capacity review extending at least 20 years into the future, with updates required every five years. As part of compliance, the city has worked with the Division of Water Resources, the Utah Department of Agriculture and Food, Weber Basin Water Conservancy

District and secondary irrigation companies. She described how the new water element will be incorporated into the General Plan alongside the city's future land-use map, adding goals, objectives, monitoring provisions, and analytical tools to help assess how land-use decisions may affect water supply and infrastructure.

Ms. Greenwood concluded by noting that the city is also required to prepare a separate water conservation plan specific to its distribution system and acknowledged Public Works Director Josh Belnap for leading that effort. She stated that the timing of the legislation allowed the water conservation plan to be prepared in a way that supports both operational objectives and integration into the General Plan water element, after which she turned the presentation over to Mr. Belnap for further explanation.

Josh Belnap provided an overview of Kaysville city's drinking water system, water usage patterns, and contractual supply capacity. He explained that while multiple providers serve the community, Kaysville city is the provider of culinary (drinking) water citywide, and three separate entities—Haight's Creek, Benchland, and Davis and Weber—supply secondary irrigation water. He noted that the city is in the process of updating its 2025 Water Conservation Plan, which is required by the state and must be revised every five years, and that this effort has been coordinated with the new General Plan water element.

Mr. Belnap outlined typical water-use distribution patterns along the Wasatch Front, stating that approximately 80 percent of residential water consumption is for outdoor irrigation while about 20 percent is used indoors for household purposes that ultimately discharge to the sewer system. He emphasized that the city's operational focus is primarily on that indoor culinary water component, since it is the portion managed directly by the municipal system. Kaysville is distinct from some other communities because it does not operate its own irrigation system and does not generally rely on culinary water for landscape irrigation; instead, about 94 percent of properties in the city have access to both culinary and secondary irrigation services. He explained that this dual-system approach has been developed intentionally over the past several decades to reduce strain on the drinking water system.

Mr. Belnap also described the concept of "Equivalent Residential Connections" (ERCs), a measurement tool used to compare the water usage of different property types to that of a standard single-family home, which is treated as one ERC regardless of household size. Higher-demand commercial uses, such as restaurants, may account for multiple ERCs, while low-use commercial spaces may be less than one ERC. He reviewed current culinary water supply figures, noting that all drinking water is purchased from Weber Basin Water Conservancy District under a contract totaling approximately 2,700 acre-feet annually. The city also has access to an average of about 400 acre-feet of additional effective supply through credited spring water rights that Weber Basin applies toward treatment and irrigation operations, resulting in an effective contract capacity of roughly 3,100 acre-feet. In recent years, Kaysville has used about 2,400 acre-feet annually, leaving approximately 300 acre-feet of remaining capacity before reaching the base contract amount, not including the additional spring-water credit buffer.

Commissioner Sommerkorn asked for clarification regarding how future water-demand projections are calculated, noting that Kaysville has limited remaining developable land and suggesting that population growth may not increase at the same rate as the projected increase in Equivalent Residential Connections (ERCs).

Mr. Belnap responded that the projections are based on several assumptions, including current zoning, potential future land-use changes identified in the General Plan, existing ERC counts, and anticipated infill and redevelopment activity. He stated that the city currently has just over 10,000 ERCs and is projecting approximately 14,500 ERCs by 2060, acknowledging that the numbers are conservatively planned and could be lower under alternative growth-assumption scenarios. Mr. Belnap explained that the intent is to ensure sufficient capacity so that the city does not encounter constraints that could halt development, as has occurred in other Utah communities.

Mr. Belnap noted that while the city remains near build-out, staff are planning for long-term system reliability and supplemental supply options. He reported that Kaysville owns several underground water rights and is seeking state approval for additional rights with the goal of installing non-primary well sources throughout the city to provide limited supplemental capacity in addition to contracted Weber Basin water. He reviewed historical practices, explaining that the city previously operated wells and spring-based collection systems until the 1960s and that some infrastructure remnants remain, though former wells and spring systems have since been capped. He stated that five prospective locations have been identified for future exploratory well studies.

Mr. Belnap further described the planning horizon extending beyond 20 years to 2050–2060, emphasizing the importance of coordinated infrastructure planning among culinary water providers, irrigation companies, and the sewer district. He provided an overview of the three secondary irrigation companies serving Kaysville, noting that most residents are served by Davis and Weber Canal Company, followed by Haight’s Creek Irrigation, with a smaller portion of the city served by Benchland Irrigation. He explained that irrigation providers are in the process of installing meters and are required by state law to fully meter and transition to usage-based billing by 2030.

Mr. Belnap stated that the city has observed significant variation in irrigation consumption among east-side residents who do not have access to secondary water and therefore irrigate using culinary water under special protective measures. He reported that typical culinary-only customers use approximately 5,000–6,000 gallons per month, while some east-side properties have been documented using around 30,000 gallons per month indoors and over 150,000 gallons per month for irrigation, resulting in very high monthly bills. He noted that improved metering and usage data will help property owners better understand consumption levels and potentially reduce unnecessary costs while also reducing system impacts. Mr. Belnap concluded by acknowledging ongoing coordination with irrigation companies and expressing appreciation for the cooperative relationships supporting these planning efforts.

Ms. Greenwood noted that one of the primary challenges in preparing the General Plan water element has been the lack of detailed and jurisdiction-specific data from secondary irrigation providers. She explained that while the city has accurate data for its culinary water system, the three irrigation companies serving Kaysville also serve areas outside the city limits, making it difficult to determine how much of their total distributed water is used within Kaysville boundaries. Because of this limitation, staff were unable to produce highly precise irrigation-specific water-use projections for inclusion in the General Plan and instead had to rely on broader estimates and assumptions.

Ms. Greenwood stated that once irrigation providers complete systemwide metering and usage-based billing — which is required statewide by 2030 — the city expects that within a few years of implementation there will be more reliable data available to refine projections and update the General Plan with more detailed and accurate information.

Mr. Belnap agreed and added that the intent of the state planning requirement is focused primarily on improving efficiency in outdoor irrigation water use rather than culinary indoor use, since most overall water consumption occurs through landscaping. He reiterated that better data will allow communities to evaluate irrigation consumption more accurately and identify opportunities for conservation. He also noted that while some irrigation data exists today, it cannot currently be separated or attributed to specific communities served by the same irrigation company.

Chair Packer asked whether Weber Basin Water Conservancy District contracts, including Kaysville's allotment of approximately 2,700 acre-feet, are renegotiated periodically and whether there is a risk that the allocation could be reduced in the future.

Mr. Belnap responded that the city's primary contract with Weber Basin does not include a sunset clause and predates more recent statewide conservation frameworks, meaning the contract terms are relatively stable compared to newer agreements that contain more restrictive shortage provisions. He explained that Weber Basin has historically coordinated closely with municipalities during drought conditions and cited 2022 as an example when most communities were asked to reduce total indoor and outdoor water use by approximately 20 percent, while Kaysville was asked to reduce consumption by 10 percent due to its system characteristics. He stated that the city was able to achieve that reduction with community participation and emphasized that during drought years the city would continue to work collaboratively with Weber Basin to support regional resource sustainability while also communicating appropriate expectations to residents.

Consultant Liz Jackson with GSBS Consulting reviewed the goals, policies, and recommendations contained in the draft Water Use and Preservation Element of the General Plan. She explained most of the proposed language builds upon policies already established in the city's 2025 Water Conservation Plan, with a few targeted updates to meet new state requirements related to evaluating how development patterns affect water demand. Ms. Jackson outlined recommended policies such as using ERC-based water demand estimates when reviewing rezoning and general plan amendments, integrating water-supply and level-of-service checks

into development review, and encouraging compact development patterns where appropriate to help reduce irrigation needs. She discussed the long-term objective of developing a land-use water-demand tool that would allow the city to estimate projected water consumption associated with specific development proposals; however, due to current limitations in secondary irrigation data, she said staff and consultants elected not to finalize such a tool at this time. Instead, the plan recommends creating a land-use water-demand table for remaining developable land as part of a future General Plan update once more complete metering data becomes available.

Ms. Jackson then summarized strategies intended to reduce future development water demand, including refining water-efficient landscaping standards, requiring landscaping agreements when culinary water is used for outdoor irrigation, coordinating with Weber Basin and secondary irrigation providers during development review, and maintaining culinary water use at or below 60 gallons per capita per day for new developments. She also noted the possibility of implementing additional water-wise landscaping regulations, such as limitations on turf areas. For existing development, she outlined recommendations such as expanding turf removal and landscape retrofit programs, increasing participation in the “My Meter” customer portal, conducting targeted outreach to high-use accounts, investing in leak detection and line-replacement projects, reducing non-revenue water, and supporting full secondary metering across the community by 2030.

Chair Packer requested clarification on the meaning of “gpcd,” and Ms. Jackson and Mr. Belnap confirmed that the metric refers to gallons of water used per capita per day. Ms. Jackson continued by reviewing recommendations related to city operational practices, including converting more parks and public facilities to culinary irrigation in order to reduce flushing needs within the system, using advanced metering infrastructure (AMI) data to refine rate structures to encourage conservation, investing in high-return conservation projects funded through the Parks Water Efficiency Fund, and reducing system leaks and flushing volumes over time. She referenced the broader 2025 Water Conservation Plan, explaining that the city’s long-term strategy for addressing projected 2060 water-supply needs includes a combination of additional Weber Basin allocations and exchanges, development of city-owned water rights and future wells, and conservation and demand-reduction measures.

Ms. Jackson concluded by outlining next steps in the process, stating that the plan emphasizes ongoing coordination with Weber Basin Water Conservancy District, secondary irrigation providers, the Utah Division of Water Resources, and the Division of Drinking Water, along with periodic review of data and policies on a five-year cycle as required by the state. She noted that a key future milestone will be incorporation of new secondary-metering data after the statewide 2030 implementation deadline, which will allow the city to reevaluate supply, demand, and conservation progress during future plan updates. She also identified a minor text clarification to be made in the draft chapter and stated that staff will incorporate Planning Commission feedback, finalize revisions, and present the proposed General Plan amendment to the City Council, with the intent to adopt the water-element update before the end of the year.

Chair Packer asked for clarification regarding a recommendation in the plan referring to converting some city parks to culinary water rather than secondary irrigation.

Mr. Belnap explained that although the approach may initially appear counterintuitive, the change is intended to reduce the amount of system flushing required to maintain water quality in the culinary system. He described how, during warmer months, city staff sometimes open fire hydrants to flush stagnant water from lines in order to preserve adequate chlorine residuals and prevent temperature-related degradation. By converting selected parks to culinary irrigation, the city is able to route water through the system more consistently and in controlled quantities, which both improves circulation and reduces the volume of hydrant flushing and associated staff time. Mr. Belnap stated that this results in overall lower water use when compared to routine flushing, while still maintaining necessary water quality throughout the system.

Commissioner Sommerkorn then asked whether the plan ultimately concludes that Kaysville will require additional water supply at full build-out. Mr. Belnap confirmed that current projections indicate a potential need for approximately 100 to 150 acre-feet of additional supply, though actual demand may be lower depending on consumption trends. He reiterated that the projections are intentionally conservative to ensure the city maintains adequate capacity. In response to follow-up questions, Mr. Belnap explained that the city's long-term strategy for meeting future water needs includes three primary components: continued conservation efforts to reduce overall demand, the potential purchase of additional contracted water from Weber Basin (which does have capacity available but at a higher cost tier), and development of supplemental groundwater wells to provide a lower-cost supplemental source. He stated that the goal is to rely first on conservation and supplemental well capacity in order to minimize the need to enter into more expensive water contracts, while still ensuring sufficient long-range supply.

Chair Packer opened up the meeting to the Public Hearing.

Val Starkey addressed the Commission and shared remarks in support of the city's water planning efforts while emphasizing the importance of increased citizen involvement in conservation. He referenced personal experiences living in areas with limited water availability, including Arizona, Las Vegas, and Honduras, where strict water-use limitations influenced his perspective on water consumption and stewardship. Mr. Starkey stated that the proposed plan contains positive components related to using existing resources responsibly and planning for future needs, but he expressed concern that it does not place enough emphasis on the role of residents in conservation efforts. He suggested that the city formally organize a citizen-based group or committee focused on water conservation initiatives, education, and idea-sharing, stating his belief that residents are more likely to participate and support conservation when they understand the issues and are actively engaged in the process. He encouraged city leaders or relevant governing bodies to consider establishing such an effort as part of the broader conservation strategy.

Jill Dredge addressed the Commission and referenced comments made during the prior week's City Council meeting, where some Council members reportedly expressed concern about missing or incomplete information in the packet materials related to the proposed water-element plan. Speaking from the perspective of an audience member, she said it appeared that the State is requiring cities to adopt the new water-planning element while key irrigation-usage data is still unavailable, and she questioned how the city could fully comply with the mandate under those conditions. Ms. Dredge asked whether it would be possible to delay adoption of the plan or postpone portions of it until more complete information becomes available. She further reiterated her understanding that the State requires the plan to be adopted by the end of the year, and she asked how the city could commit to the plan within that deadline if the necessary data is not yet available to fully support some of its recommendations and projections.

Chair Packer closed the Public Hearing.

Ms. Greenwood responded to public comments regarding timing and data limitations in the State-mandated water-planning requirements. She acknowledged that the implementation timeframe is challenging because many secondary irrigation providers will not have complete metering data for several more years. However, she explained that the State Legislature advanced the requirement following a significant drought period, likely concluding that establishing long-range planning and conservation policies now was preferable to delaying until full data sets are available. Ms. Greenwood noted that some Utah communities without secondary irrigation systems already have complete water data and are therefore better positioned to meet the requirement. She also clarified that concerns raised at the prior City Council work session were largely due to the fact that a draft of the plan was not yet ready for inclusion in that packet, rather than missing data within the plan itself.

Mr. Belnap added that the city has been clear with State officials that it lacks reliable irrigation-use data and is unwilling to rely on speculative estimates. He stated that, after multiple discussions, the State agreed that Kaysville could adopt a plan grounded in the verified culinary-water data the city does control, with a commitment to incorporate secondary-water information once accurate metering and reporting become available. He emphasized that the plan is structured to allow future updates when defensible data exists.

Commissioner Sommerkorn followed up by asking about potential risks associated with unknown secondary-water capacity and whether the city could face situations where irrigation providers cannot serve future development. Mr. Belnap acknowledged that such scenarios are possible but explained that coordination among the city, irrigation companies, and other utility providers already occurs early in the development-review process. He described how proposed projects are evaluated collaboratively for service-capacity concerns, and in some cases development has been delayed or deemed infeasible due to irrigation-system limitations. He stated that this coordination is consistent with State expectations for inter-agency planning and serves as a safeguard to prevent approval of projects where adequate secondary-water resources are not available.

Ms. Richmond added further context regarding the plan's approach to secondary-water data and future planning tools. She explained that secondary irrigation providers are currently in the process of installing customer-level meters and will eventually implement usage-based billing structures. During this interim period, the plan recommends that the city focus on public education efforts to help residents understand irrigation conservation practices before metered billing begins, which may otherwise result in unexpected increases in customer costs. Ms. Richmond also noted that the plan includes recommendations to refine growth estimates and developable-land calculations so that, once full metering data becomes available, a more detailed and effective planning tool can be prepared during a future General Plan update cycle.

Chair Packer expressed appreciation for the work completed on the plan and observed that the effort represents both the development of a workable strategy and preparation for more refined planning as additional data becomes available over time.

Commissioner Moore also commented, expressing strong confidence in the expertise and judgment of Mr. Belnap and stating that he believes future updates will result in a solid long-term plan for the community once additional information is available.

Ms. Greenwood then reported that the revised draft plan had been submitted to the State earlier in the week and that State officials confirmed the document satisfies statutory requirements. She explained that, because the State provided a \$15,000 grant to assist with plan preparation, adoption before the end of the year is necessary to secure reimbursement of costs associated with the project for consultants and engineering analysis. Ms. Greenwood stated staff recommends the Planning Commission forward a favorable recommendation to the City Council to approve a resolution amending the city's 2022 General Plan by adding Chapter 6: Kaysville Water Use and Preservation. She followed the staff recommendation with an invitation for Commissioners to continue discussion, request changes, or review specific sections of the draft prior to final action.

Commissioner Sommerkorn made a motion recommending that the Planning Commission forward a favorable recommendation to the City Council for adoption of the proposed Water Use and Preservation Element of the General Plan. In his motion, he acknowledged that some secondary-water data is not yet available but stated that the State has reviewed the draft and confirmed that it meets statutory compliance requirements. He further noted that the motion is made with the understanding that the city will continue efforts to obtain additional irrigation-use data and refine the plan in the future as more complete information becomes available. Commissioner Moore seconded the motion, and the vote was unanimous in favor of the motion (4-0).

Commissioner Packer: Yay
Commissioner Moore: Yay
Commissioner Sevy: Yay
Commissioner Sommerkorn: Yay

4 — APPROVAL OF THE MINUTES FROM THE NOVEMBER 13, 2025 PLANNING COMMISSION

Commissioner Moore made a motion to approve the November 13, 2025, Planning Commission meeting minutes as presented, and Commissioner Sommerkorn seconded the motion, and the vote was unanimous in favor of the motion (3-0) with one abstention.

Commissioner Packer: Yay
Commissioner Moore: Yay
Commissioner Sevy: Abstained
Commissioner Sommerkorn: Yay

5 — OTHER MATTERS THAT PROPERLY COME BEFORE THE PLANNING COMMISSION

Ms. Greenwood provided closing administrative updates to the Planning Commission. She informed the Commission that an item would be included on the agenda for the upcoming City Council meeting to appoint Commissioner David Moore as a regular Planning Commission member, following the resignation of Commissioner Paul Allred. Commissioner Moore would complete the remainder of Mr. Allred's term through June of the following year, after which reappointments would be evaluated. Ms. Greenwood noted that the city would also work with the Mayor to fill the resulting alternate-member vacancy. She stated that this meeting would likely be the final Planning Commission meeting of the year and expressed appreciation to the Commissioners for their service.

Ms. Greenwood also provided a brief outlook of anticipated upcoming agenda items. She stated that a revised version of the Symphony project rezone application may return to the Commission in January as the applicant continues addressing outstanding concerns. Additionally, staff plan to bring forward several rezones of city-owned park properties to align their zoning with public-use designations, noting that some parks are currently zoned residential, which can affect long-term land-use data and planning analysis. She explained that staff will likely schedule those rezones on lighter meeting agendas to avoid overlap with larger or more complex applications. Ms. Greenwood further mentioned that staff are preparing several text amendments, including updates related to RLUIPA and other ordinance revisions, and that public hearing notices will be issued as those items are scheduled in the coming months.

Ms. Edstrom shared information of the city event, Kaysville GIVES and how the community, staff, businesses, and many others have been involved and how over 150 families benefit from the efforts of her committee and volunteers.

6 — ADJOURNMENT

Chair Packer adjourned the meeting at 8:05 pm.