Kaysville City Planning Commission
Meeting Notice and Agenda

The Kaysville City Planning Commission will hold a regular meeting on June 11, 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. Conditional Use Permit for a Temporary Merchant- Farm Stand located at 1872 West 75 South for Victoria Carlson
4. Public Hearing for a rezone request for the property located at 1113 West 150 South (parcel #11-274-0010) from R-1-20 Single Family Residential to R-4 One to Four Family Residential
5. Public Hearing for a rezone request for property located at 80 East Center Street (parcel #11-108-0021) from A-1 Light Agricultural District to CC Central Commercial District with a MU Mixed Use Zoning District Overlay
6. Public Hearing and consideration of enacting a new section of code: 17-31-6 Micro-Education Entities and Homebased Microschools
7. Approval of the minutes from the May 28, 2026 Planning Commission Meeting
8. Other matters that properly come before the Planning Commission
    a. Reports
    b. Correspondence
    c. Calendar
9. Adjournment

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

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

Mindi Edstrom
Community Development Department

PLANNING COMMISSION STAFF REPORT

To: Kaysville City Planning Commission
From: Mindi Edstrom, Business License Officer
Date: June 4, 2026

Agenda Item #3: Conditional Use Permit for a Farm Stand at 1872 West 75 South for Victoria Carlston

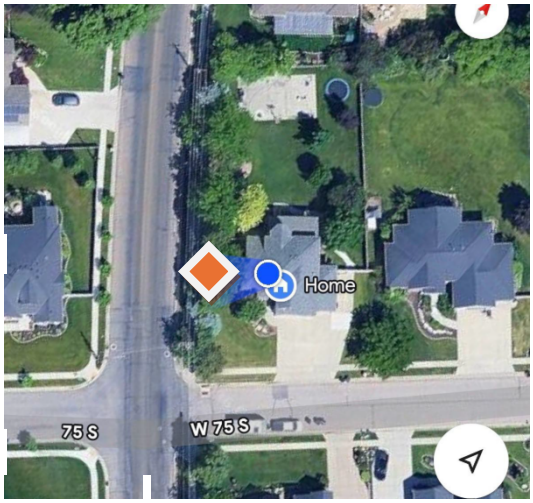
Meeting Date	June 11, 2026
Application Type	Conditional Use Permit
Applicant | Owner	Victoria Carlston
Address | Parcel ID Number	1872 West 75 South | 11-471-0001
Lot Size	0.46 acres | 20,037.6 ft²
Current Use	Single Family Dwelling
Conditional Use	Farm Stand

1. BACKGROUND:

The applicant, Victoria Carlston is requesting approval of a Conditional Use Permit to operate a seasonal farm stand at 1872 West 75 South. The proposed farm stand will operate under the name "The Victorias" and will offer sourdough bread, artisan breads, muffins, cookies, candles and small novelty items.

The farm stand will be a temporary, freestanding wooden structure measuring approximately 5'x3.5' deep, with a total footprint of approximately 12.5 ft². When not in operation, the stand and signage will be stored in the applicant's garage.

The applicant proposes to operate the farm stand seasonally from approximately May 12th - November 8th of each year, not to exceed 180 calendar days. For the 2026 season the stand is anticipated to begin in mid-July and continue through November 8.



The stand is proposed to be located approximately 15 feet from the street and oriented toward Angel Street on the corner. The applicant has indicated that no food preparation will occur on-site and that all products will be prepared and packaged in accordance with the Cottage Food Act.

2. FINDINGS

Findings for approval of the Conditional Use Permit include:

- **Lot Area Restrictions:** KCC Chapter 17-31-5 regulating farm stands provides dimensional requirements for properties planning to place a farm stand on their property. The subsection requires that any farm stand not exceed 100 square feet. It also requires that the stand have a setback of at least ten feet from the property line of the site and the adjacent property line. The applicant has included a site plan with the application that shows the location of the farm stand.
- **Duration:** Farm stands are prohibited from operating before dawn or after dusk, with setup and takedown time included. A farm stand is permitted to operate for a 180 day time period which starts on day one of operations and concludes 180 days later. The applicant states in their application that their farm stand will begin operations on mid-July and close operations on November 8, 2026.
- **Signage:** Farm stands are allowed to have one temporary and portable sign on site. The sign may not exceed 15 square feet in size and must be placed at least five feet from the property line. The sign is allowed to be located within 25 feet of the farm stand to allow for visibility.

3. PUBLIC NOTICING AND PUBLIC COMMENT

A sign was placed on the property on June 4, 2026. As of the date of this report, no comments have been received.

4. RECOMMENDATION

Staff is recommending approval of this application with any conditions the Planning Commission feel are appropriate as allowed by KCC 17-30-8 Conditional Use Standards.

PLANNING COMMISSION STAFF REPORT

To: Kaysville City Planning Commission
From: Anne McNamara, Senior Planner
Date: June 2, 2026

Agenda Item #4: Public Hearing for a rezone request for a property located at 1113 West 150 South (parcel #11-274-0010) from R-1-20 Single Family Residential to R-4 One to Four Family Residential.

Meeting Date	June 11, 2026
Application Type	Rezone
Applicant	Brian Harris
Address | Parcel ID Number	1113 West 150 South | 11-274-0010
Lot Size	0.48 acres | 20,908 ft²
Current Use	Single Family Home
Current Zoning	**R-1-20 Single Family Residential**
Density Entitlement	1 dwelling unit
Requested Zoning	**R-4 One to Four Family Residential**
Density Entitlement	4 dwelling units

1. BACKGROUND

Brian Harris has submitted an application to rezone property located at 1113 West 150 South from R-1-20 Single Family Residential to R-4 One to Four Family Residential. The property has an existing single family home in the rear of the site. The R-4 zoning would allow for a total of four residential units on the property.

2. SURROUNDING LAND USE AND ZONING

Adjacent – Directly adjacent to the property are three existing single family homes.
North – To the north of the property is a mixture of single family lots including R-1-20 Single Family Residential and R-1-LD.
South – To the south of the property is a mixture of single family lots including R-1-20 Single Family Residential and Agricultural Residential.
East – To the east of the property is predominantly R-1-20 Single Family Residential.

West – To the west of the property is a mix of residential and agricultural zones, including R-A Agricultural Residential, A-5 Heavy Agricultural, and R-1-20 Single Family Residential.

3. 2022 General Plan

A. Future Land Use Map

Chapter 1 of the 2022 General Plan, titled Land Use & Placemaking Plan established a map that outlines locations for ideal land use categories as a reference point for when rezone applications are being considered. The Future Land Use Map (page 26) for the 2022 General Plan indicates this property to be utilized for single family residential purposes. This R-4 rezone application is not supported by this particular element of the 2022 General Plan.

B. Guiding Principles

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

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

The project would allow for up to three dwelling units to be added to the existing property (for a total of four) and would provide diversity to the housing stock in Flint Street corridor area, which currently is dominated by single family detached homes on larger lots. The following table outlines the portions of the General Plan that provide support for the proposed rezone, as well as the sections that are in conflict with components of the General Plan.

Supports	Against
Chapter 1 Goal 8: Provide a range of housing options and price points that help ensure Kaysville is an affordable place to live	Chapter 1 Goal 1: Preserve and protect Kaysville's 'small town atmosphere" by limiting change in function neighborhoods and districts
Chapter 3 Goal 1: Provide a full range of housing opportunities to meet the economic, lifestyle and lifecycle needs and expectations for residents	Chapter 1 Objective 1.1: Preserve single family neighborhoods by restricting development to models that fit the existing character of the neighborhood
Chapter 3 Goal 1 Objective 1.3 Implementation Measure C: Give strong consideration to rezone applications which are supported by elements of the General Plan but may not align with the future land use map	Chapter 1 Goal 6: Preserve the established character of Kaysville

The components of the general plan as outlined in the table above help to contextualize the balance that exists in the plan's guidance wherein there are aspects that can be applied to either support or conflict with the application as presented. The provisions highlighted in Chapter 3 of the plan indicate strong support for greater housing supply, but these are counterbalanced by the advocacy for maintaining the status quo of existing neighborhoods that are predominantly single family. This conflict between the elements of the General Plan is something for the Planning Commission to consider in their discussion of the compatibility of the proposed zone change, as well as the lack of alignment with the Future Land Use map.

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

The General Plan was amended in November of 2022 to account for the State's requirements which are designed to increase the production of moderate income housing. Kaysville is one of the cities subject to this law and we must include moderate income housing goals in general plans. The City is required to submit an annual report to the state, who then determines compliance based on outcomes of the moderate income housing goals listed in the general plan.

ii. 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. 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 project proposes two additional single-family dwellings, which would result in an estimated annual usage of 21,300 gallons of water for all three dwellings onsite. Since one acre-foot (AF) of water

equates to 325,850 gallons, 2.54 ERCs equate to approximately 0.41 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. With the current contractual annual water allocation at 3,186 acre feet, and this proposed development requiring an estimated 0.41 acre feet, the culinary water needs for this development will be met and do not exceed our contractual availability.

4. ZONING

The purpose of the R-4 One to Four Family Residential District is stated as:

> *To provide for areas in appropriate locations where quiet medium density development may be established, maintained and protected. The regulations permit the establishment of one, two, three and four-family dwellings, and also permit, with proper controls, public and quasi-public activities such as schools, libraries, churches, parks and playgrounds.*

Single family dwellings as well as multifamily dwellings of no more than four units are allowed in the zone. The R-4 zone requires frontage of at least 70' for a main building and setbacks are 25' for the front yard and 8' for side yards. The rear yard setback is 15'. Buildings must be at least 10' in height and cannot exceed 30' in height. The R-4 zone also requires 600 ft² of open space per unit and 20 ft² of outdoor storage space for each unit.

Lot size for R-4 dwellings require:

- 8,000 ft² – One or two-family dwelling
- 10,000 ft² – Three-family dwelling
- 12,000 ft² – Four-family dwelling

The Planning Commission should determine if the purpose statement for the R-4 zone is fulfilled in this particular location.

5. PUBLIC NOTICE

In accordance with Utah State Law, a public hearing notice regarding the rezone has been posted. A total of 67 public notices were mailed to property owners within 500' of the subject property, and a sign was placed on the property on Friday, June 5, 2026. As of the date of this report, the city has received two comments through the online comment portal. The comments expressed concerns regarding the visibility of the Flint street intersection smaller lot sizes allowed under the proposed R-4 zoning, incompatibility with the surrounding zones, and the potential for future owners to add additional density.

6. RECOMMENDATION

The Moderate Income Housing section of the 2022 General Plan states an application which is not supported by the Future Land Use Map but has other areas which support the rezone application should be given “strong consideration” for approval. This application falls into that category. While the 2022 General Plan contains some information which supports the application, overall, after closely reviewing the guiding principles, goals, objectives and implementation measures elsewhere in the General Plan, staff is unable to offer a positive recommendation for the rezone request.

To the Kaysville City Planning Commission:

I am writing to respectfully request your approval of the proposed zoning change for the subject property. This request would allow the property to be used in a manner that better reflects current community needs and supports thoughtful, well-planned growth.

Approving this zoning change would be consistent with the broader goals of responsible land use planning, including orderly development, efficient use of land, and consideration of long-term community needs. Those needs include the more appropriate use of our most important natural resource, water. Instead of using the limited water available for landscaping, it could go to supporting our residents. Our local climate cannot sustain current water utilization for landscaping. Predictions are already dire for this water year, and except for last year, water restrictions are becoming more frequent, of longer duration, and more stringent each year. Certainly, this year will be no different. We have already 'flipped our strip(s)', and now we would like to make bigger impacts on our water use.

The proposed change can also provide tangible public benefits. The younger generations are facing increasing challenges in finding housing that is both desirable and affordable. This project provides residents of Kaysville both an affordable and desirable location. I am not trying to (nor do I desire) build an apartment building. A couple of 1-to-2-bedroom apartments (ADUs) on the Western exposure of the property does solve many goals for this property use: more responsible water utilization, affordable housing in a desirable location, and sound and line of sight barrier from Flint and the 'rail trail'.

This project does not negatively impact neighbors. Across the street to the north is a small Spanish Church. Across Flint to the west is a horse corral. To the south is a small residential lane which already has received a variance of the existing zoning to build their homes, as each lot includes the road as part of their parcel to approximate the 20,000 square feet needed for current zoning.

I understand the Commission's responsibility to consider the interests of nearby residents, the long-term impact on the area, and the standards set by city policy. For those reasons, I believe this request merits approval because it supports a reasonable and beneficial use of the property while remaining consistent with sound planning principles.

Thank you for your time and consideration. I respectfully ask the Planning Commission to recommend approval of this zoning change.

Sincerely,

Brian Harris

1113 W 150 South

Kaysville, UT 84037

[redacted]

[redacted]

PLANNING COMMISSION STAFF REPORT

To: Kaysville City Planning Commission
From: Anne McNamara, Senior Planner
Date: June 1, 2026

Agenda Item #5: Public Hearing for a rezone request for property located at 80 East Center Street (parcel #11-108-0021) from A-1 Light Agricultural District to CC Central Commercial District with a MU Mixed Use Zoning District Overlay

Meeting Date	June 11, 2026
Application Type	Rezone
Applicant | Owner	Gonzalo Calquin | Center Street Development LLC
Address | Parcel ID Number	80 East Center Street | 111-08-0021
Lot Size	1.6 acres | 69,696 ft²
Current Use	Religious Institution/Single Family Home
Current Zoning	**A-1 Light Agricultural District**
Density Entitlement	1 dwelling unit
Requested Zoning	**CC Central Commercial with a MU Mixed Use Overlay**
Density Entitlement	Density Approved Through Development Agreement

1. BACKGROUND

Gonzalo Calquin has submitted an application to rezone property located at 80 East Center Street from A-1 Light Agriculture to CC Central Commercial with a MU Mixed Use Overlay. The property has an existing single family home in the back portion of the site, as well as a historic Presbyterian church. The applicant would remove the buildings on site (with the exception of the church) and has proposed to add ten attached townhome units, two additional commercial buildings, open space and preserve the existing historic church to allow for its use as a commercial space.

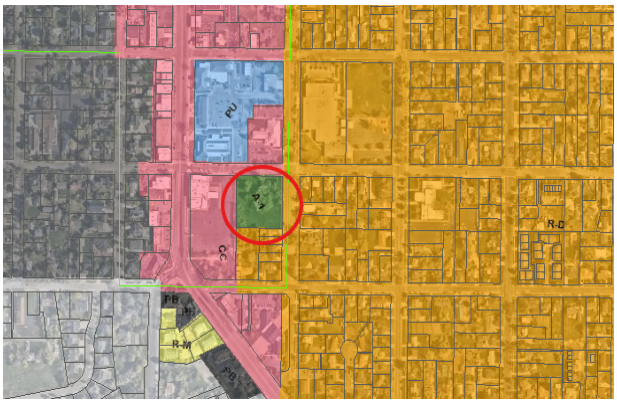
According to the Kaysville Historic Tour, the Presbyterian Church was originally constructed in 1888. The structure is not currently listed on a historic registry but does hold a key part of

Kaysville's past. Kaysville City doesn't currently have a historic preservation ordinance, so the property owner is not currently obligated to keep or preserve the structure, though that is their intent.

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

2. Surrounding Land Use and Zoning

Adjacent – Directly adjacent to the property is the Zion's Bank site an existing twin home and a single-family home.



North – To the north of the site are properties zoned Public Use, including the Kaysville City offices and the senior center, as well as a large segment of Central Commercial properties.

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

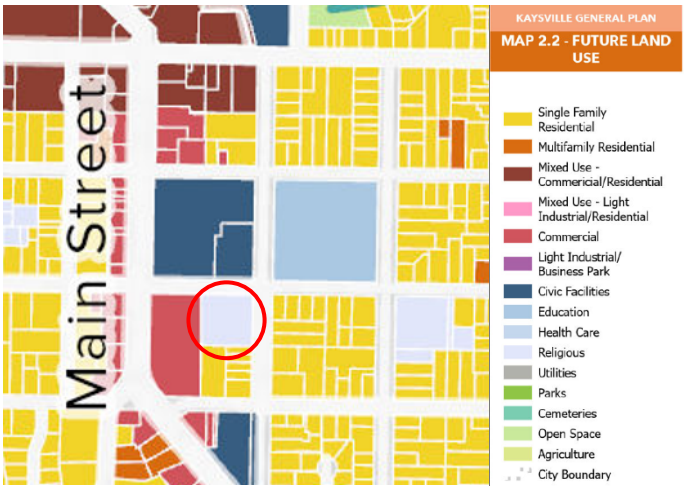
East – To the east of the site is a large section of R-D zoned single family homes.

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

3. 2022 General Plan

A. Future Land Use Map

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



B. Guiding Principles

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

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

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

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

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

C. GOALS, OBJECTIVES, AND IMPLEMENTATION MEASURES

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

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

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

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

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

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

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

The General Plan was amended in November of 2022 to account for the State's requirements which are designed to increase the production of moderate income housing. Kaysville is one of the cities subject to this law and we must include moderate income housing goals in general plans.

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

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

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

the interstate or other major corridors like 200 North. The location is further tied into the existing commercial corridor of the historic downtown area.

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

Goal 1: Promote Kaysville City Center redevelopment to strengthen commercial areas. The proposed storefronts on Center Street will allow for better integration between the adjoining businesses, particularly the Zion's Bank property. The project will also serve as an extension of current commercial activity on Main Street, to help enliven the Historic Main Street corridor and keep retail tax dollars within Kaysville City limits.

Objective 1.1: Allow for greater densities in Kaysville City Center to generate an increase in buying power and capture rates. The applicant's intention to incorporate commercial spaces into the proposed townhome development allows for additional residential density without precluding redevelopment of a parcel that sits adjacent to a major commercial corridor on Main Street. The proposed storefronts on Center Street will increase activation on the neighboring parcels to allow for better integration between the adjoining businesses, particularly the Zion's Bank property.

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

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 went 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 project proposes ten dwellings, which would result in an estimated annual usage of 136,320 gallons of water. Since one acre-foot (AF) of water equates to 325,851 gallons, 10 ERCs equate to approximately 0.41 AF per year. The commercial 9.76 ERCs results in an estimated annual usage of 2,246 gallons of water. Since one acre-foot (AF) of water equates to 325,851 gallons, 9.76 ERCs equates to approximately 0.006 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. With the current contractual annual water allocation at 3,186 acre feet, and this proposed development requiring an estimated 0.41 acre feet, the culinary water needs for this development will be met and do not exceed our contractual availability.

4. MIXED USE ZONING DISTRICT OVERLAY

KCC 17-27-2 Project Evaluation/Review Process requires a number of documents and details to be submitted with the application. Gonzalo Calquin has submitted all the required items and those are attached to this Staff report.

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

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

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

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

Building Square Footage			
Residential Buildings	**# Units**	**Square Footage/Unit**	**Total**
Building A (5-plex Townhomes)	5	2,500	12,500
Building D (5-plex Townhomes)	5	2,500	12,500
Total	**10**		**25,000**
Commercial Builidings	**# Buildings**	**Square Footage**	**Total**
Building B (Two-Story Office)	1	6,200	6,200
Builidng C (Church)	1	1,250	1,250
Building E (Two-Story Office)	1	3,200	3,200
Total			**10,650**
Project Square Footage			**35,650**
Total Percent Commercial			**29.87%**

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

5. PROJECT SPECIFICS AND DEVELOPMENT AGREEMENT DETAILS

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

A. <u>Preservation of the Presbyterian Church, Building C:</u>
Current Kaysville City regulations have no historic preservation measures in place, meaning at present, the applicant could demolish the existing church if they wished to do so. However, in an effort to address preservation concerns, the required development agreement contains provisions related to the historic church. Therefore, to uphold the historic nature of the existing church, the development agreement will require the applicant to improve existing Presbyterian Church, and make it available for commercial use within 24 months. All improvements will comply with applicable city ordinances and building codes in effect at the time of application. The development agreement further requires the developer to "generally maintain the existing appearance and character" of the building. The developer plans to make repairs to the roof without substantially altering the roof line, maintain the bell tower and replace the original bell. The rear portion of the building, which

was not part of the original structure, will change substantially to accommodate restrooms and an entrance that will comply with ADA standards.

Historic preservation projects are difficult and costly to undertake yet highly important to the community. The Planning Commission should discuss the preservation elements in section 3.A.ii of the development agreement to determine appropriateness based on the requested rezone.

B. Number of Units:
A total of 10 residential dwelling units are included in the project. Per the development agreement, the overall residential unit count will not exceed 10 units. This project would be considered a medium density project. Section 3.B. of the project's development agreement requires that no less than 60% of the units in the project shall be owner occupied, no more than 40% of the until can be rented out, as well as a 30 day minimum rental period for any ADUs that exist in the project.

C. Setbacks
   a. Setbacks between the north property line shall be a minimum of 10 feet.
   b. Setbacks between the east property line shall be a minimum of 10 feet.
   c. Setbacks between the south property line shall be a minimum of 10 feet.
   d. Setbacks between the west property line shall be a minimum of 16 feet.
   e. Rear setbacks on all driveways/garage shall be a minimum of 20 feet.

D. Parking:
The MU zone requires 2.5 parking spots per 3-bed unit. Each townhome will include a 2-car garage, as well as a driveway with space for two additional vehicles. In addition to the garages, the developer is providing 38 unassigned onsite parking stalls. A total of 77 onsite parking stalls will be provided, including the garages and the 38 unassigned stalls.

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

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

Parking				
Residential				
Units	**Number Units**	**# Spaces/Unit**	**Provided**	**KCC Requires**
3 bedroom + (2.5 stalls/unit)	10	2.5	-	25
2-car garage	10	2	20	
Driveway	10	2	20	
Residential Total			**40**	
Commercial				
Classification	**S.F. Commercial**	**# Spaces/S.F.**		**KCC Requires**
Offices (Business)		3.5/1,000 S.F.		38
Building B (Center St)	6,200	21		
Building C (Church)	1,259	4	13	
Building E (Rear)	3,200	11	24	
Commercial Total	**10,650**		**37**	
Total Required (Residential & Commercial)				**63**
On-Site Parking Provided	77			**77**
Total Parking Provided				**77**

E. Phasing: Per the language included in Section 4 of the project Development Agreement, the developer is required to have a valid building permit and pass the inspection for footings and foundation for Building B, the two-story commercial building fronting Center Street prior to issuance of building permits for the townhomes labeled as Building A and D.

F. Open Space: Per the language included in Section 3.vi. of the Development Agreement, the project site must include a minimum of 9,679 square feet of open space as outlined:
a. Landscaped front yard space for each town home totaling 2,409 square feet.
b. The combined square footage for the amenities below shall be no less than 7,566 square feet and including:
    1. A playground area with benches.
    2. Turf/field are for active recreation.

6. Public Notice

In accordance with Utah State Law, a public hearing notice regarding the rezone has been posted. A total of 65 public notices were mailed to property owners within 500' of the subject property, and a sign was placed on the property on Friday, June 5, 2026. As of the date of this report, the city has received two comments through the online comment portal expressing concerns regarding safety concerns from the increased traffic from the project, speed limits, and safe crossing plans for the elementary students across the street. - .

7. Recommendation

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

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

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

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

Findings for a recommendation of approval include:

a. The project is in keeping with the following two of the Guiding Principles of the 2022 General Plan.
b. Chapters 1, 3 and 5 of the 2022 General Plan contain multiple goals, policy objectives and implementation measures which support approval of the rezone request.
c. The design of the project as outlined in the site plan and development agreement should not negatively impact the character of the area.
d. The project would diversify the housing product available in Kaysville.
e. The project will preserve a significant and meaningful historic building.
f. Staff review has found the project to be compliant with 17-27 Mixed Use Zoning Overlay purpose statement and code requirements.
g. The adoption of the project through a development agreement tool will ensure the project is completed as approved.

CHURCH ON CENTER
MIXED-USE OVERLAY NARRATIVE

80 E Center Street, Kaysville, Utah

Project Overview

The proposed development consists of a mixed-use project integrating residential, commercial, and institutional uses on approximately 1.6 acres. The project includes two 5-plex residential buildings (10 total units), two office/commercial buildings, and the preservation of the existing historic church structure.

The development provides approximately 70% residential and 30% commercial uses, meeting the minimum commercial requirement of the MU Overlay. The site is designed around shared open space, pedestrian connectivity, and integrated parking, creating a cohesive "live, work, and gather" environment.

1. Compatibility with the Kaysville City General Plan

Land Use & Corridor Development

- Consistent with the Land Use Element of the Kaysville General Plan, which encourages mixed-use development along key corridors such as Center Street
- Activates the corridor through street-oriented commercial uses
- Supports integration of residential and commercial uses within a single development

Infill & Redevelopment

- Represents quality infill development on an existing parcel
- Preserves and incorporates the existing historic church as a community asset
- Improves land use efficiency while maintaining appropriate scale

Housing Diversity

- Provides townhome-style units supporting a range of housing options
- Introduces moderate-density housing in an appropriate corridor location
- Supports General Plan goals related to housing variety and availability

Walkability & Community Design

- Promotes pedestrian-oriented design through building placement and internal circulation
- Includes usable open space such as landscaped areas and a playground
- Supports General Plan goals related to walkability and community-oriented development

2. Compliance with Kaysville City Zoning Ordinances

- Meets the minimum 30% commercial requirement of the MU Overlay
- Includes permitted residential and commercial uses
- Provides 66 parking stalls where 63 are required
- Includes functional open space and site amenities
- Orients buildings toward streets and common areas consistent with MU standards

3. Consistency with the Purpose of the MU Zone

The purpose of the MU Overlay is to "facilitate the integration of diverse but compatible uses" and promote "live, work, and play" environments.

- Integrates residential, office, and existing institutional uses within a unified development
- Implements a horizontal mixed-use design with coordinated building layouts
- Supports a balanced, active environment along Center Street
- Provides appropriate transition between surrounding land uses

4. Consistency with Sound Planning Practices

- Context-sensitive design compatible with surrounding development
- Preservation and adaptive reuse of the existing church structure
- Efficient use of land with balanced density and open space
- Pedestrian-focused site layout
- Integrated open space and amenities
- Minimized visual impact of parking areas

5. Compatibility with Surrounding Land Uses

- Commercial uses placed along Center Street consistent with existing patterns
- Residential uses located internally to reduce impacts
- Existing church maintained as a community feature
- Appropriate transitions in building scale and intensity
- Landscaping used to buffer and integrate uses

6. Consistency with Other City Plans and Studies

- Supports corridor activation along Center Street
- Encourages mixed-use infill development
- Enhances economic activity through small-scale commercial space
- Provides integrated housing and community amenities

Conclusion

The proposed development is consistent with the Kaysville General Plan, complies with the MU Overlay, and represents a well-designed mixed-use project that will positively contribute to the Center Street corridor.

SITE INFORMATION

ZONE:	CENTRAL COMMERCIAL MIXED USE OVERLAY
LOT AREA:	69,694 SF (1.6 ACRES)
BUILDING AREAS:	
TOTAL BUILDING AREA (EXCLUDES PARKING):	35,650 SF
COMMERCIAL:	
BUILDING B (COMM):	6,200 SF
BUILDING C (CHURCH)	1,250 SF
BUILDING E (COMM):	3,200 SF
TOTAL:	10,650 SF **(30%)** [30% REQ'D]
RESIDENTIAL:	
BUILDINGS A & D (TWO 5-PLEX): 2,500 SF x 10 =	25,000 SF **(70%)**
OPEN SPACE:	2,409 SF - LANDSCAPED FRONT YARDS 7,566 SF - FIELD & PLAYGROUND
TOTAL OPEN SPACE	**9,975 SF (14%)**
RESIDENTIAL UNITS:	
BROWNSTONES	**10 UNITS** (6.25 UNITS/ACRE)

PARKING REQUIRED

OFFICES (BUSINESSES) 3.5 SPACES FOR EACH 1,000 SF OF FLOOR AREA 10,650 SF = 10.65 x 3.5	38 SPACES REQ'D
RESIDENTIAL: 3 BED UNITS x 10 = 2.5 SPACES/ UNIT =	25 SPACES REQ'D
TOTAL SPACES REQUIRED:	**63 PARKING SPACES REQUIRED**
PARKING PROVIDED	20 GARAGE STALLS 20 DRIVEWAY STALLS (9' X 20') 38 SURFACE STALLS **78 TOTAL PARKING SPACES PROVIDED (EXCEEDS CODE REQ'S)** (APPROX. 19 ADDITIONAL ANGLED STALLS ON CENTER ST.)

CHURCH ON CENTER

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ARCHITECTURAL SITE PLAN | **A1.1**

80 E CENTER ST. KAYSVILLE, UT 84037
1/16" = 1'-0"
MAY 18, 2026

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ARCHITECTURE + PLANNING

CHURCH ON CENTER

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CONCEPT RENDERINGS | **A2.2**

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MAY 18, 2026

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CONCEPT RENDERINGS | **A2.3**

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CONCEPT RENDERINGS | **A2.4**

80 E CENTER ST. KAYSVILLE, UT 84037

MAY 18, 2026

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NORTH STREET ELEVATION

EAST STREET ELEVATION

CHURCH ON CENTER

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CONCEPT ELEVATIONS | **A2.1**

80 E CENTER ST. KAYSVILLE, UT 84037

1/8" = 1'-0"

MAY 18, 2026

GBC ARCH
ARCHITECTURE + PLANNING

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

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

THIS AGREEMENT is made and entered into this __ day of ____, 2026 by and between Kaysville City, a municipal corporation organized and existing under the laws of the State of Utah (hereinafter the "City") and Center Street Development LLC (hereinafter the "Developer").

RECITALS

WHEREAS, Developer is desirous of rezoning and redeveloping certain real property located at 80 East Center Street, Kaysville, and more particularly described as parcel number 11-108-0021 which is 1.6 acres in size ("the property") as Central Commercial with a MU Mixed Use Zoning District Overlay consisting of residential townhomes and commercial buildings (the "Project"); and

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

WHEREAS, The City is willing to grant the approval of rezoning subject to the Developer agreeing to certain requirements and restrictions of use and development within the property; and

WHEREAS, Development of the property pursuant to the terms of this Agreement is in the best interests of the City and the health, safety, morals, and welfare of its residents; and

WHEREAS, the Developer agrees to proceed with the development and use of the project subject to the terms of this Agreement.

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

AGREEMENT

1. CONDITIONS PRECEDENT

This Agreement shall not take effect until:

A. The Developer has signed the agreement;
B. The Kaysville City Council has approved the Agreement and the rezoning of the property to Central Commercial with a MU Mixed Use Zoning District Overlay; and

DRAFT

C. The Mayor has executed this Agreement on behalf of the City.

2. GENERAL DESCRIPTION

A. Area Description.

i. The property is located as shown on the Property Location Map, a copy of which is attached as Exhibit A hereto and incorporated by reference herein.

ii. The property is located at 80 East Center Street, City of Kaysville, County of Davis, State of Utah, and is further described in a legal description in Exhibit B, and more particularly described as parcel number 11-108-0021 is 1.6 acres in size.

B. Project Description. The Project proposed is a Central Commercial with a Mixed Use Overlay development as shown in Exhibit C (the "Site Plan") and includes:

i. A total of 2 residential townhome buildings, labeled A and D on the attached site plan, each building consisting of five townhomes, with each townhome being approximately 2,500 square feet in size with a 2-car garage, for a total of 25,000 square feet of residential building space.

ii. A total of 3 commercial buildings, including:

a. The existing building identified as Building C, which will be refurbished to function as approximately 1,250 square feet of commercial space.

b. Building B, a 6,200 square foot two-story office building, fronting Center Street.

c. Building E, a 3,200 square foot two-story building located in the southwest corner of the project.

iii. The project further includes community amenities, onsite open space, and designated parking areas.

C. Project Square Footage. Pursuant to KCC 17-27-3-1(b)(ii) – Allowed Uses, the overall square footage of buildings in the project is 35,650, composed of 25,000 square feet of residential space and three buildings totaling 10,650 square feet of commercial space. The proposed project has the overall project square footage comprised of 29.87% commercial space.

D. Substantial Conformance and Minor Changes. Developer shall complete and construct the project as approved and authorized by this agreement and shall substantially conform to exhibits, requirements, attachments and details in this agreement. Substantial Conformance shall mean and includes minimal fluctuations in overall project layout, which is subject to final design.

i. A reduction in the number of residential units may be approved by Community Development Director. If the number of units are reduced, applicable and proportionate reductions on parking and open space may be approved by Community Development Director so long as reductions comply with applicable city ordinances.

ii. Changes or substitutions to promised amenities are allowed so long as open space requirements are met and the Community Development Director authorizes the changes to be an improvement or similar substitution to amenities.

iii. Any other changes to the project shall be approved by the City Council through an amendment to this agreement, including but not limited to altering permitted uses, changing overall building height, adjustment of setbacks, an increase in the number of dwelling units or a reduction of commercial space.

3. DEVELOPMENT STANDARDS AND GUIDELINES

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

i. Compliance with Approved Site Plans. Developer shall develop the site in general conformance with the concept outlined in Section 2.B and the site plan attached to this Agreement as Exhibit C.

ii. Renovation of Building C. Developer agrees to improve Building C and make it available for commercial use within twenty-four (24) months of approval of this Agreement. All improvements shall comply with applicable City ordinances, building codes, and accessibility requirements in effect at the time the work is performed.

The planned improvements to Building C shall generally maintain the existing appearance and character of the building while allowing modifications reasonably necessary to accommodate a functional commercial use and compliance with applicable codes and regulations. The parties acknowledge that portions of the building may be modified to accommodate accessibility improvements, building systems, restroom facilities, and other improvements necessary for commercial occupancy.

iii. Architecture and Building Materials. Developer shall construct the Project in substantial compliance and conformance with the architectural style, renderings and color and materials shown in Exhibit E. Developer agrees to use building materials as depicted in the renderings Exhibit E, which includes a combination of fiber cement,

brick veneer, stone veneer, ACM panels, stucco/EIFS, glass, and metal and wood accents.

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

a. Building C shall remain consistent with its current height.

b. No new buildings, whether commercial or residential, shall exceed 30 feet in height.

v. Setbacks. The MU overlay allows variations in setback regulations. The underlying CC zone does not have setback requirements; therefore, the setbacks shall be as depicted on the Site Plan and meet the following minimum standards.

a. Setbacks between the north property line shall be a minimum of 10 feet.
b. Setbacks between the east property line shall be a minimum of 10 feet.
c. Setbacks between the south property line shall be a minimum of 10 feet.
d. Setbacks between the west property line shall be a minimum of 16 feet.
e. Rear setbacks on all driveways/garage shall be a minimum of 20 feet.

vi. Open Space & Amenities Plan. Open space is defined as usable, functional open space for outdoor leisure and does not include planting strips. Developer shall provide a minimum of 9,679 square feet of open space as outlined:

a. Landscaped front yard space for each town home totaling 2,409 square feet.

b. The combined square footage for the amenities below shall be no less than 7,566 square feet and include:

1. A playground area with benches.

2. Turf/field are for active recreation.

vii. Required Parking. Residential parking is regulated by Kaysville City Code 17-27 Mixed Use Zoning District Overlay. Calculations for required commercial parking are based on the currently adopted Kaysville City Code 17-32 Off-Street Parking and Loading and classified as Offices – Business which requires 3.5 spaces for each 1,000 square feet of floor area.

a. Combined required parking totals 63 stalls, and Developer shall provide 78 on-site parking stalls as indicated in the site plan and as detailed in this agreement.

b. **Residential Parking.** Per 17-27 Mixed Use Zoning District Overlay, 2.5 parking spaces are required for each 3-bedroom townhome. Ten 3-bedroom townhomes are approved, requiring a total of 25 parking stalls for the residential uses. Developer shall provide:

1. A two-car garage for each of the 10 townhomes, for a total of 20 parking stalls.

2. Driveways for townhomes will include 2 parking stalls, for a total of 20 parking stalls. Driveway size must be a minimum of 18 feet wide and 20 feet deep to qualify as two parking stalls.

c. **Commercial Parking.** Per 17-32 Off Street Parking and Loading, City is classifying uses as "Offices - Business" which requires 3.5 spaces for each 1,000 square feet of floor area. A total of 38 parking stalls is required for approximately 10,650 square feet of commercial space. Developer is providing an additional 38 parking stalls on site in addition to the residential parking stalls.

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

viii. Allowed Dwellings. Developer may construct up to 10 residential townhome dwellings.

B. Ownership of Dwellings. Developer and City agree that the Community is intended to contribute attainable homeownership for the benefit of the citizens of Kaysville City. Accordingly, Developer shall add a restriction to the Covenants, Conditions, and Restrictions governing the Project that:

i. No fewer than 60% of the units in the Project shall be occupied by the record owner of the Project. No more than 40% of the units in the Project shall be rented, except in exceptional temporary circumstances such as military deployment or religious service;

ii. No units in the Project, including accessory dwelling units ("ADUs") shall be available for rental for a period of less than 30 consecutive days;

iii. All units in the Project containing an ADU shall be occupied by the record owner of the unit in at least one of the dwelling units;

iv. The Homeowners' Association shall keep a record of ownership, occupancy, and rental status of all units within the Community, and shall have authority to levy fines as assessments for violation of these restrictions.

C. Landscaping. Developer agrees to plant vegetation and trees throughout the Project as approved with the landscape plan outlined in Exhibit D. Additionally, Developer:

i. Shall not install turf or grass in park strips, areas less than 8' wide or landscaping in parking lot areas.

ii. Agrees to use turf only in active recreation areas for the Project as defined in Kaysville City Code 17-5, Water Efficient Landscape Standards.

iii. Agrees to use water wise vegetation and materials in all common landscaping areas where reasonable.

iv. Agrees to maintain an adequate visibility triangle per AASHTO sight distance requirements at the intersection of Center Street and 100 East.

D. Fencing. Developer shall install a 6-foot-tall solid fence along the southern border of the project if none exists and maintain any existing 6-foot-tall solid fencing, ensuring a 6-foot tall solid fence exists along the existing residential lots that abut the subject property to the south. Developer is not precluded from fencing the entire Project if they choose. All fencing must meet fencing and visibility requirements as adopted in Kaysville City Code.

E. Subdivision for Townhomes. Development of the Project shall require a subdivision of the Property for the purposes of individually owned townhomes. The future subdivision shall be processed as City Code requires.

Developer has the right to construct 10 residential townhome units but acknowledges and understands that the plans submitted with this agreement shall be subject to the subdivision code existing when those plans are submitted for subdivision approval. In other words, this agreement shall not be deemed to entitle this property to rights under the current zoning and building codes unless specifically stated herein. While neither party anticipates a material change to the code, the parties acknowledge that the attached site plan may not necessarily meet the code existing when applied for. This may require resizing buildings (and consequently the number of allowed dwellings) relocation of buildings, roads, parking, open space or otherwise based on requirements and approved civil engineering plans to meet city code and adopted standards or standards as required in this agreement.

F. Findings of Compatibility. In adopting the Development Standards identified in Section 3, the City hereby expressly finds that the development of the Project, in conformance with the Development Standards and this Agreement, promotes the creation of a desirable residential Project in an appropriate location and is in harmony with the 2022 General Plan. The City further finds that the development of the Project, in conformance with the Development Standards and this Agreement, will not violate the general purpose, goals and objectives of the City Ordinances and any plans adopted by the Planning Commission and City Council.

4. PHASING AND PERMITTING

Prior to issuance of building permits for the townhomes labeled as Building A and D, Developer shall have a valid building permit and pass the inspection for footings and foundation for Building B, the two-story commercial building fronting Center Street.

5. MAINTENANCE AND CARE OF THE PROJECT AND PROPERTY

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

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

6. ON-SITE PROJECT IMPROVEMENTS

Developer shall construct and install all site improvements, including utilities, required for the Project, as determined through the subdivision process current to the date of the subdivision application. Developer shall construct all improvements at Developer's sole cost and expense, in compliance with approvals, and all applicable ordinances, regulations, standards as approved by the City, the secondary water provider, Central Davis Sewer District, other providers and the State of Utah. Existing infrastructure which is damaged, in disrepair or not meeting current standards, including but not limited to items such as broken or heaving sidewalk, shall be replaced.

7. OFF-SITE PROJECT IMPROVEMENTS

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

8. GENERAL REQUIREMENTS AND RIGHTS OF THE CITY

A. City Approval Required. The development plans, and any changes thereto, must be approved by the City pursuant to the requirements of the Kaysville City zoning

ordinance and all other applicable provisions of the Kaysville City Municipal Code. In addition to any standards, requirements, or regulations imposed by ordinance, the development plans shall also be reviewed by the City to determine compliance with the terms of this Agreement. This approval is in addition to any required City approval which is directed to zoning, engineering or structural matters or compliance with building codes and regulations or applicable City, State or Federal law relating to land use or construction standards. The City's determination, respecting compliance with the terms of this Agreement, shall be final; provided that Developer reserves all rights as to the appeal of any administrative determinations of the City.

B. Issuance of Permits. The Developer shall have the sole responsibility for obtaining necessary permits and shall make application for such permits directly to the Kaysville City Community Development Department and other appropriate departments and agencies. The Developer shall submit and, prior to the date scheduled for construction, obtain building permit(s), and engineering permits as required, and thereafter diligently prosecute such work as is authorized in such permits. Failure to timely file and to diligently pursue the issuance of all permits shall be a breach of this Agreement and grounds for termination of this Agreement at the option of the City and the exercise of the remedies contained herein.

C. City Obligations Conditional. The obligations of the City, as set forth in this Agreement, are subject to the condition that the Developer shall not be in default of its obligations hereunder at any time; provided that obligations of City will continue upon the Developer's cure of any such default in accordance with Section 8.

D. Completion Dates. The Developer for itself, and its successors and assigns, agrees to promptly begin and diligently proceed to complete the proposed development of the subject area through the obtaining of all necessary building and engineering permits, and after the issuance of such permits the subsequent construction of the platting improvements thereon. Developer agrees to complete the subdivision process with platting, bonding and recordation by December 31, 2027, and commence construction within one year of subdivision recording. Once commenced, construction shall be diligently pursued and shall be completed no later than two years from the date of plat recordation.

E. Assignability. The Developer shall not assign this Agreement or any rights or interests herein without the prior written consent of the city, except that, upon notice to the City, the Developer shall have the right to assign and transfer this Agreement and its rights and obligations hereunder to an entity controlled by or under common control with the Developer, so long as any such entity shall consent in writing to be bound by the terms of this Agreement. Any assignee approved by the City shall consent in

writing to be bound by the terms of this Agreement as a condition of the assignment. The Developer shall not transfer, assign, sell, lease, encumber, or otherwise convey its rights and obligations under this Agreement separate from its interest in the project.

F. Successors and Assigns. This Agreement shall be binding upon the Developer and its successors and assigns and where the term "Developer" is used in this Agreement, it shall mean and include the successors and assigns of the Developer except that the City shall have no obligation under this Agreement to any unapproved, or otherwise unauthorized, successor or assign of the Developer.

G. Reserved Legislative Powers. Nothing in this Agreement shall limit the future exercise of the police power by the City in enacting zoning, subdivision development and related land use plans, policies, ordinances and regulations after the date of this Agreement.

H. Minimum Zoning Standards and Vested Rights. It is not the intention of this Agreement to waive any existing minimum zoning standards, or to restrict the ability of the City Council to enact additional standards in the future. The only vested right obtained by the Developer in the approval of this Agreement as part of the rezoning, is the right under the terms and conditions of this Agreement, to apply for site plan approval and building permits.

I. No Joint Venture or Partnership. This Agreement does not create any joint venture, partnership, undertaking or business arrangement between the parties hereto.

J. Third Party Beneficiaries. Any claims of third-party benefits under this Agreement are expressly denied.

K. Agreement to Run with the Land. This Agreement shall be recorded against the property. The agreement contained herein shall be deemed to run with the land and shall be binding on all successors in the ownership of the project area.

L. Integration. This Agreement contains the entire agreement with respect to the subject matter hereof and integrates all prior conversations, discussions or understandings of whatever kind or nature and may only be modified by a subsequent writing duly executed by the parties hereto.

M. The parties represent that each has the requisite authority to enter into this Agreement and that the same has been duly authorized by all necessary or appropriate corporate or regulatory action.

N. Access to the Project Area. The City, for the purpose of inspection, and whenever and to the extent necessary, to carry out the purposes of this and other sections or provisions of the Agreement shall be permitted access to the project area, so long as the same shall not unreasonably interfere with the use and development of the project area consistent with the terms and conditions of this Agreement.

9. REMEDIES

A. Remedies Upon Default or Breach. In the event of any default in or breach of this Agreement, or any of its terms or conditions, either party hereto or any permitted successor to such party, such party, or successor, shall, upon written notice from the other, proceed immediately to cure or remedy such default or breach, and in any event cure or remedy the breach within 30 days after receipt of such notice. In the event that such default or breach cannot reasonably be cured within said 30 day period, the party receiving such notice shall, within such 30 day period, take reasonable steps to commence the cure or remedy of such breach and shall continue diligently thereafter to cure or remedy such breach or default in a timely manner. In case such action is not taken, or diligently pursued, the aggrieved party may institute such proceedings as may be necessary or desirable in its option to:

i. Cure or remedy such default or breach, including, but not limited to, proceedings to compel specific performance by the party in default or breach of its obligations; or

ii. Terminate this Agreement. In the event that the Developer is the defaulting party, upon termination, the City may institute proceedings to change the zoning to the zoning designations that existed prior to the Agreement.

B. Additional Remedies of City. Notwithstanding anything in this Agreement to the contrary, it is agreed by the parties hereto that (unless due to the provisions of Section E, below) if the Developer fails to meet completion dates given in Section 7.D, the City shall have the right, but not the obligation, at the sole discretion of the City to terminate this Agreement and the City may institute proceedings to change the zoning to the zoning designation that existed prior to the Agreement.

C. Waiver of Objection and Hold Harmless. If City institutes proceedings to change the zoning to the original zoning designation in accordance with the provisions of this Agreement, the Developer, its successors and assigns, hereby waives any objection to the zone change and hereby releases, indemnifies and holds the City harmless from any actions that may be brought by Developer, its successors and assigns, in respect of any such zoning change.

D. Enforced Delay Beyond Parties Control. For the purposes of any other provisions of this Agreement, neither the City nor the Developer, as the case may be, nor any successor in interest, shall be considered in breach of or default in its obligations with respect to the preparation of the project area for development, the seeking or obtaining of permits, or beginning and completion of construction of improvements, or progress in respect thereto, in the event the enforced delay in the performance of such obligations are due to causes beyond its control and without its fault or negligence, including, but not restricted to, acts of God, or of the public enemy, acts of the government, acts of the other party, fires, floods, epidemics, quarantine restrictions, strikes, freight embar goes, and unusually severe weather or unforeseeable delays of contractor or subcontractors due to such causes.

E. Extension by the City. The City, in writing, may extend the time for the Developer to perform of any term, covenant, or condition of this Agreement or permit the curing of any default upon such terms and conditions as may be mutually agreeable to the parties provided, however, that any such extension or permissive curing of any particular default shall not operate to eliminate any of the Developers obligations and does not constitute a waiver of the City's right with respect to any other term, covenant or condition of this Agreement or any other default in, or breach of, this Agreement.

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

[Signatures on next page.]

Owner: Center Street Development LLC

By:_____

_____
Title

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 himself and herself that he, the said TAMARA TRAN, is the Mayor of Kaysville City, Davis County, State of Utah and that she, the said ANNEMARIE PLAIZIER, is the City Recorder of Kaysville City, and that the within and foregoing instrument was signed on behalf of the said Kaysville City by authority of the City Council of Kaysville City and said TAMARA TRAN and ANNEMARIE PLAIZIER, each duly acknowledged to me that the said Kaysville City executed the same and that the seal affixed is the seal of the said Kaysville City.

_____
NOTARY PUBLIC

(SEAL)

STATE OF UTAH)
: ss.
COUNTY OF DAVIS)

On the _____ day of _____, 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 Center Street Development LLC.

_____
NOTARY PUBLIC

(SEAL)

STATE OF UTAH)
: ss.
COUNTY OF DAVIS)

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

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

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

Exhibit C – Site Plan

Exhibit D – Amenity & Landscape Plan

Exhibit E – Architectural Renderings

CHURCH ON CENTER

REZONE APPLICATION DRAWINGS

80 E CENTER ST. KAYSVILLE, UTAH

MAY 18, 2026

GBC ARCH
ARCHITECTURE + PLANNING

SITE INFORMATION

ZONE:	CENTRAL COMMERCIAL MIXED USE OVERLAY
LOT AREA:	69,694 SF (1.6 ACRES)
BUILDING AREAS:	
TOTAL BUILDING AREA (EXCLUDES PARKING):	35,650 SF
COMMERCIAL:	
BUILDING B (COMM):	6,200 SF
BUILDING C (CHURCH)	1,250 SF
BUILDING E (COMM):	3,200 SF
TOTAL:	10,650 SF **(30%)** [30% REQ'D]
RESIDENTIAL:	
BUILDINGS A & D (TWO 5-PLEX): 2,500 SF x 10 =	25,000 SF **(70%)**
OPEN SPACE:	2,409 SF - LANDSCAPED FRONT YARDS 7,566 SF - FIELD & PLAYGROUND
TOTAL OPEN SPACE	**9,975 SF (14%)**
RESIDENTIAL UNITS:	
BROWNSTONES	**10 UNITS** (6.25 UNITS/ACRE)

PARKING REQUIRED

OFFICES (BUSINESSES) 3.5 SPACES FOR EACH 1,000 SF OF FLOOR AREA 10,650 SF = 10.65 x 3.5	38 SPACES REQ'D
RESIDENTIAL: 3 BED UNITS x 10 = 2.5 SPACES/ UNIT =	25 SPACES REQ'D
TOTAL SPACES REQUIRED:	**63 PARKING SPACES REQUIRED**
PARKING PROVIDED	20 GARAGE STALLS 20 DRIVEWAY STALLS (9' X 20') 38 SURFACE STALLS **78 TOTAL PARKING SPACES PROVIDED (EXCEEDS CODE REQ'S)** (APPROX. 19 ADDITIONAL ANGLED STALLS ON CENTER ST.)

CHURCH ON CENTER

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ARCHITECTURAL SITE PLAN | **A1.1**

80 E CENTER ST. KAYSVILLE, UT 84037
1/16" = 1'-0"
MAY 18, 2026

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ARCHITECTURE + PLANNING

CHURCH ON CENTER

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CONCEPT LANDSCAPE PLAN | **A1.2**

80 E CENTER ST. KAYSVILLE, UT 84037

1/16" = 1'-0"

MAY 18, 2026

GBC ARCH
ARCHITECTURE + PLANNING

NORTH STREET ELEVATION

EAST STREET ELEVATION

CHURCH ON CENTER

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CONCEPT ELEVATIONS | **A2.1**

80 E CENTER ST. KAYSVILLE, UT 84037

1/8" = 1'-0"

MAY 18, 2026

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CONCEPT RENDERINGS | **A2.2**

80 E CENTER ST. KAYSVILLE, UT 84037

MAY 18, 2026

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CONCEPT RENDERINGS | **A2.3**

80 E CENTER ST. KAYSVILLE, UT 84037

MAY 18, 2026

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CONCEPT RENDERINGS | **A2.4**

80 E CENTER ST. KAYSVILLE, UT 84037

MAY 18, 2026

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Kaysville, UT | Church on Center

Traffic Impact Analysis

Prepared for:

Ryan Wilde
801-856-7926
1222 W. Legacy Crossing Blvd
Centerville, UT 84014

Prepared by:

Hunt Day
3445 Antelope Drive St 200
Syracuse, UT 84075
801.664.4724
Thomas Hunt, PE

HUNT · DAY
CIVIL ENGINEERING

May 13, 2026

Kaysville City

23 East Center Street
Kaysville, UT 84037
801-546-1235

RE: Church on Center – Kaysville, UT – Traffic Impact Analysis

The proposed Church on Center development is a mixed use project located on the south west corner of Center Street and 100 East. The project will consist of 9,400 SF of new commercial space (office space), and 10 townhomes. The proposed development will not have an access on Center Street, but will direct all traffic to an access on 100 East.

A traffic impact analysis has been performed at the three (3) intersections outlined below:

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

This study will determine if any improvements and/or mitigation measures are needed due to the impact of this development. This will analyze the entire development at full build-out.

To perform this report, manual traffic counts were obtained on multiple days during the AM and PM peak hours on multiple days in March 2026. The highest peak traffic counts during the field observations were used in this study to determine how the existing intersection and accesses currently function; this includes the AM and PM peak hours. With this information, we can project the trip distribution from this development to determine the impact this project has on traffic.

It is my professional opinion that upon completion of this project, it will not significantly alter the existing traffic patterns and should be permitted per the traffic data and improvements contained within this report.

If you have any questions, or if we can be of further assistance, please let us know.

Regards,

Thomas Hunt

Thomas Hunt
Principal Engineer & Planner

Email: Thomas@HuntDay.co
Phone: (801) 664 - 4724
3445 Antelope Drive, St 200
Syracuse UT 84075

Table of Contents – Church on Center

Kaysville, UT

ITEM	PAGE
Introduction and Summary	4
Principal Findings & Conclusion	4
Proposed Development	5
Study Area Conditions	5
Analysis of Existing Conditions	8
Proposed Traffic (2027)	13
Results (2027)	17
Project Traffic (2032)	18
Results (2032)	20
Conclusion & Recommendations	21

List of Figures – Church on Center

Kaysville, UT

NAME	FIGURE
Vicinity Map	1
Study Area	2
Trip Distribution	3
Existing Peak Hours Traffic Volumes	4, 5
Proposed Traffic Volumes (2027)	6, 7
Projected Traffic Volumes (2032)	8, 9

Introduction and Summary

The proposed Church on Center development is a mixed use development located on the southwest corner of Center Street and 100 South. The project consists of 9,400 SF of commercial space (office), and 10 townhomes The project is anticipated to be one phase and will be completed by the end of January 2027. So the current traffic conditions will be projected to the year 2027 and to a 5-year horizon of 2032 and analyzed.

The purpose of this study is to:

- Assess the existing traffic flow and Level of Service in the AM and PM Peak hours
- Distribute the new trip generation from the project and determine the roadway's level of service.
- Project the traffic to the end of the build out year (2027) on the proposed accesses and intersections.
- Project the traffic to the 5-year horizon (2032) on the proposed accesses and intersections.
- Determine if any mitigation measures may be needed in all scenarios.

Principal Findings & Conclusion

Existing 2026 Traffic Conditions:

- Main Street & Center Street (unsignalized)
- 100 East & Center Street (unsignalized)
- 100 East & 100 South (unsignalized)

Proposed 2027 Traffic Conditions:

- The proposed development with 9,400 SF of commercial (office) and 10 townhome units generates 21/7 AM trips and 9/22 PM trips entering/exiting during the peak hours using ITE Trip Generation Manual, 11th edition.
- All existing and proposed intersections/accesses will function at an acceptable level of service in both peak hours with a slight increase in delay with the new development.

Projected 2032 Traffic Conditions:

- Kaysville city has a projected annual growth rate between 0.16% and 0.54%. A 0.4% annual growth rate has been utilities to project traffic counts to the year 2032.
- All existing and proposed intersections/accesses will function at an acceptable level of service in both peak hours with a slight increase in delay with the new development.

Recommendations

Our principal findings from our traffic impact analysis have determined that during the AM and PM peak hours, all studied intersections operate at an acceptable Level of Service and should be permitted with the required recommendation stated below.

Proposed Development

The proposed Church on Center development is a mixed use development located on the southwest corner of Center Street and 100 East. The project consists of 9,400 SF of commercial space (office), and 10 townhomes The project is anticipated to be one phase and will be completed by the end of January 2027. So the current traffic conditions will be projected to the year 2027 and to a 5-year horizon of 2032 and analyzed.

Study Area Conditions

This development will generate 21/7 AM trips and 9/22 PM trips entering/exiting during the peak hours. The intersections that will be analyzed are:

- Main Street & Center Street (unsignalized)
- 100 East & Center Street (unsignalized)
- 100 East & 100 South (unsignalized)
- New Access on 100 South
- Identify any mitigation measures needed to maintain a positive level of service.

This report addresses the impacts based on Level of Service (LOS) values calculated by delay.

A Vicinity Map has been provided in Figure #1 that shows this location, and a Study Area exhibit has been provided in Figure #2 is a Trip Distribution Map for the proposed development.

Figure #1 Vicinity Map
Center Street & 100 East | Kaysville, UT

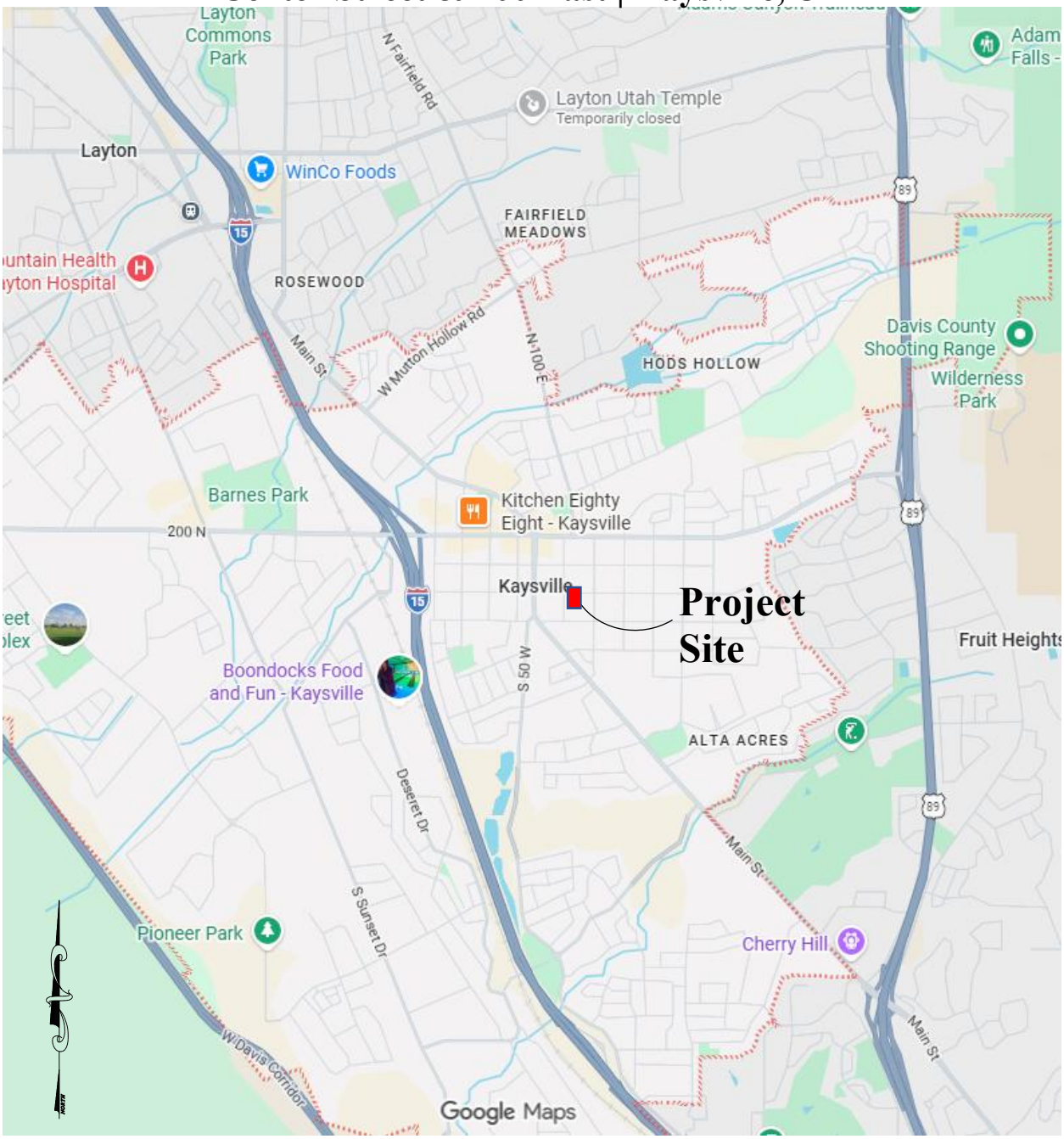


Figure #2 Trip Distribution Map
Center Street & 100 East | Kaysville, UT

Analysis of Existing Conditions

Physical Characteristics

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

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

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

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

The roadway intersection geometrics, turn lanes, driveways, traffic control devices, stop signs etc. are shown in Figures below.

Level of Service Analysis

For this traffic impact study, the LOS was determined by calculating the average delay time per vehicle in seconds using Synchro 11. Each LOS is associated with a designated range of delay times in seconds per vehicle. Table 1 (below) is used to determine the LOS for a signalized intersection based on the delay in seconds per vehicle. Table 2 (below) is used to determine the LOS for an unsignalized intersection based on the delay in seconds per vehicle. According to the Highway Capacity Manual, most facilities are designed for a service flow rate at LOS D or better to ensure acceptable operating conditions to users.

Table 1 - Signalized Intersections Level of Service

LOS	*Intersection Delay per Vehicle (sec/veh)*	*General Description*
A	**≤ 10**	**Free Flow**
B	**> 10 - 20**	**Stable Flow (slight delays)**
C	**> 20 - 35**	**Stable Flow (acceptable delays)**
D	**> 35 - 55**	**Approaching unstable (tolerable delay)**
E	**> 55 - 80**	**Unstable Flow (intolerable delay)**
F	**> 80**	**Forced Flow (congested and failure)**

Source: Highway Capacity Manual (HCM) 2022.

Table 2 - Unsignalized Intersections Level of Service

LOS	*Intersection Delay per Vehicle (sec/veh)*	*General Description*
A	**≤ 10**	**Free Flow**
B	**> 10 - 15**	**Stable Flow (slight delays)**
C	**> 15 - 25**	**Stable Flow (acceptable delays)**
D	**> 25 - 35**	**Approaching unstable (tolerable delay)**
E	**> 35 - 50**	**Unstable Flow (intolerable delay)**
F	**> 50**	**Forced Flow (congested and failure)**

Source: Highway Capacity Manual (HCM) 2022.

Existing Traffic Volumes

Data collection was obtained in accordance with the latest edition of the Institute of Transportation Engineers "Manual of Transportation Engineering Studies".

Traffic counts were obtained in 15-minute increments to determine if any atypical PHF exists – none were determined. Daily AM and PM peak hour traffic volumes were obtained at all turning movements at the studied intersection and accesses were obtained. From the existing counts that were collected, it was determined the peak hours at these intersections are from 7:45 AM to 8:45 AM and from 4:45 PM to 5:45 PM. These peak hours cove the time period people are traveling to and from work and school. These existing traffic volumes can be found in Figures 4 and 5 below.

Figure #4 | AM Existing

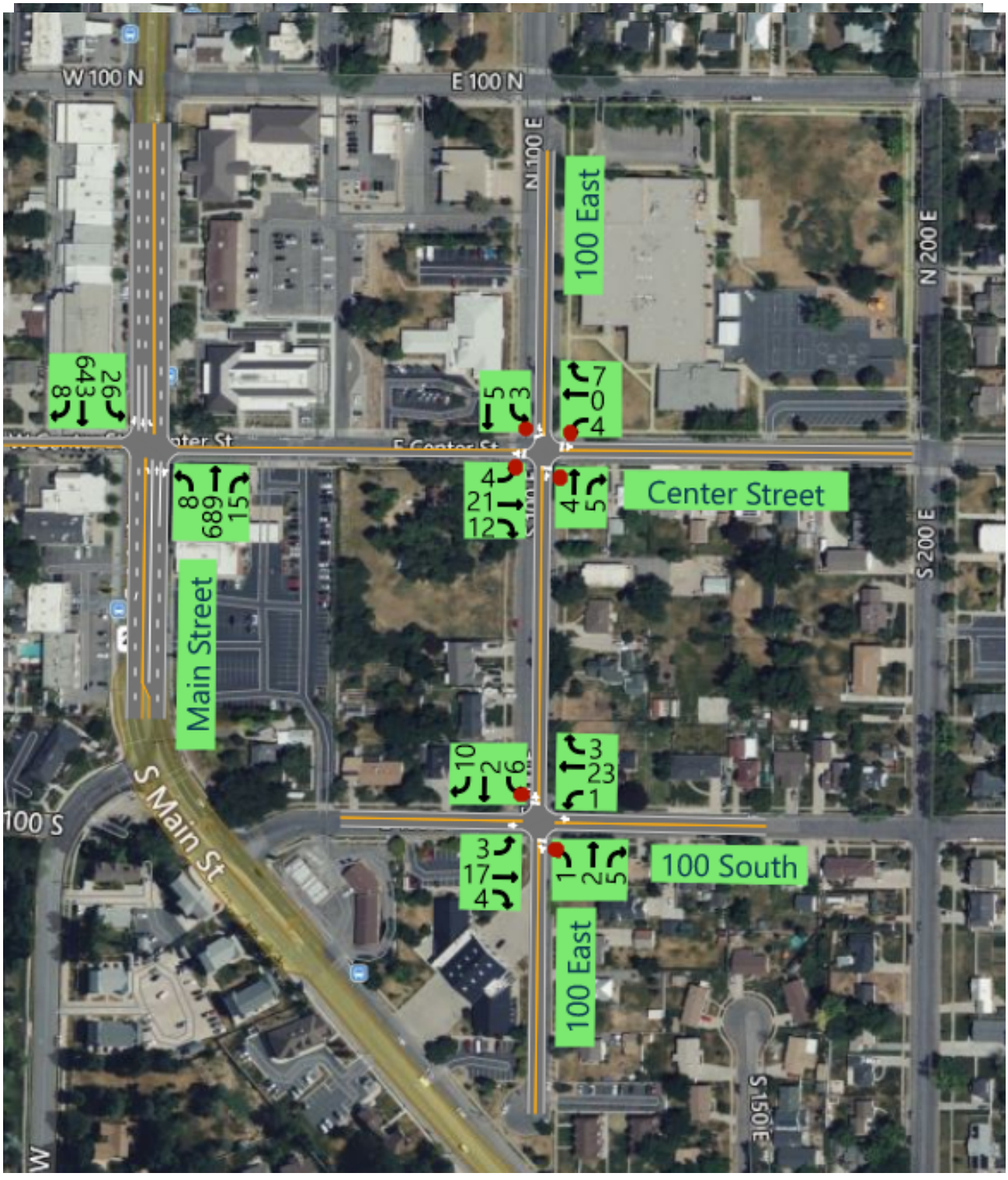
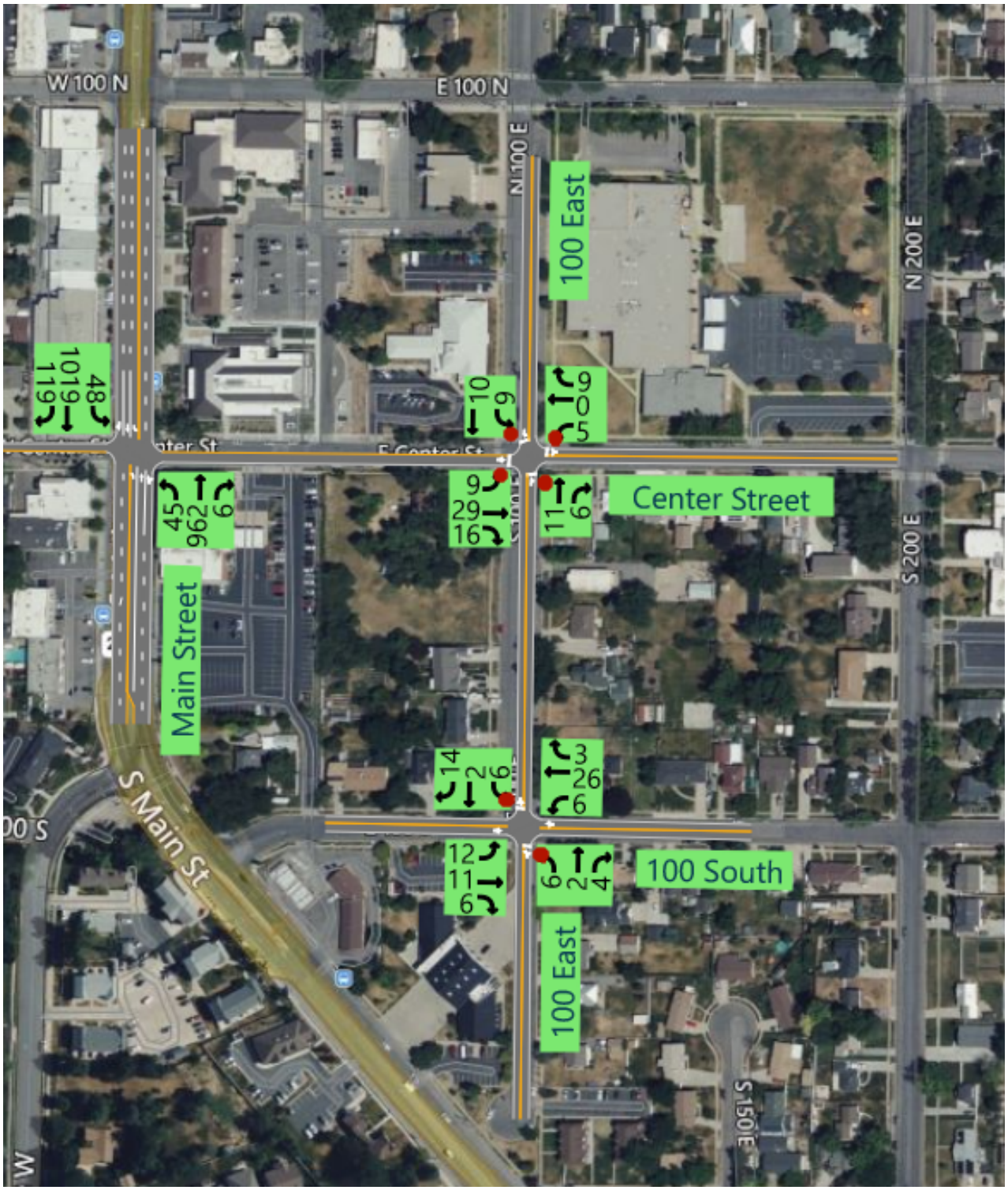


Figure #5 | PM Existing



Existing Study Area Level of Service

The existing intersection was analyzed using Synchro 11. The results, indicating the current level of service, are shown in Table 3 and the appendix.

Table 3 – Existing Level of Service for Study Area

Intersection	*Approach*	*Existing AM*		*Existing PM*	
		Delay	LOS	Delay	LOS
Main Street & Center Street	Eastbound	0.0	A	0.0	A
	Westbound	-	-	-	-
	Northbound	0.1	A	0.5	A
	Southbound	0.4	A	0.4	A
100 East & Center Street	Eastbound	7.0	A	7.2	A
	Westbound	6.7	A	6.8	A
	Northbound	6.7	A	7.0	A
	Southbound	7.2	A	7.3	A
100 East & 100 South	Eastbound	0.9	A	3.0	A
	Westbound	0.3	A	1.4	A
	Northbound	8.7	A	9.1	A
	Southbound	8.8	A	8.8	A

Summary of Existing Conditions

Based upon the existing traffic conditions in the AM and PM peak hours, Level of Service at all studied intersections and accesses perform at an acceptable level of service in all directions. For a detailed report and individual lane LOS's, the results of the study can be found in the Appendix.

Other required Data & Analysis

No crashes were observed while obtaining traffic counts. Based on the crash data from UDOT, there have been 4 minor accidents since 2018. This results in less than 1 accident/year. It is not anticipated that the proposed development will create an increase in accidents at the intersection.

All turn storage bays provide sufficient stacking for the queueing.

Proposed Traffic

Trip Generation

The number of new trips generated for the proposed development was determined using trip generation figures obtained from ITE Trip Generation Manual 11th Edition.

The number of new trips generated for the proposed Single Family detached housing with 448 single-family units was determined using trip generation figures obtained from ITE Trip Generation Manual 11th Edition for that specific use (ITE Land Use Code 210).

The calculations for this can be found in the Appendix. These results can be seen in Table 4 below.

Table 4 – Project Trip Generation

Land Use	*AM Trips Entering*	*AM Trips Exiting*	*PM Trips Entering*	*PM Trips Exiting*
Multi-Family Attached (210)	2	4	5	3
General Office (710)	19	3	4	19
TOTAL	**21**	**7**	**9**	**22**

The proposed new trips were added to the traffic represented opening day of this project based upon the trip distribution found in Figure 3 above and the Project Trip Generation found in Table 4 above. The proposed combined vehicle movements are shown in Figure 6 and 7 below.

Figure #6 | AM Proposed (2027)

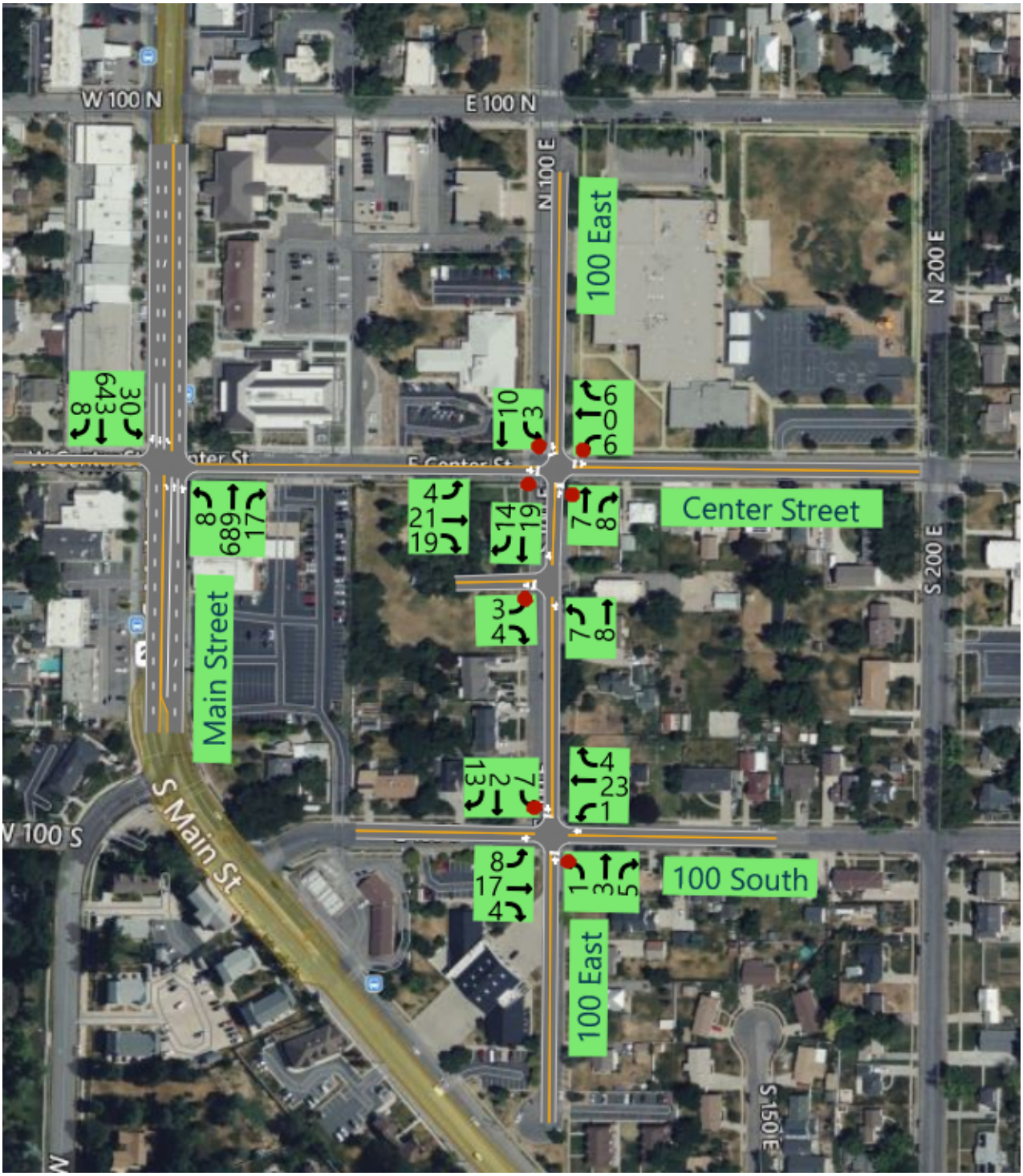
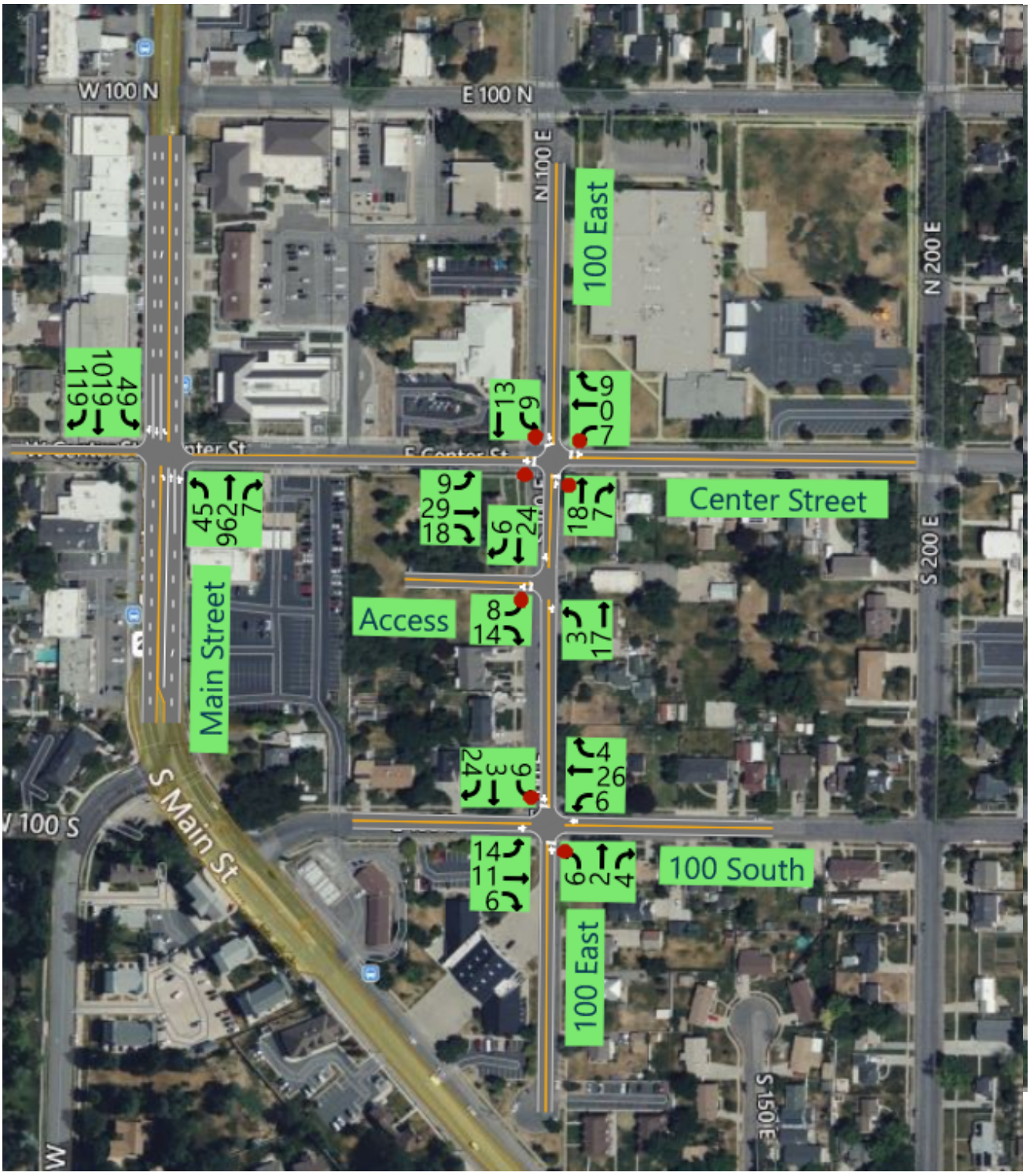


Figure #7 | PM Proposed (2027)



Results

Based on current conditions, combined with the generated traffic flows from the proposed development, we have prepared a study of the studied intersection and new accesses. The results of the study are shown in Table 5 below.

Table 5 – Proposed (2027) Level of Service for Study Area

Intersection	*Approach*	*Proposed AM*		*Proposed PM*	
		Delay	LOS	Delay	LOS
Main Street & Center Street	Eastbound	0.0	A	0.0	A
	Westbound	-	-	-	-
	Northbound	0.1	A	0.5	A
	Southbound	0.4	A	0.5	A
100 East & Center Street	Eastbound	7.0	A	7.2	A
	Westbound	6.9	A	6.9	A
	Northbound	6.8	A	7.1	A
	Southbound	7.2	A	7.3	A
100 East & 100 South	Eastbound	2.1	A	3.3	A
	Westbound	0.2	A	1.3	A
	Northbound	8.8	A	9.2	A
	Southbound	8.8	A	8.9	A
100 East / Access	Eastbound	8.6	A	8.7	A
	Northbound	3.5	A	1.1	A
	Southbound	0.0	A	0.0	A

Source: Delay times and LOS determined using Synchro 12.

Summary of Proposed Development (2027)

Based upon the proposed development, the traffic conditions in the AM and PM peak hours, Level of Service at all studied intersections and accesses perform at an acceptable level of service - with a slight increase in delay from existing conditions.

The Level of Servuce for all turning movements for the other intersections is an A.

For a detailed report and individual LOS's, the results of the study can be found in the Appendix.

Other required Data & Analysis

No crashes were observed while obtaining traffic counts. Based on the crash data from UDOT, there have been 4 minor accidents since 2018. This results in less than 1 accident/year. It is not anticipated that the proposed development will create an increase in accidents at the intersection.

All turn storage bays provide sufficient stacking for the queueing.

Projected Traffic (2032) – 5 Year Horizon

Following Kaysville City's traffic impact study guidelines, this analysis also looked at 5-years after opening year (2032). Kaysville city has a current growth rate of 0.16% annually. This growth rate has been used to calculate the projected traffic to the year 2032.

The projected trips were added to the proposed traffic represented on opening day. The projected trips can be found in Figures 8 and 9 below.

Figure #8 | AM Projected (2032)

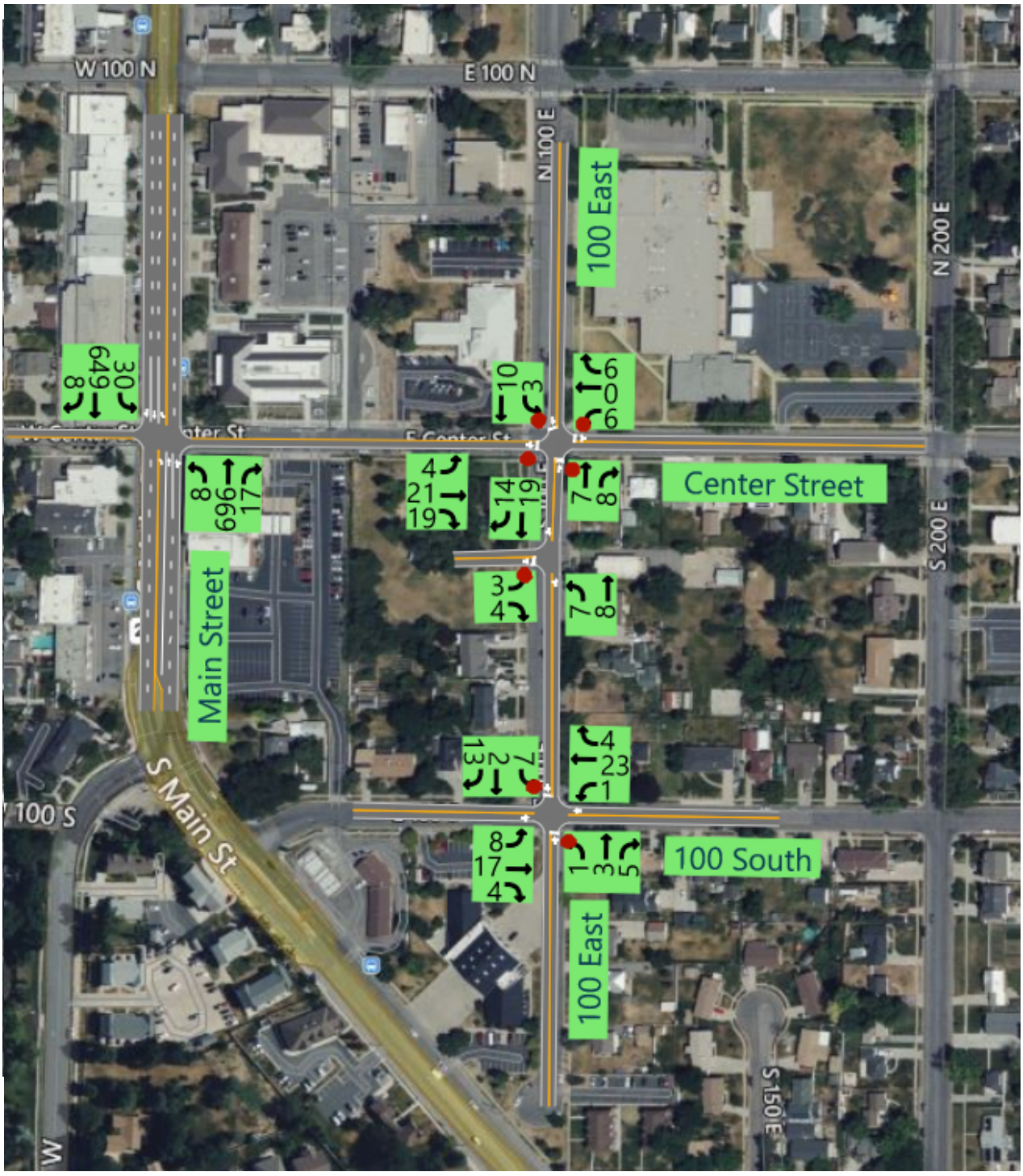


Figure #9 | PM Projected (2032)

Results

Based on current conditions, combined with the generated traffic flows from the proposed development and projected 5-years to the year 2032, we have prepared a study of the studied intersection and new accesses. The results of the study are shown in Table 6 below.

Table 6 – Projected (2032) Level of Service for Study Area

Intersection	*Approach*	*Projected (2032) AM*		*Projected (2032) PM*	
		Delay	LOS	Delay	LOS
Main Street & Center Street	Eastbound	0.0	A	0.0	A
	Westbound	-	-	-	-
	Northbound	0.1	A	0.5	A
	Southbound	0.4	A	0.5	A
100 East & Center Street	Eastbound	7.0	A	7.2	A
	Westbound	6.9	A	6.9	A
	Northbound	6.8	A	7.1	A
	Southbound	7.2	A	7.0	A
100 East & 100 South	Eastbound	2.1	A	3.3	A
	Westbound	0.2	A	1.3	A
	Northbound	8.9	A	9.2	A
	Southbound	8.8	A	8.9	A
100 East / Access	Eastbound	8.6	A	8.7	A
	Northbound	3.5	A	1.0	A
	Southbound	0.0	A	0.0	A

Source: Delay times and LOS determined using Synchro 12.

Summary of Projected 5-Year Horizon (2032)

Based upon the proposed development, the traffic conditions in the AM and PM peak hours, Level of Service at all studied intersections and accesses perform at an acceptable level of service - with a slight increase in delay from existing conditions.

The Level of Servuce for all turning movements for the other intersections is an A.

For a detailed report and individual LOS's, the results of the study can be found in the Appendix.

Other required Data & Analysis

No crashes were observed while obtaining traffic counts. Based on the crash data from UDOT, there have been 4 minor accidents since 2018. This results in less than 1 accident/year. It is not anticipated that the proposed development will create an increase in accidents at the intersection.

All turn storage bays provide sufficient stacking for the queueing.

Conclusion

The proposed Church on Center development is a mixed use development located on the southwest corner of Center Street and 100 South. The project consists of 9,400 SF of commercial space (office), and 10 townhomes The project is anticipated to be one phase and will be completed by the end of January 2027. So the current traffic conditions will be projected to the year 2027 and to a 5-year horizon of 2032 and analyzed.

After a full analysis of these roadways, intersections, accesses and this proposed development, the overall Level of Service in the AM and PM peak hours at all studied intersections and accesses will perform at an acceptable level of service with only a slight increase of delay from existing conditions. Based upon the traffic analysis, the proposed development will require the below mitigation recommendations.

Recommendations

Our principal findings from our traffic impact analysis have determined that during the AM and PM peak hours, all studied intersections and accesses operate at an acceptable Level of Service and should be permitted with the required recommendation stated below.

2026 Existing Scenario

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

2027 Opening Year

With the development at full build-out, all studied intersections function with an acceptable level of service; with only a slight increase in delay. No mitigations are needed.

The proposed access onto 100 East from this development will function at an acceptable level of service. It is recommended this access be constructed with the appropriate signing and striping to meet Kaysville City standards. This access will have eastbound be stop-controlled, and traffic movements on 100 East will remain free-flowing.

2032 Projection

With the development at full build-out, and the using an annual growth rate of 0.16%, the traffic volumes were projected to the year 2032. All studied intersections will function with an acceptable level of service; with only a slight increase in delay. No mitigations are needed.

Appendix

SITE INFORMATION

ZONE:	GENERAL COMMERCIAL MIXED USE OVERLAY
LOT AREA:	69,694 SF (1.6 ACRES)
BUILDING AREAS:	
TOTAL BUILDING AREA (EXCLUDES PARKING):	35,650 SF
COMMERCIAL:	
BUILDING B (COMM):	6,200 SF
BUILDING C (CHURCH)	1,250 SF
BUILDING E (COMM):	3,200 SF
TOTAL:	10,650 SF **(30%)** [30% REQ'D]
RESIDENTIAL:	
BUILDINGS A & D (TWO 5-PLEX): 2,500 SF x 10 =	25,000 SF **(70%)**
OPEN SPACE:	2,409 SF - LANDSCAPED FRONT YARDS 7,270 SF - FIELD & PLAYGROUND
TOTAL OPEN SPACE	**9,679 SF (14%)**
RESIDENTIAL UNITS:	
BROWNSTONES	**10 UNITS** (6.25 UNITS/ACRE)

PARKING REQUIRED

OFFICES (BUSINESSES) 3.5 SPACES FOR EACH 1,000 SF OF FLOOR AREA 10,650 SF = 10.65 x 3.5	38 SPACES REQ'D
RESIDENTIAL: 3 BED UNITS x 10 = 2.5 SPACES/ UNIT =	25 SPACES REQ'D
TOTAL SPACES REQUIRED:	**63 PARKING SPACES REQUIRED**
PARKING PROVIDED	20 GARAGE STALLS 20 DRIVEWAY STALLS 26 SURFACE STALLS **66 TOTAL PARKING SPACES PROVIDED** (APPROX. 19 ADDITIONAL ANGLED STALLS ON CENTER ST.)

CHURCH ON CENTER

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ARCHITECTURAL SITE PLAN | **A1.1**

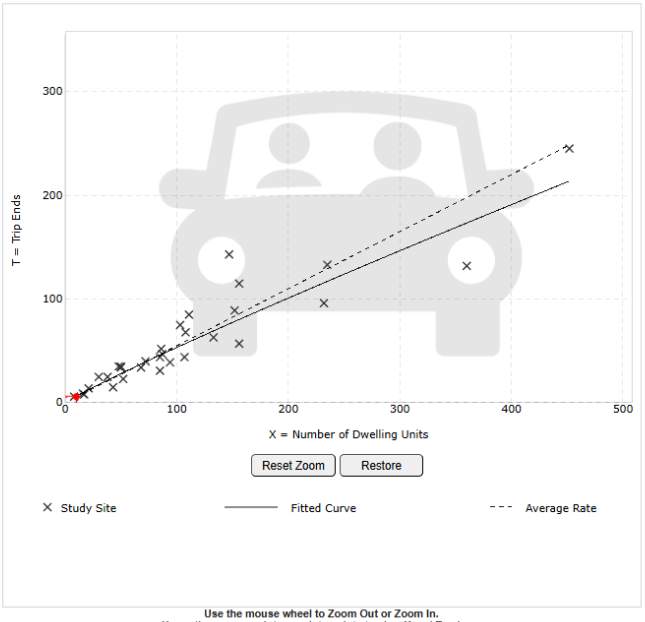
80 E CENTER ST. KAYSVILLE, UT 84037
1/16" = 1'-0"
APRIL 1, 2026

GBC ARCH
ARCHITECTURE + PLANNING

Query | Filter

DATA SOURCE: Trip Generation Manual, 11th Ed
New data edition is available. Upgrade now.
SEARCH BY LAND USE CODE: 215
LAND USE GROUP: (200-299) Residential
LAND USE : 215 - Single-Family Attached Housing
LAND USE SUBCATEGORY: All Sites
SETTING/LOCATION: General Urban/Suburban
INDEPENDENT VARIABLE (IV): Dwelling Units
TIME PERIOD: Weekday, AM Peak Hour of Generato
TRIP TYPE: Vehicle
ENTER IV VALUE TO CALCULATE TRIPS: 10 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

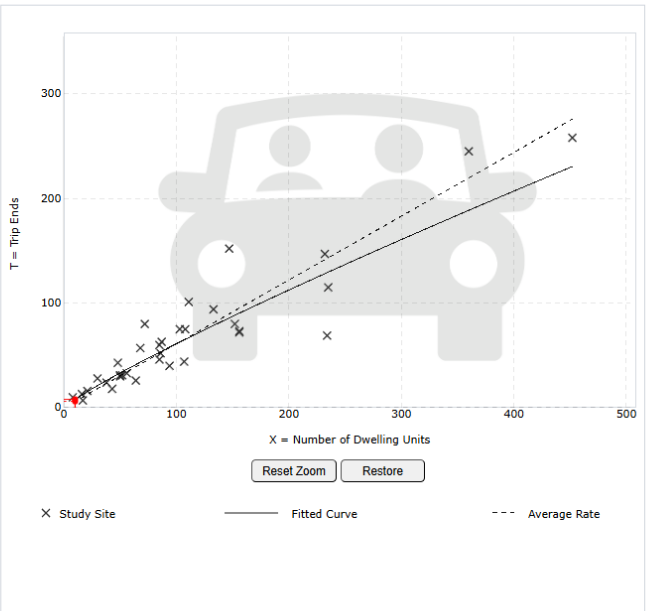
DATA STATISTICS

Land Use:
Single-Family Attached Housing (215) Click for Description and Data Plots
Independent Variable:
Dwelling Units
Time Period:
Weekday
AM Peak Hour of Generator
Setting/Location:
General Urban/Suburban
Trip Type:
Vehicle
Number of Studies:
31
Avg. Num. of Dwelling Units:
110
Average Rate:
0.55
Range of Rates:
0.35 - 0.97
Standard Deviation:
0.16
Fitted Curve Equation:
Ln(T) = 0.92 Ln(X) - 0.26
R^2:
0.91
Directional Distribution:
25% entering, 75% exiting
Calculated Trip Ends:
Average Rate: 6 (Total), 1 (Entry), 5 (Exit)
Fitted Curve: 6 (Total), 2 (Entry), 4 (Exit)

Query | Filter

DATA SOURCE: Trip Generation Manual, 11th Ed
New data edition is available. Upgrade now.
SEARCH BY LAND USE CODE: 215
LAND USE GROUP: (200-299) Residential
LAND USE : 215 - Single-Family Attached Housing
LAND USE SUBCATEGORY: All Sites
SETTING/LOCATION: General Urban/Suburban
INDEPENDENT VARIABLE (IV): Dwelling Units
TIME PERIOD: Weekday, PM Peak Hour of Generato
TRIP TYPE: Vehicle
ENTER IV VALUE TO CALCULATE TRIPS: 10 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Single-Family Attached Housing (215) Click for Description and Data Plots
Independent Variable:
Dwelling Units
Time Period:
Weekday
PM Peak Hour of Generator
Setting/Location:
General Urban/Suburban
Trip Type:
Vehicle
Number of Studies:
34
Avg. Num. of Dwelling Units:
110
Average Rate:
0.61
Range of Rates:
0.29 - 1.25
Standard Deviation:
0.18
Fitted Curve Equation:
Ln(T) = 0.88 Ln(X) + 0.06
R^2:
0.87
Directional Distribution:
62% entering, 38% exiting
Calculated Trip Ends:
Average Rate: 6 (Total), 4 (Entry), 2 (Exit)
Fitted Curve: 8 (Total), 5 (Entry), 3 (Exit)

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed
New data edition is available. Upgrade now.

SEARCH BY LAND USE CODE:
710

LAND USE GROUP:
(700-799) Office

LAND USE :
710 - General Office Building

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

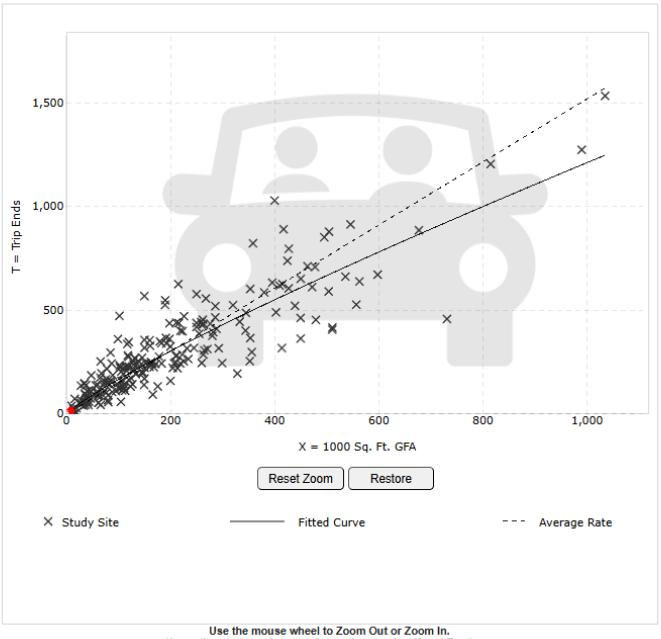
INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

TIME PERIOD:
Weekday, Peak Hour of Adjacent Stre

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
9.4 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
General Office Building (710) Click for Description and Data Plots

Independent Variable:
1000 Sq. Ft. GFA

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

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
221

Avg. 1000 Sq. Ft. GFA:
201

Average Rate:
1.52

Range of Rates:
0.32 - 4.93

Standard Deviation:
0.58

Fitted Curve Equation:
Ln(T) = 0.86 Ln(X) + 1.16

R^2:
0.78

Directional Distribution:
88% entering, 12% exiting

Calculated Trip Ends:
Average Rate: 14 (Total), 13 (Entry), 1 (Exit)
Fitted Curve: 22 (Total), 19 (Entry), 3 (Exit)

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed
New data edition is available. Upgrade now.

SEARCH BY LAND USE CODE:
710

LAND USE GROUP:
(700-799) Office

LAND USE :
710 - General Office Building

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

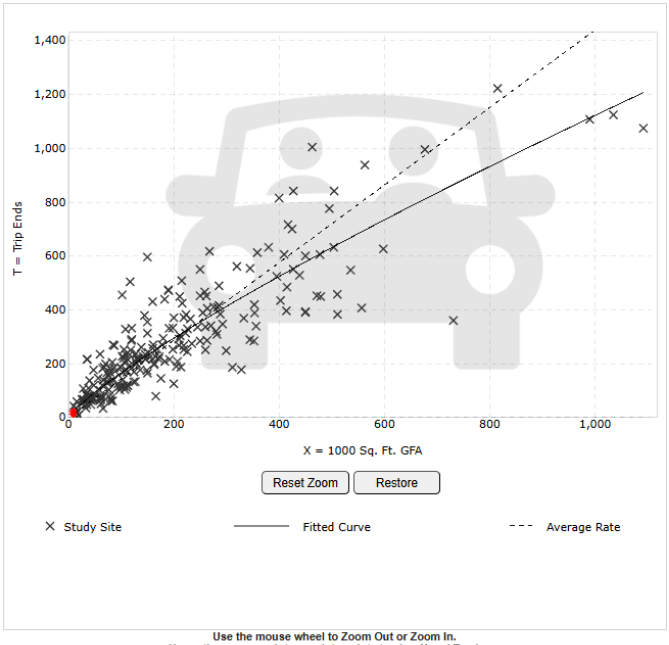
INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

TIME PERIOD:
Weekday, Peak Hour of Adjacent Stre

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
9.4 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
General Office Building (710) Click for Description and Data Plots

Independent Variable:
1000 Sq. Ft. GFA

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
232

Avg. 1000 Sq. Ft. GFA:
199

Average Rate:
1.44

Range of Rates:
0.26 - 6.20

Standard Deviation:
0.60

Fitted Curve Equation:
Ln(T) = 0.83 Ln(X) + 1.29

R^2:
0.77

Directional Distribution:
17% entering, 83% exiting

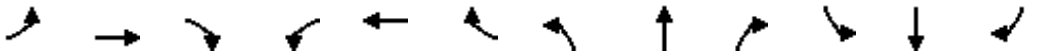
Calculated Trip Ends:
Average Rate: 14 (Total), 2 (Entry), 12 (Exit)
Fitted Curve: 23 (Total), 4 (Entry), 19 (Exit)

Hunt Day
Thomas Hunt, PE
3445 Antelope Drive Suite 200
Syracuse, UT 84050
801.664.4724

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	8	689	15	26	643	8
Future Volume (Veh/h)	0	0	0	0	0	0	8	689	15	26	643	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	9	749	16	28	699	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1152	1543	354	1181	1539	383	708			765		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1152	1543	354	1181	1539	383	708			765		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	99			97		
cM capacity (veh/h)	148	109	642	141	110	616	887			844		

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	9	499	266	28	466	242
Volume Left	9	0	0	28	0	0
Volume Right	0	0	16	0	0	9
cSH	887	1700	1700	844	1700	1700
Volume to Capacity	0.01	0.29	0.16	0.03	0.27	0.14
Queue Length 95th (ft)	1	0	0	3	0	0
Control Delay (s/veh)	9.1	0.0	0.0	9.4	0.0	0.0
Lane LOS	A			A		
Approach Delay (s/veh)	0.1			0.4		
Approach LOS						

Intersection Summary				
Average Delay	0.2			
Intersection Capacity Utilization	24.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	4	21	12	4	0	7	0	4	5	3	5	0
Future Volume (vph)	4	21	12	4	0	7	0	4	5	3	5	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	23	13	4	0	8	0	4	5	3	5	0

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	40	12	9	8
Volume Left (vph)	4	4	0	3
Volume Right (vph)	13	8	5	0
Hadj (s)	-0.14	-0.30	-0.30	0.11
Departure Headway (s)	3.8	3.7	3.7	4.1
Degree Utilization, x	0.04	0.01	0.01	0.01
Capacity (veh/h)	935	969	943	857
Control Delay (s/veh)	7.0	6.7	6.7	7.2
Approach Delay (s/veh)	7.0	6.7	6.7	7.2
Approach LOS	A	A	A	A

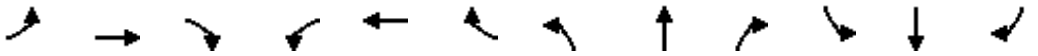
Intersection Summary				
Delay	6.9			
Level of Service	A			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	17	4	1	23	3	1	2	5	6	2	10
Future Volume (Veh/h)	3	17	4	1	23	3	1	2	5	6	2	10
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	18	4	1	25	3	1	2	5	7	2	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	28			22			67	56	20	61	57	27
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	28			22			67	56	20	61	57	27
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	99	100	99
cM capacity (veh/h)	1585			1593			914	833	1058	927	832	1049

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	25	29	8	20
Volume Left	3	1	1	7
Volume Right	4	3	5	11
cSH	1585	1593	973	979
Volume to Capacity	0.00*	0.00*	0.00*	0.02
Queue Length 95th (ft)	0	0	1	2
Control Delay (s/veh)	0.9	0.3	8.7	8.8
Lane LOS	A	A	A	A
Approach Delay (s/veh)	0.9	0.3	8.7	8.8
Approach LOS			A	A

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

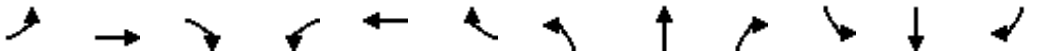
* Value less than 0.01.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	45	962	6	48	1019	119
Future Volume (Veh/h)	0	0	0	0	0	0	45	962	6	48	1019	119
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	49	1046	7	52	1108	129
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1898	2428	619	1806	2489	527	1237			1053		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1898	2428	619	1806	2489	527	1237			1053		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	91			92		
cM capacity (veh/h)	37	27	432	44	24	496	559			657		

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	49	697	356	52	739	498
Volume Left	49	0	0	52	0	0
Volume Right	0	0	7	0	0	129
cSH	559	1700	1700	657	1700	1700
Volume to Capacity	0.09	0.41	0.21	0.08	0.43	0.29
Queue Length 95th (ft)	7	0	0	6	0	0
Control Delay (s/veh)	12.1	0.0	0.0	11.0	0.0	0.0
Lane LOS	B			B		
Approach Delay (s/veh)	0.5			0.4		
Approach LOS						

Intersection Summary				
Average Delay	0.5			
Intersection Capacity Utilization	42.0%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	9	29	16	5	0	9	0	11	6	9	10	0
Future Volume (vph)	9	29	16	5	0	9	0	11	6	9	10	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	32	17	5	0	10	0	12	7	10	11	0

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	59	15	19	21
Volume Left (vph)	10	5	0	10
Volume Right (vph)	17	10	7	0
Hadj (s)	-0.10	-0.30	-0.19	0.13
Departure Headway (s)	3.9	3.7	3.9	4.2
Degree Utilization, x	0.06	0.02	0.02	0.02
Capacity (veh/h)	908	944	896	838
Control Delay (s/veh)	7.2	6.8	7.0	7.3
Approach Delay (s/veh)	7.2	6.8	7.0	7.3
Approach LOS	A	A	A	A

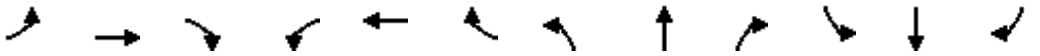
Intersection Summary				
Delay	7.1			
Level of Service	A			
Intersection Capacity Utilization	17.7%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	11	6	6	26	3	6	2	4	6	2	14
Future Volume (Veh/h)	12	11	6	6	26	3	6	2	4	6	2	14
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	12	7	7	28	3	7	2	4	7	2	15
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	31			19			101	87	16	90	89	30
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	31			19			101	87	16	90	89	30
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			99	100	100	99	100	99
cM capacity (veh/h)	1582			1597			857	794	1064	881	792	1045

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	32	38	13	24
Volume Left	13	7	7	7
Volume Right	7	3	4	15
cSH	1582	1597	900	967
Volume to Capacity	0.00*	0.00*	0.01	0.02
Queue Length 95th (ft)	1	0	1	2
Control Delay (s/veh)	3.0	1.4	9.1	8.8
Lane LOS	A	A	A	A
Approach Delay (s/veh)	3.0	1.4	9.1	8.8
Approach LOS			A	A

Intersection Summary				
Average Delay	4.5			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A	
Analysis Period (min)	15			

* Value less than 0.01.

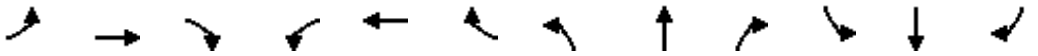


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	8	689	17	30	643	8
Future Volume (Veh/h)	0	0	0	0	0	0	8	689	17	30	643	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	9	749	18	33	699	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1162	1555	354	1192	1550	384	708			767		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1162	1555	354	1192	1550	384	708			767		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	99			96		
cM capacity (veh/h)	144	107	642	137	107	615	887			842		

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	9	499	268	33	466	242
Volume Left	9	0	0	33	0	0
Volume Right	0	0	18	0	0	9
cSH	887	1700	1700	842	1700	1700
Volume to Capacity	0.01	0.29	0.16	0.04	0.27	0.14
Queue Length 95th (ft)	1	0	0	3	0	0
Control Delay (s/veh)	9.1	0.0	0.0	9.4	0.0	0.0
Lane LOS	A			A		
Approach Delay (s/veh)	0.1			0.4		
Approach LOS						

Intersection Summary				
Average Delay	0.3			
Intersection Capacity Utilization	28.3%	ICU Level of Service		A
Analysis Period (min)	15			

* Value less than 0.01.

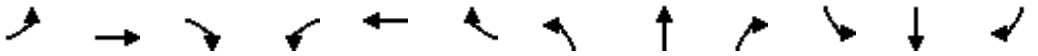


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	4	21	19	6	0	6	0	7	8	3	10	0
Future Volume (vph)	4	21	19	6	0	6	0	7	8	3	10	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	23	21	7	0	7	0	8	9	3	11	0

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	48	14	17	14
Volume Left (vph)	4	7	0	3
Volume Right (vph)	21	7	9	0
Hadj (s)	-0.21	-0.17	-0.28	0.08
Departure Headway (s)	3.8	3.8	3.8	4.1
Degree Utilization, x	0.05	0.01	0.02	0.02
Capacity (veh/h)	941	922	930	856
Control Delay (s/veh)	7.0	6.9	6.8	7.2
Approach Delay (s/veh)	7.0	6.9	6.8	7.2
Approach LOS	A	A	A	A

Intersection Summary				
Delay		7.0		
Level of Service		A		
Intersection Capacity Utilization		13.3%	ICU Level of Service	A
Analysis Period (min)		15		

* Value less than 0.01.

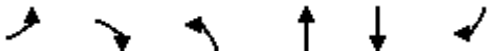


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	17	4	1	23	4	1	3	5	7	2	13
Future Volume (Veh/h)	8	17	4	1	23	4	1	3	5	7	2	13
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	18	4	1	25	4	1	3	5	8	2	14
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	29			22			82	69	20	74	69	27
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	29			22			82	69	20	74	69	27
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	99	100	99
cM capacity (veh/h)	1584			1593			887	816	1058	906	816	1048

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	31	30	9	24
Volume Left	9	1	1	8
Volume Right	4	4	5	14
cSH	1584	1593	945	974
Volume to Capacity	0.00*	0.00*	0.00*	0.02
Queue Length 95th (ft)	0	0	1	2
Control Delay (s/veh)	2.1	0.2	8.8	8.8
Lane LOS	A	A	A	A
Approach Delay (s/veh)	2.1	0.2	8.8	8.8
Approach LOS			A	A

Intersection Summary				
Average Delay	3.9			
Intersection Capacity Utilization	15.0%	ICU Level of Service	A	
Analysis Period (min)	15			

* Value less than 0.01.

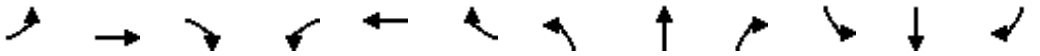


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	4	7	8	19	14
Future Volume (Veh/h)	3	4	7	8	19	14
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	4	8	9	21	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	54	29	36			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	54	29	36			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	99			
cM capacity (veh/h)	950	1046	1575			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	7	17	36
Volume Left	3	8	0
Volume Right	4	0	15
cSH	1003	1575	1700
Volume to Capacity	0.00*	0.00*	0.02
Queue Length 95th (ft)	1	0	0
Control Delay (s/veh)	8.6	3.5	0.0
Lane LOS	A	A	
Approach Delay (s/veh)	8.6	3.5	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	16.7%	ICU Level of Service	A
Analysis Period (min)	15		

* Value less than 0.01.

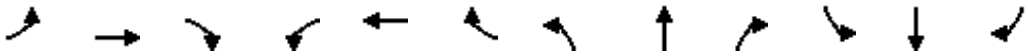


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	45	962	7	49	1019	119
Future Volume (Veh/h)	0	0	0	0	0	0	45	962	7	49	1019	119
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	49	1046	8	53	1108	129
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1900	2431	619	1808	2491	527	1237			1054		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1900	2431	619	1808	2491	527	1237			1054		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	91			92		
cM capacity (veh/h)	37	26	432	43	24	496	559			656		

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	49	697	357	53	739	498
Volume Left	49	0	0	53	0	0
Volume Right	0	0	8	0	0	129
cSH	559	1700	1700	656	1700	1700
Volume to Capacity	0.09	0.41	0.21	0.08	0.43	0.29
Queue Length 95th (ft)	7	0	0	7	0	0
Control Delay (s/veh)	12.1	0.0	0.0	11.0	0.0	0.0
Lane LOS	B			B		
Approach Delay (s/veh)	0.5			0.5		
Approach LOS						

Intersection Summary				
Average Delay	0.5			
Intersection Capacity Utilization	42.0%	ICU Level of Service		A
Analysis Period (min)	15			

* Value less than 0.01.

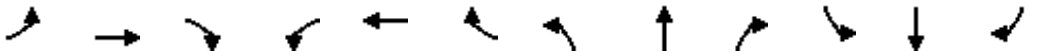


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	9	29	18	7	0	9	0	18	7	9	13	0
Future Volume (vph)	9	29	18	7	0	9	0	18	7	9	13	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	32	20	8	0	10	0	20	8	10	14	0

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	62	18	28	24
Volume Left (vph)	10	8	0	10
Volume Right (vph)	20	10	8	0
Hadj (s)	-0.13	-0.21	-0.14	0.12
Departure Headway (s)	3.9	3.9	4.0	4.2
Degree Utilization, x	0.07	0.02	0.03	0.03
Capacity (veh/h)	904	913	881	834
Control Delay (s/veh)	7.2	6.9	7.1	7.3
Approach Delay (s/veh)	7.2	6.9	7.1	7.3
Approach LOS	A	A	A	A

Intersection Summary				
Delay		7.2		
Level of Service		A		
Intersection Capacity Utilization		17.8%	ICU Level of Service	A
Analysis Period (min)		15		

* Value less than 0.01.

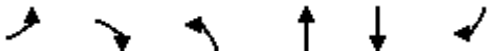


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	11	6	6	26	4	6	2	4	9	3	24
Future Volume (Veh/h)	14	11	6	6	26	4	6	2	4	9	3	24
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	12	7	7	28	4	7	2	4	10	3	26
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	32			19			117	92	16	95	93	30
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	32			19			117	92	16	95	93	30
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			99	100	100	99	100	98
cM capacity (veh/h)	1580			1597			827	788	1064	874	786	1044

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	34	39	13	39
Volume Left	15	7	7	10
Volume Right	7	4	4	26
cSH	1580	1597	880	971
Volume to Capacity	0.00*	0.00*	0.01	0.04
Queue Length 95th (ft)	1	0	1	3
Control Delay (s/veh)	3.3	1.3	9.2	8.9
Lane LOS	A	A	A	A
Approach Delay (s/veh)	3.3	1.3	9.2	8.9
Approach LOS			A	A

Intersection Summary				
Average Delay	5.0			
Intersection Capacity Utilization	13.8%	ICU Level of Service	A	
Analysis Period (min)	15			

* Value less than 0.01.

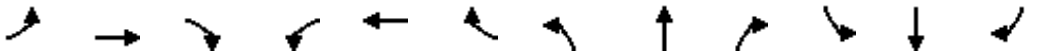


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	14	3	17	24	6
Future Volume (Veh/h)	8	14	3	17	24	6
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	15	3	18	26	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	54	30	33			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	54	30	33			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	99	100			
cM capacity (veh/h)	953	1045	1579			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	24	21	33
Volume Left	9	3	0
Volume Right	15	0	7
cSH	1009	1579	1700
Volume to Capacity	0.02	0.00*	0.02
Queue Length 95th (ft)	2	0	0
Control Delay (s/veh)	8.7	1.1	0.0
Lane LOS	A	A	
Approach Delay (s/veh)	8.7	1.1	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	13.4%	ICU Level of Service	A
Analysis Period (min)	15		

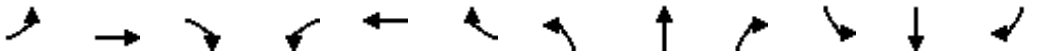
* Value less than 0.01.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	8	689	17	30	643	8
Future Volume (Veh/h)	0	0	0	0	0	0	8	689	17	30	643	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	9	756	19	33	706	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1173	1570	358	1203	1565	388	715			775		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1173	1570	358	1203	1565	388	715			775		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	99			96		
cM capacity (veh/h)	142	104	639	135	105	611	881			837		

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	9	504	271	33	471	244
Volume Left	9	0	0	33	0	0
Volume Right	0	0	19	0	0	9
cSH	881	1700	1700	837	1700	1700
Volume to Capacity	0.01	0.30	0.16	0.04	0.28	0.14
Queue Length 95th (ft)	1	0	0	3	0	0
Control Delay (s/veh)	9.1	0.0	0.0	9.5	0.0	0.0
Lane LOS	A			A		
Approach Delay (s/veh)	0.1			0.4		
Approach LOS						

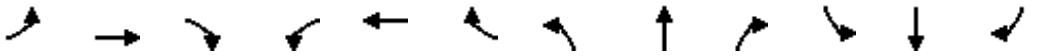
Intersection Summary				
Average Delay	0.3			
Intersection Capacity Utilization	28.5%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	4	21	19	6	0	6	0	7	8	3	10	0
Future Volume (vph)	4	21	19	6	0	6	0	7	8	3	10	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	23	21	7	0	7	0	8	9	3	11	0

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	48	14	17	14
Volume Left (vph)	4	7	0	3
Volume Right (vph)	21	7	9	0
Hadj (s)	-0.21	-0.17	-0.28	0.08
Departure Headway (s)	3.8	3.8	3.8	4.1
Degree Utilization, x	0.05	0.01	0.02	0.02
Capacity (veh/h)	941	922	930	856
Control Delay (s/veh)	7.0	6.9	6.8	7.2
Approach Delay (s/veh)	7.0	6.9	6.8	7.2
Approach LOS	A	A	A	A

Intersection Summary				
Delay	7.0			
Level of Service	A			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A	
Analysis Period (min)	15			

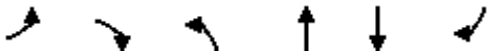


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	17	4	1	23	4	1	3	5	7	2	13
Future Volume (Veh/h)	8	17	4	1	23	4	1	3	5	7	2	13
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	19	4	1	25	4	1	3	5	8	2	14
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	29			23			83	70	21	75	70	27
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	29			23			83	70	21	75	70	27
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	99	100	99
cM capacity (veh/h)	1584			1592			886	815	1056	904	815	1048

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	32	30	9	24
Volume Left	9	1	1	8
Volume Right	4	4	5	14
cSH	1584	1592	943	974
Volume to Capacity	0.00*	0.00*	0.00*	0.02
Queue Length 95th (ft)	0	0	1	2
Control Delay (s/veh)	2.1	0.2	8.9	8.8
Lane LOS	A	A	A	A
Approach Delay (s/veh)	2.1	0.2	8.9	8.8
Approach LOS			A	A

Intersection Summary				
Average Delay	3.8			
Intersection Capacity Utilization	15.1%	ICU Level of Service	A	
Analysis Period (min)	15			

* Value less than 0.01.

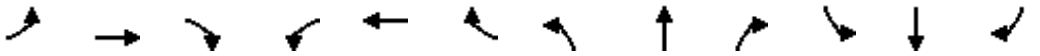


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	4	7	8	19	14
Future Volume (Veh/h)	3	4	7	8	19	14
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	4	8	9	21	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	54	29	36			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	54	29	36			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	99			
cM capacity (veh/h)	950	1046	1575			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	7	17	36
Volume Left	3	8	0
Volume Right	4	0	15
cSH	1003	1575	1700
Volume to Capacity	0.00*	0.00*	0.02
Queue Length 95th (ft)	1	0	0
Control Delay (s/veh)	8.6	3.5	0.0
Lane LOS	A	A	
Approach Delay (s/veh)	8.6	3.5	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	16.7%	ICU Level of Service	A
Analysis Period (min)	15		

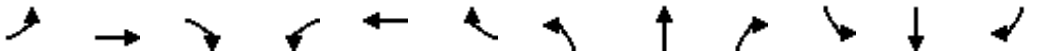
* Value less than 0.01.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	45	962	7	49	1019	119
Future Volume (Veh/h)	0	0	0	0	0	0	45	962	7	49	1019	119
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	49	1056	8	54	1119	131
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1919	2455	625	1826	2516	532	1250			1064		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1919	2455	625	1826	2516	532	1250			1064		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	91			92		
cM capacity (veh/h)	36	25	428	42	23	492	553			651		

Direction, Lane #	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	49	704	360	54	746	504
Volume Left	49	0	0	54	0	0
Volume Right	0	0	8	0	0	131
cSH	553	1700	1700	651	1700	1700
Volume to Capacity	0.09	0.41	0.21	0.08	0.44	0.30
Queue Length 95th (ft)	7	0	0	7	0	0
Control Delay (s/veh)	12.1	0.0	0.0	11.0	0.0	0.0
Lane LOS	B			B		
Approach Delay (s/veh)	0.5			0.5		
Approach LOS						

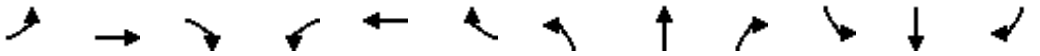
Intersection Summary				
Average Delay	0.5			
Intersection Capacity Utilization	42.3%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	9	29	18	7	0	9	0	18	7	0	13	9
Future Volume (vph)	9	29	18	7	0	9	0	18	7	0	13	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	32	20	8	0	10	0	20	8	0	14	10

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	62	18	28	24
Volume Left (vph)	10	8	0	0
Volume Right (vph)	20	10	8	10
Hadj (s)	-0.13	-0.21	-0.14	-0.22
Departure Headway (s)	3.9	3.9	3.9	3.9
Degree Utilization, x	0.07	0.02	0.03	0.03
Capacity (veh/h)	905	914	881	904
Control Delay (s/veh)	7.2	6.9	7.1	7.0
Approach Delay (s/veh)	7.2	6.9	7.1	7.0
Approach LOS	A	A	A	A

Intersection Summary				
Delay			7.1	
Level of Service			A	
Intersection Capacity Utilization			13.3%	ICU Level of Service
Analysis Period (min)			15	

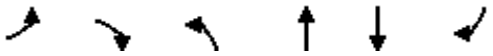


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	11	6	6	26	4	6	2	4	9	3	24
Future Volume (Veh/h)	14	11	6	6	26	4	6	2	4	9	3	24
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	12	7	7	29	4	7	2	4	10	3	26
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	33			19			118	93	16	96	94	31
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	33			19			118	93	16	96	94	31
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			99	100	100	99	100	98
cM capacity (veh/h)	1579			1597			825	787	1064	873	785	1043

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	34	40	13	39
Volume Left	15	7	7	10
Volume Right	7	4	4	26
cSH	1579	1597	879	970
Volume to Capacity	0.00*	0.00*	0.01	0.04
Queue Length 95th (ft)	1	0	1	3
Control Delay (s/veh)	3.3	1.3	9.2	8.9
Lane LOS	A	A	A	A
Approach Delay (s/veh)	3.3	1.3	9.2	8.9
Approach LOS			A	A

Intersection Summary				
Average Delay	5.0			
Intersection Capacity Utilization	13.9%	ICU Level of Service	A	
Analysis Period (min)	15			

* Value less than 0.01.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	14	3	17	24	6
Future Volume (Veh/h)	8	14	3	17	24	6
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	15	3	19	26	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	55	30	33			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	55	30	33			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	99	100			
cM capacity (veh/h)	952	1045	1579			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	24	22	33
Volume Left	9	3	0
Volume Right	15	0	7
cSH	1008	1579	1700
Volume to Capacity	0.02	0.00*	0.02
Queue Length 95th (ft)	2	0	0
Control Delay (s/veh)	8.7	1.0	0.0
Lane LOS	A	A	
Approach Delay (s/veh)	8.7	1.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	13.5%	ICU Level of Service	A
Analysis Period (min)	15		

* Value less than 0.01.

PLANNING COMMISSION STAFF REPORT

To: Kaysville City Planning Commission
From: Melinda Greenwood, Community Development Director
Date: June 1, 2026

Agenda Item #6: Public Hearing and consideration of enacting a new section of code: 17-31-6 Micro-Education Entities and Homebased Microschools

Meeting Date	June 11, 2026
Application Type	Ordinance Text Amendment
Applicant	Kaysville City
Chapter | Title | Section	17-31-6 Micro-Education Entities and Home-based Microschools

1. BACKGROUND

During the 2025 Utah Legislative Session, Senate Bill 272 passed, which effectively allowed micro-education entities with student populations of up to 100 students to be located in any zone in the city. The bill further established home-based microschools as a permitted use in any zone, but those schools are limited to 16 students. Language in the bill defined the types of building construction where these schools would be allowed but prohibited the City from regulating micro-education entities and home-based microschools, with the limited exception of parking.

For clarity purposes, Utah State Code 53G-6-201 sets the following definitions.

(6) (a) **"Home-based microschool"** means an individual or association of individuals that:

(i) registers as a business entity in accordance with state and local laws; and

(ii) for compensation, provides kindergarten through grade 12 education services to 16 or fewer students from an individual's residential dwelling, accessory dwelling unit, or residential property.

(b) "Home-based microschool" does not include a daycare.

(10) (a) **"Micro-education entity"** means a person or association of persons that:

(i) registers as a business entity in accordance with state and local laws; and

(ii) for compensation, provides kindergarten through grade 12 education services to 100 students or fewer.

(b) "Micro-education entity" does not include:

(i) a daycare;

(ii) a home-based microschool;

(iii) a private school; or

(iv) a school within the public education system.

Last year, the city received quite a few inquiries about micro-education entities, with applicants seeking to locate these schools in residential areas to maximize student enrollment. Understandably, the city had significant concerns about the impacts a school of up to 100 students could have on a neighborhood. After hearing from several concerned residents about these types of uses, the city worked with Representative Ariel Defay to sponsor a bill amendment (House Bill 126), which passed during the state's 2026 legislative session. The changes allow the city to regulate several factors, including parking, noise, the number of students allowed based on lot sizes, the types of streets they can be located on, hours of operation, and the ability to require a business license.

Based on concerns vocalized by elected officials and residents, city staff drafted the attached ordinance. If adopted, the ordinance would create a new section of code: Section 17-31-6, Micro-Education Entities and Home-based Microschools. Proposed regulations include:

- Limiting the street designations where micro-education entities with more than 16 students can be located to:
    - minor arterial streets
    - collector streets
    - significant local streets
    - on a private street if the owners grant permission.
- Setting on-site parking standards at one space per employee and one space per five students.
- Limiting the number of students based on lot size, allowing the following number of students on corresponding lot sizes:
    - 8,001 – 14,000 square feet - Up to 16 students
    - 14,001 – 20,000 square feet - 17-30 students
    - 20,001 – 43,560 square feet - 31-50 students
    - >43,560 square feet - 51 – 100 students
- Setting hours of operation from 7:00 AM to 9:00 PM
- Prohibiting micro-education entities and micro-schools on lots less than 8,000 square feet.
- Requires a business license for both micro-education entities and micro-schools.

The City's legal counsel has reviewed the draft ordinance for compliance with state code.

2. PUBLIC NOTICING AND PUBLIC COMMENT

A public hearing notice for this item was posted on Friday, May 29, 2026. To date, no comments have been received.

3. General Plan

The 2002 General Plan does not speak in favor of or against the proposed amendments and is therefore considered neutral on this matter.

4. Recommendation

Staff recommends the Planning Commission forward an approval recommendation to the City Council for enacting Kaysville City Code 17-31-6 Micro-Education Entities and Homebased Microschools

ORDINANCE __-__-__

AN ORDINANCE AMENDING THE CITY CODE TO ESTABLISH REGULATIONS FOR MICRO-EDUCATION ENTITIES AND HOME-BASED MICROSCHOOLS, AND TO PROVIDE RELATED STANDARDS CONSISTENT WITH UTAH CODE § 10-20-304; PROVIDING FOR REPEALER; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, the City Council finds that educational opportunities within the community contribute to the public health, safety, welfare, and educational development of residents; and

WHEREAS, the City Council recognizes the growing use of alternative educational models, including micro-education entities and home-based microschools, to meet the diverse educational needs of students and families; and

WHEREAS, the City Council desires to establish reasonable regulations for educational facilities to promote safe and efficient traffic circulation, minimize adverse impacts on surrounding properties, and ensure compatibility with existing neighborhoods and land uses; and

WHEREAS, the City Council finds that regulations governing educational facilities should balance neighborhood livability with the ability of residents and educational providers to offer lawful educational services within the community; and

WHEREAS, pursuant to Utah Code Section 10-20-304, municipalities are required to treat micro-education entities and home-based microschools as permitted uses in all zoning districts; and

WHEREAS, the City Council desires to amend the City Code to establish standards consistent with state law while protecting the public health, safety, and general welfare of the community; and

WHEREAS, the City Council finds that the adoption of this ordinance is in the best interest of the City and its residents.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF KAYSVILLE, UTAH:

SECTION I: Repealer. If any provisions of the City's Code previously adopted are inconsistent herewith they are hereby repealed.

SECTION II: Enactment. Title 17, Chapter 31, Section 6 shall be enacted to read as follows:

17-31-6 –Micro-Education Entities and Home-based Microschools

1. **Purpose.** The purpose of this chapter is to promote public health, safety, and general welfare by establishing regulations for educational facilities. These regulations are intended to ensure safe and efficient traffic circulation and determine appropriate locations for micro-education entities and home-based microschools. Pursuant to Utah Code § 10-20-304, micro-education entities and home-based microschools shall be considered a permitted use in all zoning districts.

2. **Appropriate Street Designations for locations for Micro-Education Entities and Home-based Microschools**

    a. **Schools with fewer than 16 students.** A micro-education entity or home-based microschool with fewer than 16 students may be located on a site with frontage on the following street types:
        i. Any public street.
        ii. A private street, provided that the applicant submits written approval from the Homeowners Association (HOA) or, in the absence of an HOA, written consent from all property owners with legal access rights to the private street.

    b. **Schools which exceed 16 students.** A micro-education entity or home-based microschool with 16 or more students shall only be located on a site with frontage on the following street types as defined in Kaysville City Code:
        i. Minor Arterial Streets.
        ii. Collector Streets.
        iii. Significant Local Streets.
        iv. A private street, provided that the applicant submits written approval from the Homeowners Association (HOA) or, in the absence of an HOA, written consent from all property owners with legal access rights to the private street.

3. **Parking, Sidewalks and Traffic Circulation.**
    a. One on-site parking space per employee, staff, or faculty and one on-site parking space per 5 students shall be provided.
    b. The site shall accommodate all required parking.
    c. The site shall accommodate all traffic for pick up and drop off.
    d. The site shall have frontage on a street with continuous, improved sidewalks that extend a minimum of 150 feet in both directions from the property lines.

4. **Area, Lot Width, and Yard Requirements.** Micro-education entities and home-based microschools located in a residential zone shall meet the following minimum requirements.

Lot Size (Square Feet)	Number of Students
<8,000	Not permitted
8,001 – 14,000	Up to 16
14,001 – 20,000	17-30
20,001 – 43,560	31-50
>43,560	51 - 100

5. **Hours of Operation.** Micro-education entity and home-based microschools are permitted to operate between 7:00 am and 9:00 pm.

6. **Prohibited Locations.** Micro-education entities and home-based microschools shall not be located:
    a. On a site with less than 8,000 square feet.
    b. In the City's designated Sexually Oriented Businesses overlay zone.

7. **License Required.** A business license is required for all micro-education entities and home-based microschools.

SECTION III: Severability. If any section, subsection, sentence, clause or phrase of this ordinance is declared invalid or unconstitutional by a court of competent jurisdiction, said portion shall be severed and such declaration shall not affect the validity of the remainder of this ordinance.

SECTION IV: Effective Date. This ordinance being necessary for the peace, health and safety of the City, shall become effective immediately upon posting.

PASSED AND ADOPTED by the City Council of Kaysville, Utah, this _____ day of _____, 20___.

_____

____

Tamara Tran, Mayor

ATTEST:

_____
Annemarie Plaizier, City Recorder

APPROVED AS TO FORM:

_____

Nicholas C. Mills, City Attorney

Effective 5/6/2026
Superseded 7/1/2026
10-20-304 Political subdivisions required to conform to municipality's land use ordinances -- Exceptions.

(1)
(a) Each county, municipality, school district, charter school, special district, special service district, and political subdivision of the state shall conform to any applicable land use ordinance of any municipality when installing, constructing, operating, or otherwise using any area, land, or building situated within that municipality.
(b) In addition to any other remedies provided by law, when a municipality's land use ordinance is violated or about to be violated by another political subdivision, that municipality may institute an injunction, mandamus, abatement, or other appropriate action or proceeding to prevent, enjoin, abate, or remove the improper installation, improvement, or use.

(2)
(a) Except as provided in Subsection (3), a school district or charter school is subject to a municipality's land use ordinances.
(b)
(i) Notwithstanding Subsection (3), a municipality may:
(A) subject a charter school to standards within each zone pertaining to setback, height, bulk and massing regulations, off-site parking, curb cut, traffic circulation, and construction staging; and
(B) impose regulations upon the location of a project that are necessary to avoid unreasonable risks to health or safety, as provided in Subsection (3)(f).
(ii) The standards to which a municipality may subject a charter school under Subsection (2)(b)(i) shall be objective standards only and may not be subjective.
(iii) Except as provided in Subsection (7)(d), the only basis upon which a municipality may deny or withhold approval of a charter school's land use application is the charter school's failure to comply with a standard imposed under Subsection (2)(b)(i).
(iv) Nothing in Subsection (2)(b)(iii) may be construed to relieve a charter school of an obligation to comply with a requirement of an applicable building or safety code to which it is otherwise obligated to comply.

(3) A municipality may not:
(a) impose requirements for landscaping, fencing, aesthetic considerations, construction methods or materials, additional building inspections, municipal building codes, building use for educational purposes, or the placement or use of temporary classroom facilities on school property;
(b) except as otherwise provided in this section, require a school district or charter school to participate in the cost of any roadway or sidewalk, or a study on the impact of a school on a roadway or sidewalk, that is not reasonably necessary for the safety of school children and not located on or contiguous to school property, unless the roadway or sidewalk is required to connect an otherwise isolated school site to an existing roadway;
(c) require a district or charter school to pay fees not authorized by this section;
(d) provide for inspection of school construction or assess a fee or other charges for inspection, unless the school district or charter school is unable to provide for inspection by an inspector, other than the project architect or contractor, who is qualified under criteria established by the state superintendent;
(e) require a school district or charter school to pay any impact fee for an improvement project unless the impact fee is imposed as provided in Title 11, Chapter 36a, Impact Fees Act;

(f) impose regulations upon the location of an educational facility except as necessary to avoid unreasonable risks to health or safety; or

(g) for a land use or a structure owned or operated by a school district or charter school that is not an educational facility but is used in support of providing instruction to pupils, impose a regulation that:

(i) is not imposed on a similar land use or structure in the zone in which the land use or structure is approved; or

(ii) uses the tax exempt status of the school district or charter school as criteria for prohibiting or regulating the land use or location of the structure.

(4) Subject to Section 53E-3-710, a school district or charter school shall coordinate the siting of a new school with the municipality in which the school is to be located, to:

(a) avoid or mitigate existing and potential traffic hazards, including consideration of the impacts between the new school and future highways; and

(b) maximize school, student, and site safety.

(5) Notwithstanding Subsection (3)(d), a municipality may, at its discretion:

(a) provide a walk-through of school construction at no cost and at a time convenient to the district or charter school; and

(b) provide recommendations based upon the walk-through.

(6)

(a) Notwithstanding Subsection (3)(d), a school district or charter school shall use:

(i) a municipal building inspector;

(ii)

(A) for a school district, a school district building inspector from that school district; or

(B) for a charter school, a school district building inspector from the school district in which the charter school is located; or

(iii) an independent, certified building inspector who is not an employee of the contractor, licensed to perform the inspection that the inspector is requested to perform, and approved by a municipal building inspector or:

(A) for a school district, a school district building inspector from that school district; or

(B) for a charter school, a school district building inspector from the school district in which the charter school is located.

(b) The approval under Subsection (6)(a)(iii) may not be unreasonably withheld.

(c) If a school district or charter school uses a school district or independent building inspector under Subsection (6)(a)(ii) or (iii), the school district or charter school shall submit to the state superintendent of public instruction and municipal building official, on a monthly basis during construction of the school building, a copy of each inspection certificate regarding the school building.

(7)

(a) A charter school, home-based microschool, or micro-education entity shall be considered a permitted use in all zoning districts within a municipality.

(b) Each land use application for any approval required for a charter school, home-based microschool, or micro-education entity, including an application for a building permit, shall be processed on a first priority basis.

(c) Parking requirements for a charter school or a micro-education entity may not exceed the minimum parking requirements for schools or other institutional public uses throughout the municipality.

(d) If a municipality has designated zones for a sexually oriented business, or a business which sells alcohol, a charter school or a micro-education entity may be prohibited from a location

which would otherwise defeat the purpose for the zone unless the charter school or micro-education entity provides a waiver.

(e)

(i) A school district, charter school, or micro-education entity may seek a certificate authorizing permanent occupancy of a school building from:

(A) the state superintendent of public instruction, as provided in Subsection 53E-3-706(3), if the school district or charter school used an independent building inspector for inspection of the school building; or

(B) a municipal official with authority to issue the certificate, if the school district, charter school, or micro-education entity used a municipal building inspector for inspection of the school building.

(ii) A school district may issue its own certificate authorizing permanent occupancy of a school building if it used its own building inspector for inspection of the school building, subject to the notification requirement of Subsection 53E-3-706(3)(a).

(iii) A charter school or micro-education entity may seek a certificate authorizing permanent occupancy of a school building from a school district official with authority to issue the certificate, if the charter school or micro-education entity used a school district building inspector for inspection of the school building.

(iv) A certificate authorizing permanent occupancy issued by the state superintendent of public instruction under Subsection 53E-3-706(3) or a school district official with authority to issue the certificate shall be considered to satisfy any municipal requirement for an inspection or a certificate of occupancy.

(f) A micro-education entity may operate in a facility only if the micro-education entity complies with all applicable ordinances of the political subdivision, which may include provisions described in Subsection (10) or other relevant provisions, and the facility:

(i) meets Group E Occupancy requirements as defined by the International Building Code, as incorporated by Section 15A-2-103; or

(ii) is subject to and complies with the same occupancy requirements as a Class A-1, A-3, B, or M Occupancy as defined by the International Building Code, as incorporated by Section 15A-2-103, if:

(A) the facility has a code compliant fire alarm system and carbon monoxide detection system;

(B) each classroom in the facility has an exit directly to the outside at the level of exit or discharge, orthe structure has a code compliant fire sprinkler system; and

(C) the facility has an automatic fire sprinkler system in fire areas of the facility that are greater than 12,000 square feet.

(g)

(i) The number of students that a micro-education entity may have in a facility described in Subsection (7)(f) is:

(A) determined by the facility's occupancy classification and occupant capacity under the state construction codes, as incorporated by Section 15A-2-103; and

(B) subject to applicable zoning and land use regulations.

(ii) Notwithstanding the facility's occupant capacity, a micro-education entity may not have more than 100 students.

(h) A person may alter or convert the use of a structure located within any zone into a facility described in Subsection (7)(f) for operation by a micro-education entity if the facility:

(i) complies with the state construction codes, as incorporated by Section 15A-2-103, including any permit, plan review, or inspection required for a change in occupancy classification; and

(ii) complies with any applicable ordinances of the political subdivision, which may include provisions described in Subsection (10) or other relevant provisions.

(i)

(i) A home-based microschool is not subject to additional occupancy requirements beyond occupancy requirements that apply to a primary dwelling.

(ii) If a floor that is below grade in a home-based microschool is used for home-based microschool purposes, the below grade floor of the home-based microschool shall have at least one emergency escape or rescue window that complies with the requirements for emergency escape and rescue windows as defined by the International Residential Code, as incorporated by Section 15A-2-103.

(8)

(a) A specified public agency intending to develop its land shall submit to the land use authority a development plan and schedule:

(i) as early as practicable in the development process, but no later than the commencement of construction; and

(ii) with sufficient detail to enable the land use authority to assess:

(A) the specified public agency's compliance with applicable land use ordinances;

(B) the demand for public facilities listed in Subsections 11-36a-102(17)(a), (b), (c), (d), (e), and (g) caused by the development;

(C) the amount of any applicable fee described in Sections 10-20-904 and 10-20-910;

(D) any credit against an impact fee; and

(E) the potential for waiving an impact fee.

(b) The land use authority shall respond to a specified public agency's submission under Subsection (8)(a) with reasonable promptness in order to allow the specified public agency to consider information the municipality provides under Subsection (8)(a)(ii) in the process of preparing the budget for the development.

(9) Nothing in this section may be construed to:

(a) modify or supersede Section 10-20-305; or

(b) authorize a municipality to enforce an ordinance in a way, or enact an ordinance, that fails to comply with Title 57, Chapter 21, Utah Fair Housing Act, the federal Fair Housing Amendments Act of 1988, 42 U.S.C. Sec. 3601 et seq., the Americans with Disabilities Act of 1990, 42 U.S.C. Sec. 12102, or any other provision of federal law.

(10)

(a) Nothing in Subsection (7) prevents a political subdivision from:

(i) requiring a home-based microschool or micro-education entity to comply with municipal zoning and land use regulations that do not conflict with this section, including:

(A) parking;

(B) traffic, including types or sizes of streets on which a microschool or micro-education entity may be located based on the projected number of students or impact and circulation requirements;

(C) noise ordinances;

(D) graduated square footage requirements for lot sizes based on the projected number of students; and

(E) hours of operation;

(ii) requiring a home-based microschool or micro-education entity to obtain a business license;

(iii) enacting municipal ordinances and regulations consistent with this section;

(iv) subjecting a micro-education entity to standards within each zone pertaining to setback, height, bulk and massing regulations, off-site parking, curb cut, traffic circulation, and construction staging; and

(v) imposing regulations on the location of a project that are necessary to avoid risks to health or safety.

(b) Nothing in Subsection (7) or this Subsection (10) requires a political subdivision to enact an ordinance.

(c) A political subdivision may:

(i) include in an ordinance one or more of the provisions described in Subsection (10)(a); and

(ii) include other relevant provisions not described in Subsection (10)(a) in an ordinance.

Amended by Chapter 37, 2026 General Session

Kaysville City Planning Commission Meeting Minutes
May 28, 2026

The Planning Commission meeting was held on Thursday, May 28, 2026, 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 Megan Sevy, Erin Young, Paul Toller, Wilf Sommerkorn and Eries Cornelius

Staff in Attendance: Katie Ellis, Mindi Edstrom, and Anne McNamara

Public Attendees: City Councilmember Josh McBride, Jill Dredge, Nick Racker, Larry Hardy, and Brent Toller

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- CONDITIONAL USE PERMIT FOR AN ELECTRONIC MESSAGE CENTER (EMC) SIGN LOCATED AT 368 NORTH MAIN STREET

Ms. McNamara presented the staff report regarding a revised Electronic Message Center (EMC) sign application for Lifetime Dental. She explained that the original sign had been approved by the Planning Commission in September 2025; however, the applicant subsequently elected to modify both the size and design of the sign. Because the proposal involved a larger sign than originally approved and EMC signs are reviewed through the Conditional Use Permit process, staff determined that the revised application should return to the Planning Commission for further review and approval.

Ms. McNamara stated the proposed sign measures approximately 7 feet 5 inches in height and 8 feet 8 inches in width, resulting in a total sign area of approximately 65 square feet. The EMC display portion of the sign would comprise approximately 36 square feet, representing roughly 55 percent of the overall sign area. She noted that the revised sign represents an increase of approximately 10 square feet compared to the previously approved sign. For comparison, Ms. McNamara displayed images of both the originally approved sign and the revised proposal and explained that both designs comply with applicable city sign standards.

Ms. McNamara stated that no additional conditions of approval were being recommended and concluded by noting that staff found the application met the required approval criteria and was recommending approval of the revised sign proposal.

Chair Packer sought clarification regarding the nature of the application and confirmed that the request primarily involved a redesign of the previously approved sign rather than a substantial change to the overall sign structure.

Ms. McNamara explained that while the overall sign dimensions remained generally consistent with the previously approved design, the proportion of the Electronic Message Center (EMC) display relative to the remainder of the sign had increased. She noted that the applicant was present and available to answer any additional questions.

Commissioner Sommerkorn asked where the sign would be located on the property. Ms. McNamara explained that the sign would be installed along the southern property boundary near the intersection, adjacent to the Main Street frontage of the site.

Chair Packer remarked that the Planning Commission had already reviewed a similar proposal several months earlier and observed that, based on staff's report, the revised sign continued to comply with applicable City requirements. Ms. McNamara added that staff had not received any public comments, concerns, or inquiries regarding the revised application.

Commissioner Young asked about the maximum size permitted for EMC signs.

Ms. McNamara explained that city code limits the size of the electronic display portion to no more than 75 percent of the total sign area. She noted that the proposed EMC display would constitute approximately 55 percent of the overall sign area and therefore remained well below the maximum threshold. Commissioner Young further inquired whether there was an overall size limitation applicable to the sign. Ms. McNamara responded that the sign would be classified as a freestanding ground monument sign and must comply with the dimensional standards established for that sign type. She clarified that the EMC regulations primarily govern the proportional relationship between the electronic display and the remainder of the sign structure.

Commissioner Sevy asked for clarification regarding the dimensional changes between the previously approved sign and the revised proposal.

Ms. McNamara explained that the revised design would be somewhat wider and shorter than the original approval while increasing the size of the electronic display portion. Commissioner Sevy summarized the changes as a slightly wider sign with a larger display area and a reduced overall height, which Ms. McNamara confirmed.

Commissioner Toller asked whether the Planning Commission had previously imposed any conditions related to brightness, illumination levels, or hours of operation when the sign was originally approved.

Ms. McNamara explained that the City's sign ordinance requires EMC signs to include dimming capabilities and prohibits glare, flashing displays, and conditions that could create hazards for motorists. However, she noted that the City's sign code does not currently establish specific measurable standards for brightness or illumination levels. As a result, staff evaluates compliance based on the ordinance requirements that signs dim appropriately and do not

create visual hazards for passing traffic.

Commissioner Toller asked whether the original September 2025 application had involved a pole sign that was later modified to a monument sign.

Ms. McNamara clarified that the Lifetime Dental proposal had always been submitted as a ground-mounted monument sign and had not changed sign types.

Ms. McNamara confirmed that another nearby application had involved a pole sign, but the Lifetime Dental sign had consistently been proposed as a monument sign.

Commissioner Cornelius asked whether the revised sign complied with all required setback standards. Ms. McNamara confirmed that the proposal met all applicable setback requirements for both the sign and the property.

Commissioner Cornelius made a motion to approve the amended Electronic Message Center sign application as presented, without additional conditions. Commissioner Sommerkorn seconded the motion, and the vote was unanimous in favor of the motion (6-0).

Commissioner Packer: Yay
Commissioner Young: Yay
Commissioner Sevy: Yay
Commissioner Sommerkorn: Yay
Commissioner Cornelius: Yay
Commissioner Toller: Yay

4- REZONE REQUEST AND PUBLIC HEARING FOR PARCEL #08-242-0047 AT 768 CHRISTOPHER CIRCLE FROM R-A AGRICULTURAL RESIDENTIAL TO R-1-20 SINGLE FAMILY RESIDENTIAL

Ms. McNamara presented a request to rezone property located at 768 West Christopher Circle from the Residential Agricultural (R-A) zone to the R-1-20 Single-Family Residential zone. She explained that the property currently contains a single-family residence and that the primary purpose of the rezone request was to reduce the required rear yard setback from 30 feet in the R-A zone to 15 feet in the R-1-20 zone. The applicant was planning an addition to the residence, and the reduced setback would allow the project to proceed as designed.

Ms. McNamara noted that both zoning districts permit single-family residential uses and that the proposed zoning designation is supported by the Future Land Use Map. She further explained that the General Plan does not specifically address residential lot sizes in this area and was therefore considered neutral regarding the request. Staff mailed 49 public hearing notices to property owners within 500 feet of the subject property. Staff received two phone inquiries requesting information about the proposal and one in-person visit from a neighboring resident expressing concern that the zoning change would allow reduced setback requirements. Based on the consistency of the request with the Future Land Use Map and the limited nature of the zoning change, staff recommended approval of the rezone request.

Prior to opening the public hearing, Commissioner Toller asked for clarification regarding the proposed addition. He noted that after visiting the site, the ongoing construction activity appeared to be occurring on the west side of the property rather than at the rear of the residence, and he questioned whether permits had already been issued for the project.

Ms. McNamara explained that the project had originally been proposed as a detached accessory structure that would have complied with the existing zoning requirements. However, after reviewing the plans, the applicant decided to connect the new structure to the existing residence with a breezeway. Once the structure became attached to the home, it was considered an addition rather than an accessory building, which triggered the requirement to meet the 30-foot rear yard setback applicable in the R-A zone. Following discussions with staff and the Building Official regarding available options, the applicant elected to pursue the rezone request to reduce the rear setback requirement and allow the project to proceed as proposed.

Commissioner Cornelius stated that the applicant wished to construct an addition or attached structure and that the existing R-A zoning required a 30-foot rear yard setback. He noted that the proposed rezoning to R-1-20 would reduce the rear setback requirement and allow the applicant to proceed with the planned expansion while maintaining adequate usable yard area on the property.

Commissioner Sommerkorn observed that the construction activity visible on the property appeared to be located on the side of the residence rather than in the area affected by the setback issue. He suggested that the apparent lack of activity in the rear portion of the property was likely because the applicant had not yet received approval of the rezone request and therefore could not proceed with the portion of the project impacted by the setback requirement. Commissioner Sommerkorn stated that the applicant could clarify whether that assumption was correct.

Chair Packer asked whether the Commission wished to hear directly from the applicant and invited the applicant to come forward to provide any additional information regarding the proposal or to respond to questions raised during the staff presentation and Commission discussion.

Applicant Mr. Racker addressed the Commission and provided additional background regarding the construction activity occurring on the property. He explained that the project had experienced delays after concrete work performed by a contractor failed to meet engineering specifications. As a result, portions of the work had to be removed and reconstructed, placing the project approximately six weeks behind schedule.

Mr. Racker clarified that the proposed structure had originally been designed and approved as a detached accessory building. The current request stemmed from the desire to connect the accessory structure to the existing residence through a breezeway. He explained that while most of the addition would be located along the side of the home, a portion of the breezeway

connection would extend into the rear yard area, creating the setback conflict under the existing R-A zoning designation.

Mr. Racker emphasized that the project was not intended to utilize the full 15-foot rear setback permitted in the proposed R-1-20 zone. Instead, the structure would remain approximately 21 feet from the rear property line, providing additional separation beyond the minimum setback that would be allowed under the new zoning district. He stated that the rezoning request was intended to provide sufficient flexibility for the breezeway connection rather than to maximize development of the rear yard.

Commissioner Toller asked for additional information regarding the portion of the structure facing Kays Drive.

Mr. Racker explained that the rear section of the building would function as a garage, while the front portion would contain recreational space, including areas intended for activities such as pickleball, basketball, and exercise.

Commissioner Toller also asked about the construction materials.

Mr. Racker stated that the building would utilize cold-formed steel framing with full concrete footings and would be constructed in a manner more similar to a commercial building than a traditional pole barn structure.

After determining that there were no additional questions for the applicant, Chair Packer opened the public hearing and invited members of the public to provide comments regarding the proposed rezone request.

Mr. Hardy, a neighboring property owner whose residence is located adjacent to the subject property, addressed the Commission. He stated that neither he nor his family opposed the applicant's desire to improve the property or construct the proposed addition. However, he explained that because the property is situated on a corner lot, the proposed structure would be highly visible within the neighborhood, creating concerns regarding its appearance and compatibility with surrounding homes.

Mr. Hardy noted that the neighboring residence located between his property and the subject property appeared to have a substantially smaller setback than the setback applicable to the applicant's property and questioned the reason for that difference.

Mr. Hardy stated that his primary concern involved the proposed building materials and overall appearance of the structure. Based on his understanding of the proposal, the addition would include multiple uses, including garage space, mechanical work areas, recreational space, a pickleball court, climbing features, and other amenities. He expressed concern that the structure would be constructed as a metal building while the existing residence is primarily brick. Mr. Hardy indicated that when he originally moved into the neighborhood, he

understood there to be covenants requiring accessory structures to be architecturally compatible with the primary residence. He stated that it did not appear that such requirements were being incorporated into the current proposal. While reiterating that he did not oppose the applicant's plans to improve the property, Mr. Hardy expressed concern that the appearance of a large metal structure on a prominent corner lot could negatively impact neighborhood character and potentially affect surrounding property values.

Mr. Brent Toller, a nearby resident, addressed the Commission and stated that when he purchased his home in the neighborhood, he was provided with subdivision covenants that established architectural standards for homes and structures within the development. He summarized portions of the covenants, noting that residences were required to be constructed of brick, rock, stucco, or combinations of those materials. Mr. Toller described the neighborhood as one of Kaysville's premier residential agricultural areas and emphasized that the community had maintained a consistent appearance and character through adherence to those standards. He noted that other structures within the area had been constructed in a manner compatible with the homes and covenants established for the subdivision.

Mr. Toller expressed concern regarding the proposed structure and stated that he was unclear about the status of the permitting process. He observed that construction activity appeared to be continuing on the site and questioned whether the outcome of the current rezone request would ultimately affect the project. He urged the Commission to maintain consistency within the neighborhood and stated that he did not support what he characterized as spot zoning within the subdivision. Mr. Toller emphasized that the established covenants and neighborhood standards were part of what attracted homeowners to the area and contributed to property values. While acknowledging that the Planning Commission was not responsible for building permit review, he expressed concern that rezoning the property could facilitate a project that, in his view, was not consistent with the character of the neighborhood or with the expectations established by the subdivision covenants.

After determining that no additional members of the public wished to comment, Chair Packer closed the public hearing.

Chair Packer invited the applicant to respond to the concerns raised by neighboring property owners.

Mr. Racker clarified that all construction activity occurring on the property was proceeding under an approved building permit for a detached accessory building and that no work related to the proposed breezeway connection had commenced. He explained that the accessory building itself was permitted under the existing R-A zoning and could be constructed regardless of the outcome of the rezone request. The purpose of the rezoning was solely to allow the structure to be connected to the primary residence through a breezeway, which would cause the building to be subject to the principal structure setback requirements. Mr. Racker stated that the building had been designed and approved as an accessory structure before the breezeway concept was introduced.

Mr. Racker further stated that similar accessory buildings already existed within the neighborhood and noted that the proposed structure would utilize cold-formed steel framing and commercial-style construction methods that he considered to be of higher quality and greater durability than many conventional pole-barn style accessory buildings. He also noted that the property immediately to the north was zoned R-1-20 and stated that he was not seeking unique treatment or special zoning privileges. Mr. Racker indicated that he had never been provided with homeowner's association documents, covenants, conditions, or restrictions at the time he purchased the property and that concerns regarding exterior materials had not been raised during the building permit review process.

Commissioner Sommerkorn sought clarification regarding the effect of the rezoning request. Mr. Racker confirmed that the building itself remained compliant as an accessory structure under the existing R-A zoning and that the only change necessitating the rezone was the desire to connect the structure to the residence through a breezeway.

Commissioner Sommerkorn summarized that the proposed rezoning would not alter the building footprint but would simply allow the connected structure to comply with the setback requirements applicable to a principal building. Mr. Racker agreed with that characterization.

Commissioner Sevy asked whether an active homeowners association existed within the subdivision. Mr. Racker responded that no homeowner's association was currently active.

Commissioner Sevy noted that covenants and restrictions are often administered through such associations.

Commissioner Sommerkorn explained that private covenants and restrictions are generally not enforced by the City and instead are matters between property owners. He stated that enforcement of private covenants typically occurs through civil action between affected property owners and is not within the City's regulatory authority. Commissioner Sommerkorn further observed that the request before the Commission involved only a zoning change and not the design, materials, or appearance of the proposed structure. He also noted that the property directly north of the subject property was already zoned R-1-20 and therefore shared the same setback standards being requested through the rezone. For that reason, he did not view the request as creating a compatibility issue with adjacent properties.

Commissioner Young expressed curiosity regarding the neighboring property that appeared to have a reduced setback. In response, Ms. McNamara stated that she had reviewed the subdivision plat but that the age and quality of the documents made it difficult to immediately determine the circumstances associated with that property's setbacks.

Commissioner Toller stated that while many of the concerns raised by the public were outside the scope of the Commission's review, the matter before the Commission was a rezoning request. He expressed concern about changing the zoning of a single property that was largely

surrounded by properties carrying a different zoning designation.

Commissioner Toller stated that he viewed the request as inconsistent with sound planning principles and public policy and indicated that, on that basis, he would not support the rezone.

Commissioner Sommerkorn disagreed, explaining that because the rear property line abutted land already zoned R-1-20, the proposed zoning designation would align the rear setback requirements of adjacent properties. He stated that the request appeared to be a logical extension of the existing zoning pattern rather than an isolated zoning inconsistency.

Commissioner Cornelius concurred, noting that both the subject property and the neighboring property to the north would share the same zoning designation and setback standards. He stated that he understood the applicant's desire to remain within legal development parameters and did not have concerns with the request.

Chair Packer asked Commissioner Sommerkorn to elaborate on his earlier statement that "spot zoning" was no longer a recognized legal concept.

Commissioner Sommerkorn explained that while the term historically referred to situations where a single parcel was zoned differently from surrounding properties, modern land use law generally treats rezoning decisions as legislative actions subject to local discretion. He stated that courts no longer view spot zoning as an independent legal prohibition, although it may still be discussed as a planning philosophy or policy consideration when evaluating zoning requests.

Chair Packer stated that he had initially shared some of the concerns expressed regarding rezoning a single parcel within an established neighborhood. However, he noted that the request was distinguishable because the property directly abutted land already zoned R-1-20. He explained that absent that adjacency, he would have had greater concerns regarding the planning implications of rezoning a single lot. Chair Packer also observed that the remaining development standards between the two zones were largely similar.

Commissioner Sommerkorn agreed and stated that he would likewise have concerns if the property were in the center of a larger R-A zoned area with no connection to adjacent R-1-20 zoning. Because the rear property line directly adjoined property already zoned R-1-20, he viewed the request as a logical extension of an existing zoning boundary rather than an isolated zoning change.

Commissioner Sommerkorn also referenced a prior application considered by the Planning Commission involving a corner lot where an addition could not comply with setback requirements. He recalled that the applicant had sought a variance, but because the request did not meet the strict standards required under state law for granting a variance, the Commission instead suggested that a zoning change could be a more appropriate solution. He noted that the City Council ultimately approved that zoning amendment, allowing the project to proceed.

Commissioner Cornelius asked whether the City had any zoning requirements that would require an accessory building to match the architectural style or materials of the primary residence.

Commissioner Sommerkorn responded that no such requirements existed within the zoning code unless specifically authorized by ordinance. He further explained that state legislation adopted several years earlier prohibited local governments from imposing architectural design standards on single-family and two-family dwellings. Ms. McNamara added that any design-related provisions contained in City planning documents were recommendations rather than enforceable requirements.

Commissioner Young made a motion to recommend approval of the rezone request for property located at 768 West Christopher Circle from Residential Agricultural (R-A) to R-1-20 Single-Family Residential. Commissioner Sommerkorn seconded the motion, and the vote was in favor of the motion (5-1).

Commissioner Packer: Yay
Commissioner Young: Yay
Commissioner Sevy: Yay
Commissioner Sommerkorn: Yay
Commissioner Cornelius: Yay
Commissioner Toller: Nay

5- APPROVAL OF THE MINUTES FROM MAY 14, 2026 PLANNING COMMISSION MEETING

Commissioner Sevy noted that while reviewing the minutes, she observed that her name had been listed as voting on an item despite not being present at the meeting. She indicated that the vote should have been attributed to Commissioner Lott rather than herself.

Commissioner Sommerkorn confirmed that the minutes could be approved with an amendment. Ms. Edstrom clarified that the motion should be to approve the minutes as amended to correct the voting record.

Commissioner Cornelius then moved to approve May 14, 2026, Planning Commission minutes with the amendment correcting the voting attribution. Commissioner Sevy seconded the motion. The motion passed unanimously among those voting. Commissioner Sommerkorn abstained, stating that he had neither attended the May 14 meeting nor reviewed the meeting recording afterward. The minutes were approved as amended.
(5-0).

Commissioner Packer: Yay
Commissioner Sevy: Yay
Commissioner Young: Yay

Commissioner Sommerkorn: Abstained
Commissioner Cornelius: Yay
Commissioner Toller: Yay

6- OTHER MATTERS THAT PROPERLY COME BEFORE THE PLANNING COMMISSION

Ms. McNamara reported that the June 11, 2026, Planning Commission agenda was expected to include two rezone applications. The first would be the Presbyterian Church mixed-use project, which had previously been discussed with the Commission. The second would involve a property located near Flint Street, where the applicant was requesting a rezone from R-1-20 to R-4 to add additional dwelling units to the property.

Ms. McNamara also advised that the June 25 agenda was expected to include a rezone request for the property currently occupied by the Sunset Equestrian Center. The applicant was requesting a rezone to R-1-6. She further noted that the Symphony Homes rezone application had been denied by the City Council and that the matter had reached its conclusion.

Commissioner Toller expressed appreciation for City Council Member Hunt sitting through Planning Commission meetings and noted that he had attended both the City Council meeting involving the Symphony Homes application and the Presbyterian Church proposal. He reflected on the value of Planning Commissioners attending City Council meetings where Planning Commission recommendations are considered, stating that doing so helps commissioners better understand how their recommendations are ultimately evaluated. Commissioner Toller referenced the Symphony Homes application, noting that his motion to deny the rezone had failed for lack of a second. He observed that issues surrounding development proposals often extend beyond the specific matters before the Planning Commission and suggested that commissioners consider the broader implications of their recommendations and how they may affect City Council deliberations. He emphasized that while the Planning Commission is an independent body, it should remain mindful of the governing body to which it makes recommendations.

Commissioner Sommerkorn responded by asking whether that philosophy would suggest that the Planning Commission should simply recommend what it believes the City Council is likely to approve. Commissioner Toller replied that the Commission has a responsibility to do more than that and must continue to evaluate applications based on applicable standards and their own judgment. He indicated that he had expressed his views sufficiently and thanked the Commission for allowing him to share them.

Chair Packer thanked Commissioner Toller for his comments and stated that it was important for all commissioners to feel comfortable expressing their perspectives during discussions.
Ms. Edstrom reported that the public hearing notice for the Presbyterian Church rezone had been posted and that numerous public comments had already appeared on social media. She emphasized that while social media comments do not dictate outcomes, they can provide insight into community viewpoints. She also noted that the public hearing notice for the Flint Street rezone would be posted the following day and remarked that hearing a variety of

perspectives can be valuable when considering land use decisions.

Chair Packer noted that the Commission would likely be busy with several upcoming applications and reminded the Commission that the annual election of officers would occur soon. Ms. Edstrom confirmed that the Commission would select a new Chair at the end of June, with the new term beginning in July. She acknowledged Chair Packer's year of service and thanked him for his leadership.

Ms. Edstrom then provided updates regarding Planning Commission appointments. She stated that Commissioners Sevy and Cornelius were due for reappointment consideration.

Commissioner Cornelius informed the Commission that he had accepted a job opportunity in Washington, D.C., after discussing it with his family and would therefore be leaving the Planning Commission. Commissioner Sommerkorn congratulated him on the opportunity and thanked him for his service. Commissioner Cornelius expressed appreciation to Mayor Tran and the City for the opportunity to serve on the Planning Commission.

Ms. Edstrom stated that applications would be posted on the City website and that efforts would be made to ensure a full Commission by July.

7- ADJOURNMENT

Commissioner Young made the motion to adjourn the meeting at 7:48 pm.