



MEETING NOTICE AND AGENDA

Notice is hereby given that the Kaysville City Council will hold a regular council meeting on **Thursday, March 19, 2026**, starting at 7:00 PM in the **Council Chambers in Kaysville City Hall at 23 East Center Street, Kaysville, UT**. The meeting will be streamed on YouTube, and the link to the meeting will be posted on www.KaysvilleLive.com.

Public comments during the meeting are only taken for Action Items, "Call to the Public", or public hearings. **Those wishing to speak during these times must sign up in person before the meeting begins.** Comments may also be submitted to the City Council via email to publiccomment@kaysville.gov. Emailed comments will NOT be read aloud at the meeting.

CITY COUNCIL Q&A – 6:30 PM

The City Council will be available to answer questions or discuss any matters the public may have.

CITY COUNCIL MEETING – 7:00 PM

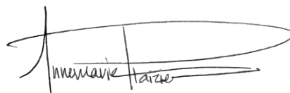
The agenda shall be as follows:

- 1) OPENING
 - a) Presented by Council Member Nate Jackson
- 2) CALL TO THE PUBLIC (3 MINUTE LIMIT; MUST SIGN UP IN PERSON BEFORE THE MEETING BEGINS)
- 3) PRESENTATIONS AND AWARDS
 - a) Presentation of the Managing Fire Officer Designation from the Utah Fire and Rescue Academy (UFRA) to Firefighter/Paramedic Christopher Daws
 - b) Kaysville Fire Department Annual Report - Chief Paul Erickson
- 4) DECLARATION OF ANY CONFLICTS OF INTEREST
- 5) CONSENT ITEMS
 - a) A Resolution Approving the Amended and Restated Power Pooling Agreement with Utah Associated Municipal Power Systems
- 6) ACTION ITEMS
 - a) Rezone Request for Property Located at 1 West 100 South from PB (Professional Business) to CC (Central Commercial) for Justin Metcalfe (Tabled Item)
 - b) Request to Rezone 14.7 acres at approximately 1820 South Sunset Drive (parcels #08-694-0005, 08-027-0009, and 08-027-0008) from R-A and A-1 to R-1-10 and R-1-6 for Symphony Homes
- 7) WORK ITEMS
 - a) Discussion of Placing a General Obligation Bond for a Fire Station on the Ballot (Ongoing Discussion)
- 8) COUNCIL MEMBERS REPORTS
- 9) CITY MANAGER REPORT
- 10) ADJOURNMENT

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.

I hereby certify that I posted a copy of the foregoing Notice and Agenda at Kaysville City Hall, Kaysville City website at www.kaysville.gov, and the Utah Public Notice website at www.utah.gov/pmn. Posted on March 13, 2026.

A handwritten signature in black ink, appearing to read "Annemarie Plaizier", written over a horizontal line.

Annemarie Plaizier
City Recorder

KAYSVILLE FIRE DEPARTMENT

A red and white Kaysville City Fire Department truck is parked on a paved area. The truck's aerial ladder is extended upwards and to the right. A large American flag stands to the right of the truck. The background shows green trees and a clear sky. The text 'KAYSVILLE CITY FIRE DEPT.' is visible on the side of the truck and on the ladder.

2025 Roll Up

Presented by Fire Chief Paul Erickson

2025 BY THE NUMBERS

A snapshot of Kaysville Fire Department activity in 2025

2,326

Total Emergency Calls

↑ 18.6% from 2024

61%

Medical Calls

1,419 incidents

39%

Fire & Other Calls

907 incidents

18.6%

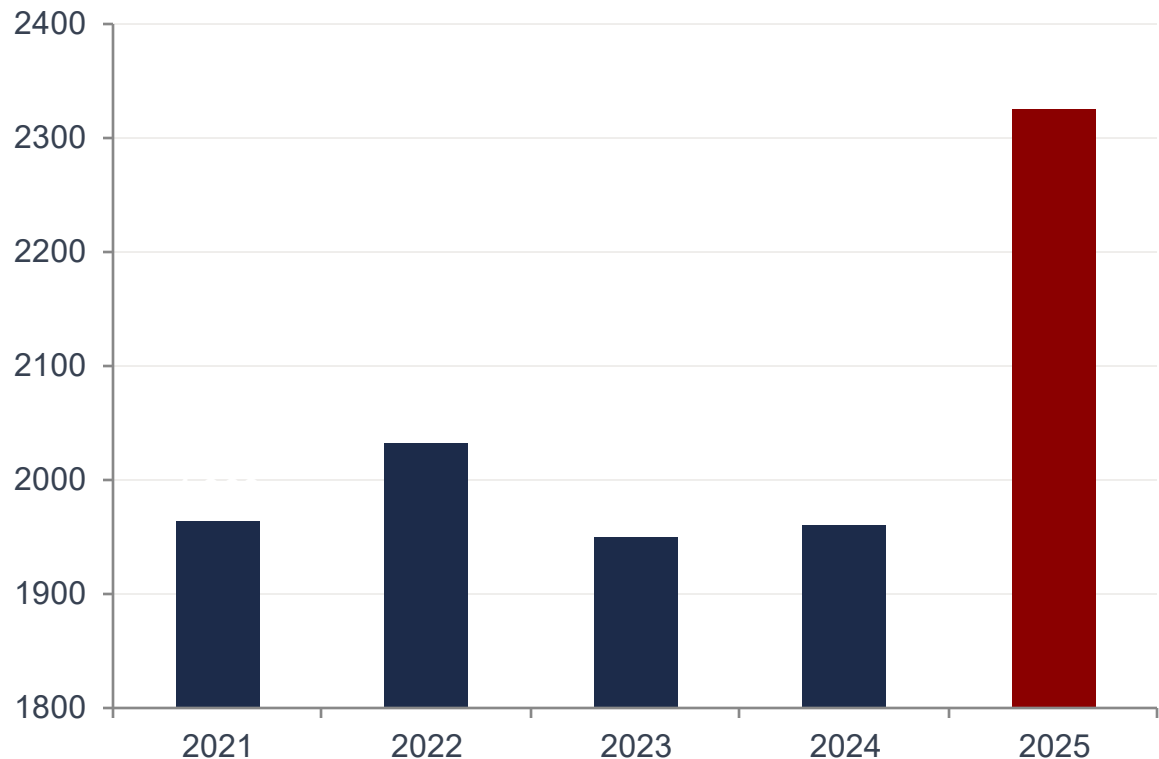
Year-Over-Year Increase

Highest single-year jump in 5 years

The 18.6% single-year call volume increase is the largest jump Kaysville Fire has seen in the past five years — driven by population growth and expanded service demands.

FIVE-YEAR CALL VOLUME TREND

Emergency response demand 2021–2025



+365

More calls than 2024

2021–2024

Relatively Flat

~1,950–2,032 calls/year

2025 marks a clear inflection point in service demand.

EMERGENCY RESPONSE

National standard: dispatch → gear → enroute → on scene within 6 minutes

1

Dispatched

Minute 1

2

Gear On

Minute 2

3+

Enroute

Minutes 3–5

6

On Scene

Minute 6 — Goal

66% Response Time Compliance

4 out of every 10 calls

fall outside the national 6-minute response standard.

This gap is driven by geography — one station serving the full city footprint.

MUTUAL AID

281

Mutual-Aid
Given
Farmington Fire

68

Mutual-Aid
Given
Fruit Heights

64

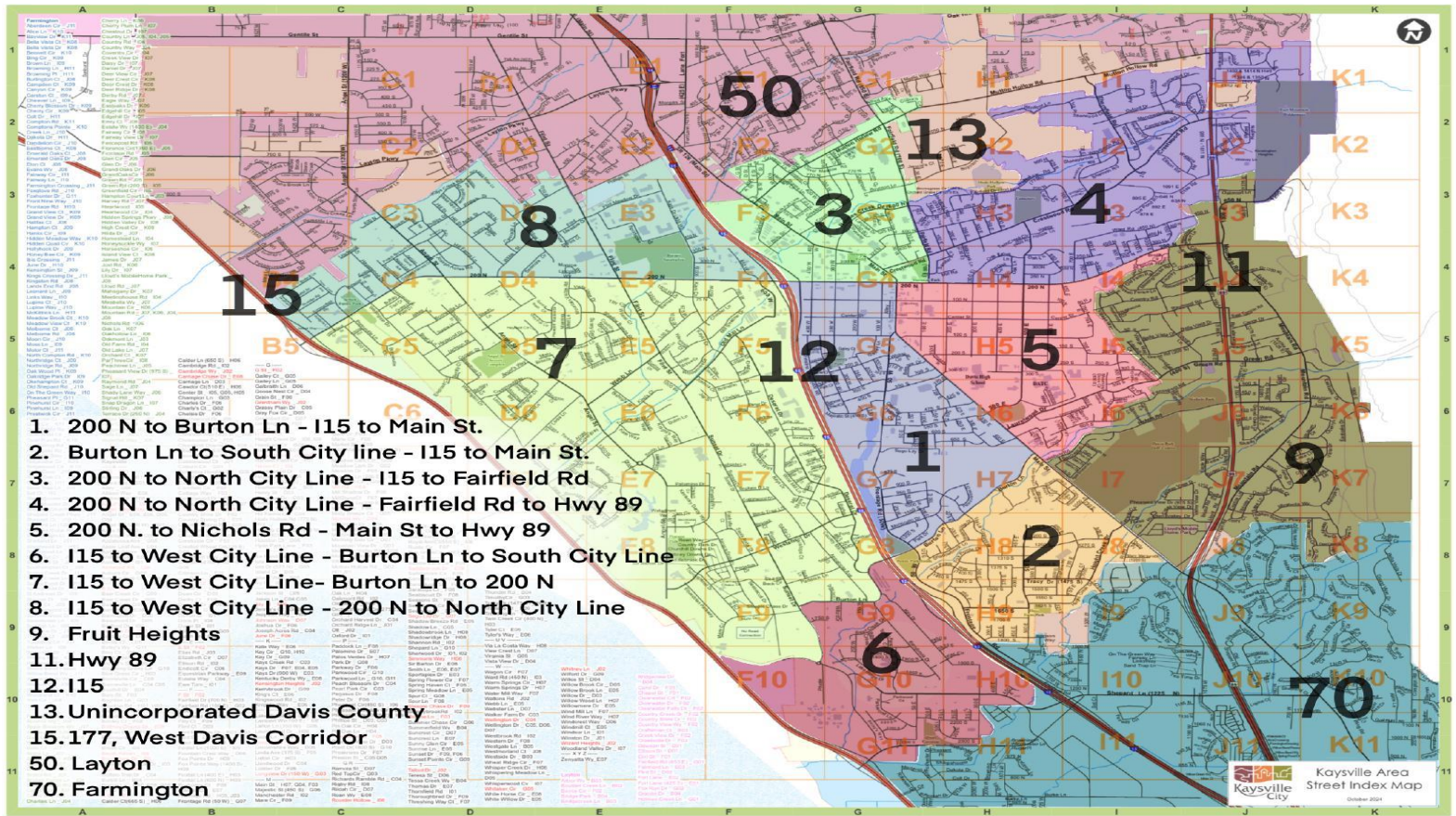
Mutual-Aid
Given
Layton

95

Mutual-Aid
Received
Layton

44

Mutual-Aid
Received
Farmington



KAYSVILLE CITY — FIRE DEMAND ZONES

Station 61 current coverage area

FIRE PREVENTION

Community safety through inspections and education

570

Inspections Completed

*Businesses and residential properties
checked for fire code compliance*

258

Safety Violations Corrected

*Hazards identified and resolved before
they became emergencies*

TRAINING & READINESS

Exceeding national training standards in 2025

98%

**Training
Complete**

in 2025

60+ Fire Operations Classes

- Ice Rescue
- Ropes Rescue
- Heavy Vehicle Extrication
- Electric Vehicle Fires
- Wildland Deployment & Support

113.5 Hours Medical Education

- RSI — Rapid Sequence Intubation
- Neonatal Resuscitation
- Mass Casualty Triage
- Mental Health & Special Needs
- Cardiac Arrest Protocols

COMMUNITY INVOLVEMENT

Building relationships beyond emergency response

24

Station Tours

14

School Presentations

12

CPR Classes
(Monthly)

1

Annual
Open House

CITY EVENTS IN 2025

- Fill the Fire Truck
- Easter Egg Hunt
- Trunk or Treat
- 5K Burn Camp Fun Run
- School Field Day Hose Downs
- Duck Rescue



WILDLAND DEPLOYMENTS

Mutual aid deployments that also generate reimbursement revenue for the city

Knowles Fire

Deployment **3 Days**

Expenses **\$4,580**

Reimbursed **\$10,087**

ROI **120%**

Monroe Fire

Deployment **14 Days**

Expenses **\$20,628**

Reimbursed **\$49,718**

ROI **138%**

STAFFING & LEADERSHIP

Command structure and full-time crew roster — 2025

COMMAND STAFF

INSPECTOR
Shawn Wilkins

FIRE CHIEF
Paul Erickson

ADMIN
Aryel Daniels

A Shift

Capt. Cameron McKinnon

Engineer Cameron Cessna

B Shift

Capt. Tyler Reece

Engineer Chris Stephens

C Shift

Capt. Aaron Shupe

Engineer Wes Daugherty

FULL-TIME CREW (13) – 8 PARAMEDICS | 5 ADVANCED EMTS

Kelton Vine · Dan Udy · Shani Nelson · Colton Bascom · Colton Alvey · Cameron Bledsoe · Dallin Peck · Garrett Matthews ·
Chris Daws · Brandon Coover · Trevor Johnson · Tainan X. · Josh Gardner

PART-TIME CREW (19) – 13 PARAMEDICS | 6 ADVANCED EMTS

APPARATUS & EQUIPMENT

Fleet inventory and estimated asset values

FIRE SUPPRESSION

| | |
|------------------|--------------------|
| Engine 62 | \$750,000 |
| Rescue Engine 61 | \$900,000 |
| Truck 61 | \$1,200,000 |
| Heavy Rescue 61 | \$1,400,000 |
| Brush Truck 61 | \$450,000 |
| Brush Truck 62 | \$400,000 |

MEDICAL RESPONSE UNITS

| | |
|--------------------------|------------------|
| Ambulance 61 + Equipment | \$582,000 |
| Ambulance 62 + Equipment | \$379,000 |
| Ambulance 63 + Equipment | \$372,000 |
| Medic 61 + Equipment | \$158,000 |

SPECIALIZED EQUIPMENT

- HazMat Trailer
- Command Vehicle
- Support / Inspector Vehicle

OPERATING BUDGET

FY2026 approved department budget

\$4.3M

FY2026 Budget

*One station serving
33,252 residents*

BUDGET COVERS

Wages & Benefits

Equipment & Maintenance

Building Maintenance

Education & Training

Protective Equipment (PPE)

Uniforms

Medical Supplies

Community Outreach

Thank You

Kaysville Fire Department — 2025 Annual Report

2025 Year in Review

- 2,326 emergency calls — an 18.6% increase, the largest single-year jump in five years
- 98% of required training completed, across 60+ fire ops and 113.5 hours of medical education
- 570 fire inspections completed with 258 violations corrected
- Wildland deployments generated \$59,805 in reimbursements — at 120–138% ROI
- A full-time crew serving 33,252 residents from one station, 24 hours a day

CITY COUNCIL STAFF REPORT



MEETING DATE: March 19, 2026

TYPE OF ITEM: Consent Items

PRESENTED BY: Brian Johnson, Power Director

SUBJECT/AGENDA TITLE: A Resolution Approving the Amended and Restated Power Pooling Agreement with Utah Associated Municipal Power Systems

EXECUTIVE SUMMARY:

Kaysville Power has participated in the pool project for over 40 years and relies heavily on its resources throughout the year, particularly during peak demand hours during summer months. It provides Kaysville with wholesale power options we can rely on when we have inadequate resources to meet our peak loads or need additional resources due to maintenance or generation issues amongst our other resources.

This is an updated Pooling Agreement to bring the previous 1980 agreement up to speed to align with the current wholesale power market and the operations of the mandated Extended Day Ahead Market (EDAM) with PacifiCorp going effective May 1, 2026. UAMPS staff have been meeting with all the Municipal members for several months, working with City Attorneys, Power Directors, and Generation Managers to assure the agreement is designed for the evolving world of power resources, day ahead markets and wholesale power.

The Pool Project provides an hourly resource clearinghouse where UAMPS acts as agent for the scheduling and dispatch of resources including the purchase of any resources required to meet each member's electric system load, the sale of any member's resources which are deemed surplus to meet its electric system load and the utilization of transmission rights to effect resource deliveries to, and sales by, each member.

Key Changes:

- Obligates Participants to purchase power and resource sufficiency requirements in excess of owned resources through UAMPS.
- Establishes formal market planning tools, including an annual purchase plan, load and resource forecasts, and resource sufficiency obligations
- Authorizes UAMPS to make market purchases on behalf of Participants under an approved plan

City Council Options:

Approve / Table

Staff Recommendation:

Approve

Fiscal Impact:

ATTACHMENTS:

1. Amended Pooling Agreement Talking Points
 2. Amended Pooling Agreement Authorizing Resolution
 3. Pooling Agreement Amendments
 4. Comparison of Terms
-

Amended & Restated Pooling Agreement

Governing Board Talking Points

February 2026

Purpose

- Update the 1980 Pooling Agreement to support mandatory participation in organized wholesale power markets.
- Align UAMPS operations with PacifiCorp's entry into the Extended Day-Ahead Market (EDAM) effective May 2026.
- Provide a clear, modern framework for governance, planning, cost allocation, and risk management.

Why This Is Needed Now

- PacifiCorp's participation in EDAM requires UAMPS and its members to comply with centralized market rules.
- The current Pooling Agreement was designed for a bilateral market and does not address today's market complexity.
- The amended agreement ensures continued, compliant participation while preserving UAMPS' agency role.

Key Changes

- Obligates Participants to purchase power and resource sufficiency requirements in excess of owned resources through UAMPS.
- Establishes formal market planning tools, including:
 - Annual Purchase Plan
 - Load and Resource Forecasts
 - Resource Sufficiency Obligations
- Authorizes UAMPS to make market purchases on behalf of Participants under an approved plan.

Governance & Oversight

- Creates a Project Management Committee (PMC), consistent with other UAMPS projects.
- One voting representative per Participant; PMC actions require board ratification.
- Establishes an advisory committee to support policy development and operational practices.
- Requires an annual internal audit of market operations and settlements.

Cost Allocation & Financial Protections

- Costs and revenues directly attributable to a Participant are allocated to that Participant.
- Shared costs are allocated based on Load Ratio Share or another PMC-approved method.
- Incorporates payment obligations, rate covenant, audit rights, and transparency provisions that support credit strength.

Term & Effectiveness

- Effective May 1, 2026.
- Replaces the existing Pooling Agreement in its entirety.
- Remains in effect unless terminated with five years' notice (shorter period requires PMC approval).

Participants Governing Board Approval

- Approve authorizing resolution approving the execution of the Amended and Restated Pooling Agreement
- Seek approval 30 days prior to the effective date of May 1, 2026

RESOLUTION NO. _____

A RESOLUTION AUTHORIZING AND APPROVING THE AMENDED AND RESTATED POWER POOLING AGREEMENT WITH THE UTAH ASSOCIATED MUNICIPAL POWER SYSTEMS FOR THE POOL PROJECT; AUTHORIZING EXECUTION AND DELIVERY THEREOF; AND RELATED MATTERS.

***** ***** *****

WHEREAS, Kaysville City (the “*Member*”) is a member of Utah Associated Municipal Power Systems (“*UAMPS*”) pursuant to the provisions of the Utah Associated Municipal Power Systems Amended and Restated Agreement for Joint and Cooperative Action, as amended (the “*Joint Action Agreement*”);

WHEREAS, one of the purposes of UAMPS under the Joint Action Agreement is assisting its members in providing reliable, competitive, supplies of electric power and energy and related services through joint and cooperative action;

WHEREAS, UAMPS has developed and administers a power pooling project, known as the “Pool Project,” pursuant to which UAMPS procures, schedules, dispatches, and sells electric power and electric energy, including participation in organized wholesale electric markets for the collective benefit of participating members;

WHEREAS, the Member is currently a party to a prior power pooling agreement with UAMPS governing its participation in the Pool Project;

WHEREAS, UAMPS has presented to the Member an Amended and Restated Power Pooling Agreement (the “*Amended Pooling Agreement*”), which amends and restates the Prior Pooling Agreement in its entirety and updates the terms and conditions governing participation in the Pool Project, including provisions relating to market participation, allocation of costs and revenues, governance through a project management committee, payment obligations, and related matters;

WHEREAS, the governing board of the Member (“*Governing Body*”) has reviewed, or caused to be reviewed on its behalf, the Amended Pooling Agreement and related materials provided by UAMPS, has had the opportunity to ask questions and receive additional information, and has determined that entering into the Amended Pooling Agreement is in the best interests of the Member and the efficient, reliable, and economical operation of its electric system; and

WHEREAS, the Member now desires to authorize and approve the Amended Pooling Agreement and its execution and delivery by the Member;

NOW, THEREFORE, BE IT RESOLVED by the Governing Body of Kaysville City, as follows:

Section 1. Approval of the Amended Pooling Agreement. The Amended and Restated Power Pooling Agreement, in substantially the form presented to the Governing Body and attached hereto as EXHIBIT A, is hereby authorized and approved. The Mayor is hereby authorized, empowered, and directed to execute and deliver the Amended Pooling Agreement on behalf of the Member, and the City Recorder is hereby authorized to attest and countersign such execution and affix the corporate seal of the Member, with such changes therein as shall be approved by the Mayor, such approval to be conclusively evidenced by execution thereof.

Section 2. Participant's Representative. (a) The appointment of Bruce Rigby as the Participant's Representative to UAMPS and of Brian Johnson as alternate Representative is hereby confirmed.

(b) Such Representative (or, in his or her absence, such alternate(s)) is hereby delegated full authority to (i) approve any appendix to the Amended Pooling Agreement between UAMPS and the Participant that may be necessary or desirable in connection with the Amended Pooling Agreement, and (ii) act on all matters that may come before the Project Management Committee established by the Amended Pooling Agreement, and shall be responsible for reporting regularly to the Governing Body regarding the activities of the Project Management Committee

Section 3. Further Authority. The Mayor, City Recorder and other appropriate officers and employees of the Member are hereby authorized and directed to execute and deliver such certificates and additional undertakings of the Member as shall be necessary in connection with financing related to the Amended Pooling Agreement. Legal counsel for the Member is hereby authorized to provide an approving opinion with respect to the authorization, execution and enforceability of the Amended Pooling Agreement.

Section 4. Miscellaneous; Effective Date. (a) This resolution shall be and remain irrevocable until the expiration or termination of the Amended Pooling Agreement in accordance with its terms.

(b) All previous acts and resolutions in conflict with this resolution or any part hereof are hereby repealed to the extent of such conflict.

(c) In case any provision in this resolution shall be invalid, illegal or unenforceable, the validity, legality and enforceability of the remaining provisions shall not in any way be affected or impaired thereby.

(d) This resolution shall take effect immediately upon its adoption and approval.

ADOPTED AND APPROVED this ___ day of _____, 2026.

KAYSVILLE CITY

By _____
Mayor

ATTEST:

City Recorder

[SEAL]

EXHIBIT A

[AMENDED POOLING AGREEMENT]

**AMENDED AND RESTATED POWER POOLING AGREEMENT
BETWEEN
UTAH ASSOCIATED MUNICIPAL POWER SYSTEMS
AND
KAYSVILLE CITY**

This Amended and Restated Power Pooling Agreement made and entered into as of May 1, 2026 (“*Agreement*”), is by and between Utah Associated Municipal Power Systems, a political subdivision of the State of Utah (“*UAMPS*”) and Kaysville City (the “*Participant*”).

RECITALS

WHEREAS, UAMPS is a political subdivision of the state of Utah organized under the Interlocal Cooperation Act (the “*Act*”) and the Joint Action Agreement to provide joint and cooperative action, including securing present and future power supply resources for its members;

WHEREAS, UAMPS has the power under the Act and Joint Action Agreement to (i) enter into contracts to obtain a supply of electric power and electric energy and ancillary services and transmission services, (ii) enter into contracts for the sale of wholesale energy services with its Members and others and (iii) adopt and implement risk management policies and enter into related agreements, including but not limited to forward purchase and sale contracts, hedging, tolling and swap agreements, and other instruments;

WHEREAS, balancing areas in the western electric markets, including the PacifiCorp East balancing area where most Members are located, are moving toward mandatory participation in organized markets;

WHEREAS, the Participant has entered into, or contemplates entering into power sales contracts with UAMPS and other instruments for the purchase or sale of electric power and electric energy; and

WHEREAS, subject to the terms and conditions of this Agreement, each Participant desires to appoint UAMPS as such Participant’s agent for (i) scheduling and dispatching electric power; (ii) purchasing power, energy, and related products to meet load and reserve requirements; (iii) selling Participant’s power and energy inside or outside organized markets; (iv) managing transmission rights and services; (v) handling payments/receipts and distributing market revenues; (vi) conducting transmission studies; and (vii) optimizing Participant’s resources and transmission.

NOW THEREFORE, the Participant and UAMPS hereby agree, as follows:

Section 1. Definitions and Rules of Construction.

(a) As used in this Agreement and in the Recitals set out above:

“*Act*” means the Interlocal Cooperation Act, Title 11, Chapter 13, Utah Code Annotated 1953, as amended.

“*Agreement*” means this Amended and Restated Power Pooling Agreement as dated above between UAMPS and the Participant and any duly authorized amendments.

“*Amended and Restated Power Pooling Agreement*” means, collectively, this Agreement and the other Amended and Restated Power Pooling Agreements between UAMPS and the other Participants.

“*Annual Purchase Plan*” means the plan approved by the Project Management Committee setting forth the projected timing and pricing for market purchases over the fiscal year it is in effect. A form of the Annual Purchase Plan is attached to this Agreement as Exhibit 1, which shall be completed for each fiscal year upon the approval of, and may be modified from time to time by, the Project Management Committee.

“*Authorized Officer of UAMPS*” means the Chairman of the Board of Directors, the Vice Chairman of the Board, the Chairman of the Project Management Committee, the Secretary, the Treasurer and the Chief Executive Officer of UAMPS and any other officer or employee authorized or having delegated authority to perform specific acts or duties under the Amended and Restated Power Pooling Agreement by resolution duly adopted by the Board.

“*Billing Period*” means such period of time as shall be established from time to time by UAMPS for the preparation, calculation and billing of the amounts payable by the Participant hereunder and includes (i) all charges, credits, settlements, and other amounts attributable in that period of time, and (ii) any resettlements, recalculations, adjustments, or true-ups issued by any applicable organized market and received by UAMPS during that same calendar month, regardless of the market period to which such resettlements or adjustments relate.

“*Board*” means the Board of Directors of UAMPS or such other governing body of UAMPS as may be established from time to time pursuant to the Joint Action Agreement and the Act.

“*Commercially Reasonable*” or “*Commercially Reasonable Efforts*” means, with respect to any action required to be made, attempted or taken by a party under this Agreement, such efforts as a reasonably prudent business would undertake, consistent with good industry practice and the past practices of such party, for the protection of its own interest under the conditions affecting such action, including the amount of notice of the need to take such action, the duration and type of the action, the competitive environment in which such action occurs, and the contractual and legal obligations of, and the risk to, such party in connection with such action; *provided, however*, an obligation to act in a “Commercially Reasonable” manner or to exercise “Commercially Reasonable Efforts” does not include taking actions that would, individually or in the aggregate,

cause the party subject to such obligation to incur costs, or suffer any other detriment, that is out of reasonable proportion to the benefits to the other party under this Agreement.

“Cost Causation” means the principle that market charges and revenues should be allocated to the Participants whose actions directly cause such costs to be incurred or revenues to be received, including but not limited to charges and revenues relating to Resource Sufficiency Obligations and congestion charges and revenue.

“Credit Agreement” means (i) lines of credit and other credit arrangements to provide working capital, liquidity and/or reserves in connection with the operation and administration of the Project and (ii) any portion of the borrowing capacity under a line of credit or other credit arrangement that is dedicated, set aside or used to provide working capital, liquidity and/or reserves for the Project.

“Effective Date” means such date as shall be approved by the Project Management Committee as set forth in Section 2 of this Agreement.

“Electric System” means the Participant’s electric utility system as established, maintained and operated pursuant to applicable State and local law. With respect to any Participant that does not own and operate an electric utility system that serves retail customers, the term “Electric System” shall be deemed to refer to the applicable utility system.

“Entitlement Share” means the percentage determined by dividing (i) the sum of the Participant’s purchases through the Project for the previous fiscal year (ii) the sum of the total Project purchases during the previous fiscal year. For the avoidance of doubt, each Participant’s Entitlement Share under this Agreement shall be its Percentage Entitlement Share for purposes of the Joint Action Agreement.

“Forecasted Deficiency” means the forecasted electricity need for each Participant for the following fiscal year taking into account Load and Resource Forecasts as determined in advance of Project Management Committee approval of the Annual Purchase Plan.

“Joint Action Agreement” means the Utah Associated Municipal Power Systems Amended and Restated Agreement for Joint and Cooperative Action dated as of March 20, 2009, as amended and supplemented from time to time.

“Limited Participant” means a Participant that does not use UAMPS to schedule its full load and whose obligations with respect to purchases and sales are governed by a Pooling Appendix.

“Load Ratio Share” means for the applicable Billing Period, the ratio of (i) the total quantity of electric power and electric energy purchased by a Participant through the Project during such Billing Period excluding resources that are not participating in an organized market to (ii) the total quantity of electric power and electric energy purchased by all Participants through the Project during such Billing Period, taking into account any resources excluded from participation in an applicable organized market.

“Load and Resource Forecast” means the forward-looking estimate prepared by UAMPS, in consultation with Participant, of such Participant’s projected electric load and available electric supply resources for a specified planning period, including owned resources, contracted resources, Outside Resources, and applicable regulatory or market obligations. A form of Load and Resource Forecast is attached to this Agreement as Exhibit 2, which shall be approved and may be modified from time to time by the Project Management Committee.

“Members” means, collectively, each entity which has executed the Joint Action Agreement or a supplement thereto.

“Outside Resource” means any Participant resource that is not a UAMPS project, a purchase through a UAMPS project or a market purchase through UAMPS.

“Participant” means the party defined as the Participant in the preamble of this Agreement and its permitted successors and assigns hereunder.

“Participants” means the parties, including the Participant, other than UAMPS, to the Amended and Restated Power Pooling Agreement.

“Participant’s Representative” means (i) the officer, employee or other agent of the Participant designated from time to time by the Participant as the Representative of the Participant for purposes of the Joint Action Agreement, to whom all notices and other communications to be given by UAMPS to the Participant hereunder shall be sent or (ii) in the event that the individual appointed as the Participant’s Representative is unavailable to act on behalf of the Participant, the individual duly appointed or designated by the Participant as its alternate Representative pursuant to the Joint Action Agreement.

“Prior Agreement” means, collectively, the Power Pooling Agreements of various dates between UAMPS and the Members.

“Project” means the UAMPS project created by this Agreement to procure, schedule, dispatch, and sell electric power and energy, including the bidding of such resources into organized markets for the collective benefit of the Participants.

“Project Management Committee” means the committee of the Participants established pursuant to Section 5 which shall make certain decisions and recommendations with respect to the management and acquisition of electric power, electric energy and transmission service as provided herein.

“Pooling Appendix” means an appendix to this agreement that sets forth specific terms relating to the purchase and sale of Participant resources.

“Required Approvals” means all governmental, regulatory and lender approvals, consents and authorizations required or necessary for (i) the execution, delivery and performance of this Agreement (or any amendment hereto) by the Participant and (ii) this Agreement (or any amendment hereto) to be the legal, valid and binding obligation of the Participant.

“*Resource Sufficiency Obligation*” means a requirement from an organized market that is imposed on UAMPS to demonstrate sufficient supply, flexibility, and reserves to meet its own forecasted demand and uncertainty in advance or during real-time operations.

“*UAMPS*” means Utah Associated Municipal Power Systems, a political subdivision organized and existing under the laws of the State of Utah, the Act and the Joint Action Agreement, and its successors. All references to UAMPS in this Agreement shall include Authorized Officers of UAMPS and their delegees acting pursuant to specific authorization by the Board.

“*Uncontrollable Force*” means any cause beyond the control of the party affected, including failure of facilities, flood, earthquake, storm, lightning, fire, explosion, epidemic, pestilence, war, riot, an act of domestic or international terrorism, civil disturbance, labor disturbances, sabotage, or an act of civil or military authorities, including court orders, injunctions, or orders of governmental agencies with proper jurisdiction, which by due diligence and foresight such party could not reasonably have been expected to avoid.

(b) References to Articles, Sections, Schedules and Exhibits are to the Articles and Sections of and Schedules and Exhibits to this Agreement, unless otherwise provided. Article and Section headings are included herein for convenience of reference only and shall not constitute a part of this Agreement for any other purpose or be given any substantive effect. Any of the defined terms may, unless the context otherwise requires, be used in the singular or the plural, depending on the reference. The use of the word “include” or its derivations shall not be construed as language of limitation.

Section 2. Effective Date; Term; and Termination.

(a) The Effective Date of the Amended and Restated Power Pooling Agreement shall be May 1, 2026. As of the Effective Date, the Amended and Restated Power Pooling Agreement shall replace the Prior Agreement in its entirety, except that the Prior Agreement shall remain in effect with respect to any Participants that have not obtained all Required Approvals until such Approvals have been received. Appendices to the Power Pooling Agreement shall become appendices to the Amended and Restated Power Pooling Agreement unless substituted and signed by the affected Participant. A Member of UAMPS becomes a Participant by executing this Agreement as a separate contract from other agreements between UAMPS and the Participant.

(b) The Agreement shall remain in effect from the Effective Date until terminated by written notice by either party served at least five years prior to the stated termination date, unless a shorter notice period is approved by the Project Management Committee, or the date on which the Participant has terminated its participation in all UAMPS projects and completed all associated obligations, whichever is later. However, such termination shall not (i) relieve such Participant or UAMPS of any obligation incurred under or pursuant to this Agreement before such termination or (ii) result in the loss or availability of any right or benefit of such Participant or UAMPS which exists under any agreement or arrangement made hereunder between the Participant and UAMPS before such termination which extends beyond the noticed date of termination.

(c) No Agreement between UAMPS and a Participant may be entered into or amended so as to provide terms and conditions that are substantially and materially different from those herein contained except upon approval of the Project Management Committee, and upon similar amendment being made to the Agreement of any other Participants requesting such amendment after receipt by such Participant of notice of such amendment.

Section 3. Pool Administration

(a) Participants hereby establish the Project Management Committee, which shall consist of one voting representative from each Participant (who shall be the Participant's Representative or in the absence of the Participant's Representative its Alternate Representative) and shall be chaired by a Participant Representative elected by the Project Management Committee. The Participant has delegated full and complete authority to its Participant's Representative to act on all matters and decisions that come before the Project Management Committee. Each Representative appointed by the Participant shall serve on the Project Management Committee until the Participant appoints a successor. An Authorized Officer of UAMPS shall attend all meetings of the Project Management Committee and shall cause minutes to be kept of all such meetings.

(b) The Joint Action Agreement and the bylaws of UAMPS shall govern the procedures for and the voting rights on the Project Management Committee, *provided that*:

(i) The Participant's Representative of any Participant that is in default hereunder (A) shall not be entitled to vote on any matter during the period of such default, and the consent or approval of such Participant or such Participant's Representative shall not be required during the existence of such default and (B) shall be disregarded for purposes of determining whether a quorum of the Project Management Committee is present at any meeting;

(ii) All decisions made by the Project Management Committee shall be made by resolution, order or other appropriate action of the Project Management Committee and, except in those instances when the Project Management Committee is acting pursuant to delegated authority from the Board, before such resolution, order or action of the Project Management Committee shall take effect, the same shall be ratified and approved by resolution, order or action of the Board, acting in accordance with the Joint Action Agreement and the bylaws of UAMPS.

(iii) The Participants acknowledge that the Joint Action Agreement provides, among other things, that decisions of the Board with respect to the Project shall be made only upon the recommendation of the Project Management Committee and that weighted votes may be called for on any recommendation or decision to be made by the Project Management Committee or the Board, respectively, all as more fully provided in the Joint Action Agreement.

(c) The Project Management Committee may from time to time direct UAMPS to commission, obtain and provide such power supply and transmission studies as it deems reasonably necessary or desirable with respect to the Project.

(d) With the approval of the Project Management Committee, UAMPS may enter into Credit Agreements for the Project. UAMPS may require reasonable credit support or adequate assurance of payment from Participants consistent with market or lender requirements.

Section 4. Electric Power and Electric Energy Sales, Purchases and Allocation of Charges and Revenues

(a) UAMPS shall prepare an individual Load and Resource Forecast with each Participant to determine its Forecasted Deficiency. UAMPS and each Participant shall work in good faith to mutually agree upon the Participant's Load and Resource Forecast. Each Participant shall provide UAMPS with such load data, resource information, and other inputs as UAMPS may reasonably request in order to prepare and update such forecasts, including periodic updates as conditions change.

(b) Based on the Forecasted Deficiencies determined pursuant to Section 4(a), UAMPS shall develop, and the Project Management Committee shall approve, an Annual Purchase Plan to meet the aggregate Forecasted Deficiency of the Participants. The individual Participant Forecasted Deficiencies will be aggregated to determine the total UAMPS purchasing need, which will be included in the Annual Purchase Plan.

(c) UAMPS is hereby authorized to make purchases without additional authorization from the Participant

(i) to meet Resource Sufficiency Obligation according to policies adopted by the Project Management Committee. Purchases to meet Resource Sufficiency Obligation shall be allocated to Participants during market settlements based on Participant's contribution to deficiency and

(ii) to meet Forecasted Deficiency, provided that (x) Participants may withdraw UAMPS' authorization to make purchases under this clause (ii) only upon such terms and conditions as shall be approved by the Project Management Committee and (y) UAMPS purchases will be based on the aggregate Forecasted Deficiency of all Participants who have not withdrawn their authorization. Purchases to meet Forecasted Deficiency shall be allocated to Participants at the time the purchase is made.

(d) Except for Limited Participants, each Participant shall be obligated to purchase through the Project all of its electric power and electric power requirements and associated Resource Sufficiency Obligations in excess of its purchased or owned resources. UAMPS may schedule or bid Participant contracted or consigned resources into an organized market and may purchase from the market to meet the load of Participants. Notwithstanding the foregoing, any Outside Resource shall not be scheduled, dispatched, or bid into any organized market by UAMPS unless and until such Resource is expressly declared available for such scheduling or bidding by the

Participant. In addition, UAMPS must relay and not deviate from the schedule provided by the Participant.

(e) Except for Limited Participants, each Participant must consign the output of all Outside Resources to UAMPS pursuant to a Pooling Appendix, a form of which is attached to this Agreement as Exhibit 3, which may be modified from time to time by the Project Management Committee. UAMPS shall act as scheduling agent for consigned Outside Resources. UAMPS shall not be obligated to pay for Outside Resources. Consignment of the output of Outside Resources shall not relieve the Participant of responsibility under any resource-related contracts. Absent approval by the Project Management Committee, a Participant may not consign more resources to UAMPS than is reasonably necessary to meet its forecasted load. With Project Management Committee Approval, UAMPS may impose a scheduling fee for consigned resources to participate in an organized market.

(f) A Limited Participant may recall Outside Resources previously consigned to UAMPS for its own needs upon reasonable notice to UAMPS, taking into account any market scheduling requirements, UAMPS' established schedule, commitments to other Participants, and the needs of the recalling Participant.

(g) UAMPS may offer excess Participant resources that are not Outside Resources for sale to other Participants or may bid such resources into an organized market without additional authorization from the Participant. UAMPS shall prioritize contracted resources for which it has made firm contractual commitments when making bilateral sales.

(h) UAMPS will allocate other charges and revenues incurred or received through participation in an organized market to Participants according to Cost Causation. Charges and revenues directly attributable to a specific Participant's actions, resources or deficiencies shall be allocated to that Participant. Charges and revenues not attributable to a specific Participant will be allocated among the Participants according to the Load Ratio Share, or such other reasonable method as determined by the Project Management Committee

(i) The Project Management Committee shall adopt policies and procedures to govern the allocation charges and revenues consistent with the foregoing principles.

(j) The Project Management Committee may, from time to time and in its discretion, establish one or more advisory committees to assist in the development, review, and recommendation of policies, procedures and related exhibits under this Agreement. Any such advisory committee shall consist of representatives designated by the chair of the Project Management Committee and approved by the Project Management Committee and shall include representatives representing different size and resource composition. The advisory committee shall work in coordination with UAMPS staff and may evaluate and make recommendations regarding, among other matters, forecasting methodologies, billing practices, scheduling procedures, data requirements, reporting formats, and proposed exhibits or amendments to exhibits addressing such matters. Advisory committees shall serve solely in an advisory capacity and shall have not authority to bind UAMPS or the Participants. Any policies, procedures, or exhibits developed by an advisory committee shall be recommended to the Project Management

Committee for consideration in accordance with this agreement. The Project Management Committee may define the scope and duration of any advisory committee and may dissolve such committee at any time.

(k) Nothing in this Agreement shall limit the Participant from contracting for, incurring debt to build or otherwise obtaining an ownership interest in resources for such Participant's own needs. Such additional resources, if any, shall not relieve the Participant of any prior obligations incurred by such Participant to UAMPS.

(l) Unless otherwise approved by UAMPS, the Participant shall use all of the power and energy it purchases under this Agreement to serve retail customers located in the established service area of its electric utility system and to meet its own requirements.

(m) UAMPS shall use Commercially Reasonable Efforts to provide each Participant with timely access to data necessary for operational decision-making to the extent such data is available. The Project Management Committee shall adopt policies specifying data formats, delivery methods, and reporting timelines.

Section 5. Participant Payment Obligations.

(a) Each Participant shall pay UAMPS for all electric power, electric energy, energy capacity, ancillary services, and other electricity-related products or services purchased, scheduled, or otherwise procured by UAMPS on behalf of such Participant to meet such Participant's Forecasted Deficiency or contribution to Resource Sufficiency Obligation deficiency as described in Section 4(c). Such payment obligation shall apply without regard to whether the Participant ultimately uses, resells, or requires such power or energy, and the Participant shall bear all market benefits and detriments associated with such purchases, including price differences, congestion losses, imbalance charge, and settlement adjustments.

(b) In addition to payments for power, energy, and transmission, each Participant shall pay its Entitlement Share of all administrative, general, overhead, and other costs and expenses of UAMPS related to the Project, including but not limited to professional services, software and systems, financing costs, credit support, market participation fees, and other expenses incurred by UAMPS that are not otherwise recovered through market settlements or specific Participant charges relating to market participation. To the extent that revenues received by UAMPS from market settlements, bilateral sales, or other sources are insufficient to fully recover the costs and expenses described in this Section 5, the unrecovered balance shall be billed to Participants in proportion to their respective Entitlement Shares, unless otherwise allocated pursuant to Cost Causation principles approved by the Project Management Committee.

(c) Participant acknowledges and agrees that it is necessary for UAMPS to recover all of the costs and expenses associated with the Project, including the repayment of amounts due under Credit Agreements, through billings to and payments by the Participants under this Agreement.

(d) Payments required to be paid by the Participant to UAMPS shall be due and payable to UAMPS at its principal office or by wire transfer to such account as UAMPS shall designate in

writing to the Participant, on the 10th day of the Month following the Month in which the billing statement was rendered (or if such day is not a business day, the next succeeding business day) or at such other time as may be established by UAMPS through its annual budgeting process. Upon approval of the Project Management Committee, UAMPS may modify the billing schedule, frequency, due date, or other payment terms. Any such modification shall be communicated in writing to Participants and shall thereafter be binding as if originally stated in this Agreement.

(e) If payment in full is not made by the Participant on or before the close of business on the due date, UAMPS shall impose a delayed payment charge on the unpaid amount due for each day overdue at a rate equal to the lesser of one percent per month, compounded monthly, or the maximum rate lawfully payable by the Participant; provided, however, that UAMPS, acting upon the direction of the Project Management Committee, may elect to waive such delayed payment charge (or portion thereof) but only to the extent that any such waiver will not adversely affect the ability of UAMPS to meet its payment obligations under any contract entered into pursuant to this Agreement.

(f) The obligation of the Participant to make the payments under this Agreement is a several obligation and not a joint obligation with those of any other Participant. The obligation of the Participant to make such payments shall constitute a cost of purchased electric power and electric energy. In all cases, the obligation of the Participant to make the payments required by this Section shall be payable as an operating expense and solely from the revenues and other legally available funds of its Electric System. In no event shall the Participant be obligated or required to levy or collect ad valorem property taxes or assessments to meet its payment obligations under this Agreement. Such payments shall be made whether or not any market structure, program, or arrangement is modified, suspended, or terminated, and notwithstanding any interruption, curtailment, or limitation of market access, transmission availability, or other services, for any reason whatsoever, in whole or in part. The obligations of the Participant to make such payments shall not be subject to any reduction, whether by offset, counterclaim, or otherwise, and shall not be conditioned upon the performance by UAMPS under this or any other agreement or instrument

(g) In the event of any dispute as to any portion of the billing statement for such Billing Period, the Participant shall nevertheless pay the full amount of the disputed charges when due and shall give written notice of the dispute to UAMPS not later than the 60th day after such billing statement was submitted. Such notice shall identify the disputed billing statement, state the amount in dispute and set forth a full statement of the grounds for such dispute. No adjustment shall be considered or made for disputed charges unless such notice is given by the Participant. UAMPS shall give consideration to and shall consult with the Project Management Committee with respect to such dispute and shall advise the Participant with regard to its position relative thereto within sixty (60) days following receipt of such written notice. Upon final determination (whether by agreement or determination by the Project Management Committee) of the correct amount, any difference between such correct amount and such full amount shall be accounted for in the billing statement next submitted to the Participant after such determination.

Section 6. Rate Covenant. Each Participant covenants and agrees to establish, maintain, and collect rates, fees, and charges for electric service furnished through its Electric System that are sufficient together with other legally available funds of its Electric System to (1) pay all amounts payable by the Participant to UAMPS under this Agreement, including costs associated with power, energy, capacity, transmission, ancillary services, market settlements, administrative fees, and all other charges allocated pursuant to this Agreement; (2) pay all operation and maintenance expenses of the Participant's Electric System; (3) provide for the payment of principal and interest on any bonds or other indebtedness payable from the revenues of the Participant's Electric System, as and when the same become due and payable; and (4) establish reasonable reserves and margins, consistent with prudent utility practice, to ensure continued financial stability of the Participant's Electric System and compliance with any financial covenants imposed by bond resolutions, ordinances, or other financing agreements. Each Participant shall enforce the collection of such rates, fees, and charges and shall not furnish free electric service to any person, firm, or corporation, except as permitted under applicable law.

Section 7. Audit Rights.

(a) UAMPS shall conduct, or cause to be conducted, an annual review of market operations and settlement activity associated with the Project, settlements received from organized markets and related charge and revenue allocations to Participants. Such review shall be performed for the purpose of verifying the accuracy and consistency of settlement processing and allocation methodologies and evaluating operational decision making in the market for the purposes of improving future market operations. UAMPS shall report the results of such review to the Project Management Committee, including a summary of findings, any identified material discrepancies, and any corrective actions taken or proposed. The Project Management Committee may provide direction regarding follow-up actions or process improvements based on such report. Nothing in this Section shall be construed to expand or limit any audit rights of a Participant under this Agreement, nor to require UAMPS to engage an independent auditor unless otherwise directed by the Project Management Committee.

(b) At its cost, the Participant may, upon the giving of not less than 60 days' prior written notice to UAMPS, but not more often than once during any two-year period, inspect and audit the books and records of UAMPS for the purpose of verifying the amounts payable by the Participant under this Agreement within the three-year period preceding the commencement of the audit. UAMPS agrees to make available to the Participant, to the extent Commercially Reasonable, all relevant records and all requested information relating to the subject matter of any such audit, subject in all cases to any confidentiality restrictions applicable to third-party information or contracts; provided that UAMPS shall make Commercially Reasonable Efforts to obtain a waiver of such restrictions for purposes of the audit and the Participant shall execute such non-disclosure agreements as may be reasonably requested by UAMPS. Any audit shall be conducted during normal business hours, and the Participant will use Commercially Reasonable Efforts to complete any audit within one month, subject to the availability of relevant records and information and the absence of material accounting irregularities

(c) If any audit discloses that an overpayment or underpayment has been made during the three-year period described above, the amount of the overpayment or underpayment will be

promptly paid by the appropriate party, together with interest calculated at an annual rate equal to the Secured Overnight Funding Rate (SOFR) reported on the website of the Federal Reserve Bank of New York, or reported by any successor to the Federal Reserve Bank of New York as administrator of SOFR, plus 100 basis points, compounded daily and on the basis of a 360-day year, from the date or dates of any such overpayment or underpayment through and including the date of the payment correcting the overpayment or underpayment. Any payment made by UAMPS pursuant to this Section shall constitute a cost of electric power and electric energy.

Section 8. Representations and Warranties.

(a) The Participant represents and warrants to UAMPS as follows:

- (i) the Participant is a political subdivision, duly created and validly existing under the laws of the State of Utah, and has all corporate power and authority necessary to enter into and perform its obligations under this Agreement;
- (ii) the Participant has all corporate power and authority necessary to enter into and perform its obligations under this Agreement;
- (iii) this Agreement has been duly authorized, executed and delivered by the Participant and constitutes its legal, valid and binding obligation enforceable in accordance with its terms;
- (iv) the execution, delivery and performance by the Participant of this Agreement does not and will not (A) conflict with any constitutional, statutory or regulatory provision, judgment, decree or order applicable to the Participant and (B) constitute a breach of or a default under any bond ordinance, resolution or indenture or any contract or agreement to which the Participant is a party or to which any of the property, assets or revenues of its Electric System is subject;
- (v) all Required Approvals have been obtained; and
- (vi) to the Participant's knowledge, there is no pending or threatened action or proceeding affecting the Participant which purports to affect the authorization, legality, validity or enforceability of this Agreement or the Joint Action Agreement.

(b) UAMPS represents and warrants to the Participant as follows:

- (i) UAMPS is a political subdivision of the State of Utah and an energy services interlocal entity, duly created and validly existing under the Act and the Joint Action Agreement;
- (ii) UAMPS has all corporate power and authority necessary to enter into and perform its obligations under this Agreement;

(iii) This Agreement has been duly approved by the Project Management Committee and the Board and has been duly authorized, executed and delivered by UAMPS and constitutes its legal, valid and binding obligation enforceable in accordance with its terms;

(iv) the execution, delivery and performance by UAMPS of this Agreement does not and will not (A) conflict with any constitutional, statutory or regulatory provision, judgment, decree or order applicable to UAMPS and (B) constitute a breach of or a default under any bond ordinance, resolution or indenture or any contract or agreement to which UAMPS is a party or to which any of its property, assets or revenues is subject; and

(v) to UAMPS' knowledge, there is no pending or threatened action or proceeding affecting UAMPS which purports to affect the authorization, legality, validity or enforceability of this Agreement or the Joint Action Agreement.

Section 9. Indemnification and Liability

(a) UAMPS and the Participant shall defend and hold each other harmless from any and all claims, liability, and expense, including attorneys' fees, litigation expenses, and any judgment arising out of any bodily injury, death, or damage to property (other than bodily injury, death, or damage to property proximately caused by the other party or its servants or employees), occurring on their respective properties, including such injury, death, or damage as may be suffered by UAMPS or the Participant or by third parties, except that UAMPS and the Participant shall each be responsible for all claims of its respective employees, agents, and servants under workmen's compensation laws or any similar statutes. In no event shall either UAMPS or the Participant be liable to each other for any indirect, special, incidental, or consequential damages with respect to any claim arising out of this Agreement whether based on contract, tort, strict liability, or otherwise.

(b) The Participant acknowledges that (i) effective performance by UAMPS of its obligations under this Contract will require exercise of business judgment by UAMPS officers, directors, managers, personnel, and consultants on the basis of information available to them, and (ii) while UAMPS' aim will be to enhance value and reduce risk to the Participants, it is not reasonable to expect that value will be ideally maximized or that risk will be fully eliminated. In no event shall a claim of breach or event of default by UAMPS be based on the dissatisfaction of one or more of the Participants with transactions managed or entered into by UAMPS pursuant to this Contract, or with the nature or level of savings, costs, or risks associated therewith, absent a showing of gross negligence or willful misconduct by UAMPS. The sole remedy available to the Participant or another Participant that is dissatisfied with UAMPS' ability to achieve UAMPS' goals is to terminate this Contract in accordance with the Agreement; provided that upon a showing of gross negligence or willful misconduct by UAMPS the Participant may terminate this Agreement upon written notice to UAMPS, notwithstanding the five-year notice period otherwise applicable under Section 2, which notice will not become effective until the date on which the Participant has terminated its participation in all UAMPS projects and completed all associated obligations, and

shall not relieve the Participant or UAMPS of any obligation incurred prior to the effective date of termination.

(c) No member of the Board or the Project Management Committee, no officer or employee of UAMPS, no member of the governing body of the Participant nor any officer or employee of the Participant shall be individually or personally liable for any amount payable under this Power Supply Contract or be subject to any personal liability or accountability by reason of the execution and performance of this Power Supply Contract; *provided, however*, that this Section shall not be construed to relieve any officer or employee of UAMPS or the Participant from the performance of any official duty imposed by law or this Agreement.

Section 10. Uncontrollable Force. Neither UAMPS nor the Participant shall be considered to be in default in respect to any obligation hereunder (other than the obligation of the Participant to pay obligations under Section 5) if prevented from fulfilling such obligations by reason of an Uncontrollable Force. The party claiming an Uncontrollable Force shall give notice and reasonable details of any potential or actual Uncontrollable Force to the other party as soon as is reasonably practicable, shall provide regularly updated information as to the anticipated occurrence or duration of the Uncontrollable Force, and shall provide prompt notice when it is able to resume performance of those obligations that were affected as a result of the Uncontrollable Force. Either party rendered unable to fulfill any obligation by reason of an Uncontrollable Force shall exercise due diligence to remove such inability with all reasonable dispatch.

Section 11. Default; Dispute Resolution

(a) In the event of a failure of the Participant to observe, keep and perform any of the covenants, agreements or obligations on its part contained in the Agreement, UAMPS may, in addition to its other rights hereunder, bring any suit, action, or proceeding in law or in equity, including mandamus, injunction and action for specific performance, as may be necessary or appropriate to enforce any covenant, agreement or obligation of this Agreement against the Participant.

(b) In the event of any default by UAMPS under any covenant, agreement or obligation of this Agreement, the Participant's sole remedy for such default shall be limited to mandamus, injunction, action for specific performance or any other available equitable remedy as may be necessary or appropriate and in no event shall the Participant withhold or offset any payment owed to UAMPS hereunder.

(c) Prior to and as a condition to the filing of any action with respect to this Agreement under paragraph (a) above, the Participant shall first submit the dispute or matter in question to the Project Management Committee for mediation by giving notice in writing to UAMPS and the Chair of the Project Management Committee describing the dispute or matter and the issue or issues to be resolved. The Participant agrees to participate fully and in good faith in all mediation proceedings of the Project Management Committee. In the event that the Project Management Committee is unable to resolve or mediate such dispute or matter within 120 days

after UAMPS has received written notice of the dispute, the Participant shall have the right to initiate such proceedings as it may deem necessary.

(d) No member of the governing body, nor any officer or employee of UAMPS or the Participant shall be individually or personally liable for any payment under this Agreement or be subject to any personal liability or accountability by reason of the execution of this Agreement; *provided, however*, that this Section shall not relieve any officer or employee of UAMPS or the Participant from the performance of any official duty imposed by law or this Agreement.

Section 12. Notices.

(a) All notices, demands or other communications made pursuant to this Contract (each, a "Notice") may be sent by electronic mail, other mutually acceptable electronic means, a nationally recognized overnight courier service, first class mail or hand delivery. Notice shall be deemed given when received by the addressee, unless received on a day that is not a business day or received after 5:00 p.m. (receiving party's local time) on a business day, in which case Notice shall be deemed to have been received on the next following business day. In the absence of proof of the actual receipt date, the following presumptions will apply: (i) Notice sent by electronic mail shall be deemed to have been received upon the sending party's receipt of electronic confirmation of successful transmission; (ii) Notice sent by overnight mail or courier shall be deemed to have been received on the next business day after it was sent or such earlier time as is confirmed by the receiving party; and (iii) Notice sent by first class mail shall be deemed to have been received five business days after mailing.

(b) All Notices shall be sent by UAMPS to the business address or e-mail address of the Participant's Representative. All Notices shall be sent by the Participant to the business address or designated e-mail address of UAMPS. Either party may change its Notice address(es) by Notice to the other party.

Section 13. Miscellaneous.

(a) **Assignment.** This Agreement shall inure to the benefit of and shall be binding upon the respective successors and assigns of the parties to this Agreement; provided, however, that neither this Agreement nor any interest herein shall be transferred or assigned by either party without the prior written consent of the other party.

(b) **Severability.** If any section, paragraph, clause or provision of this Agreement shall be finally adjudicated by a court of competent jurisdiction to be invalid, the remainder of this Agreement shall remain in full force and effect as though such section, paragraph, clause or provision or any part thereof so adjudicated to be invalid had not been included herein.

(c) **No Merger.** This Agreement constitutes the entire and complete agreement of UAMPS and the Participant in respect of the Project and shall not be nor shall it be deemed to be modified, amended or superseded by any other agreement or contract between UAMPS and the Participant in respect of any other project or subject.

(d) No Waiver. No failure or delay by UAMPS or the Participant in exercising any right, remedy, or power under this Agreement shall operate as a waiver of such right, remedy, or power. No single or partial exercise of any right, remedy, or power shall preclude any other or further exercise thereof or the exercise of any other right, remedy, or power. Any waiver of a provision of this Agreement shall be effective only if made in writing and signed by the party against whom the waiver is asserted, and no such waiver shall be deemed a continuing waiver unless expressly stated.

(e) Relationship between the Parties. This Contract is not intended to create, nor shall it be deemed to create, any relationship between UAMPS and the Participant other than that of independent parties contracting with one another for the purpose of effectuating the provisions of this Contract.

(f) Survival. The termination of this Contract shall not discharge either party thereto from any obligation it owes to the other party under this Contract by reason of any transaction, loss, cost, damage, expense, or liability which shall occur or arise (or the circumstances, events, or basis of which shall occur or arise) prior to such termination. It is the intent of the parties hereby that any such obligation owed (whether the same shall be known or unknown at the termination of this Contract or whether the circumstances, events, or basis of the same shall be known or unknown at the termination of this Contract) shall survive the termination of this Contract. Cancellation, expiration, or termination of this Contract shall not relieve the parties of obligations that expressly survive or by their nature should survive such cancellation, expiration, or termination.

(g) No Third-Party Beneficiary. This Contract is intended solely for the benefit of the parties hereto. Except as necessary to enter into a Credit Agreement, subject to approval by the Project Management Committee, nothing in this Contract shall be construed to create any duty to, or standard of care with reference to, or any liability to, any person not a party to this Contract.

(h) Governing Law. This Agreement is made under and shall be governed by the law of the State of Utah; provided however, that if the Participant is organized or created pursuant to the laws of another state, then the authority of the Participant to execute and perform its obligations under this Agreement shall be determined under the laws of such state. All judicial proceedings brought against either party arising out of or relating hereto shall be brought exclusively in the courts of the State of Utah or of the United States of America for the District of Utah. By executing and delivering the Agreement, each party irrevocably accepts generally and unconditionally the nonexclusive jurisdiction and venue of such courts, waives any defense of *forum non conveniens*; agrees that service of all process in any such proceeding in any such court may be made by registered or certified mail, return receipt requested, to the party; and agrees that service as provided above is sufficient to confer personal jurisdiction over the party in any such proceeding in any such court, and otherwise constitutes effective and binding service in every respect.

(i) Entire Agreement. This Contract supersedes all previous representations, understandings, negotiations, and agreements, either written or oral, between the parties or their representatives

with respect to the subject matter hereof and constitutes the entire agreement of the parties with respect to the subject matter hereof.

(j) Counterparts. This Contract may be executed in counterparts, each of which shall be deemed to be an original, but all of which together shall constitute one and the same instrument.

[Signature Page Follows]

Dated this _____ day of _____, 2026.

KAYSVILLE CITY

UTAH ASSOCIATED MUNICIPAL
POWER SYSTEMS

Mayor

Chairman

ATTEST

ATTEST

City Recorder

Secretary

**EXHIBIT 1
FORM OF ANNUAL PURCHASE PLAN**

Plan Information

| | |
|-------------------|--|
| Fiscal Year | |
| PMC Approval Date | |
| Effective Period | |

Planning Overview

| | |
|---------------------------------------|--|
| Aggregate Forecasted Deficiency (MWh) | |
| Peak Forecasted Deficiency (MW) | |
| Planning Assumptions / Notes | |

Forecasted Deficiency Purchase Targets

| | |
|---------------------------|-----------------|
| Procurement Horizon | Target Coverage |
| 12 months → 1 month ahead | Up to 80% |
| 1 month → 2 days ahead | Up to 100% |
| Day Ahead / Real-Time | As needed |

Planned Purchase Volumes

| Month | Forecasted Deficiency | Purchased to Date | Remaining Uncovered |
|-------|-----------------------|-------------------|---------------------|
| Apr | | | |
| May | | | |
| Jun | | | |
| Jul | | | |
| Aug | | | |
| Sep | | | |
| Oct | | | |
| Nov | | | |
| Dec | | | |
| Jan | | | |
| Feb | | | |
| Mar | | | |

Resource Sufficiency Evaluation (RSE)

| | |
|--------------------|-------------------------|
| Standard Approach | 100% procured Day Ahead |
| Exceptions / Notes | |

Flexible Resource Strategies (if applicable)

| | |
|-----------------------|--|
| Tolling Agreement | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| Dispatchable Resource | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| Firm Market Purchase | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| Other | |

Fine-tuned Load-following Purchases

Specific plans for shaping to be added here.

Attribution Statement

Forecasted Deficiency purchases are attributed to Participants at the time of purchase based on forecasted need. RSE purchases are made at the UAMPS level and allocated after-the-fact to Participants with RSE need.

Approval

| | |
|-----------|--|
| PMC Chair | |
| Date | |

**EXHIBIT 2
FORM OF MEMBER LOAD & RESOURCE FORECAST**

Forecast Information

| | |
|------------------|---|
| Participant | |
| Fiscal Year | |
| Forecast Version | <input type="checkbox"/> Draft <input type="checkbox"/> Final |
| Date Prepared | |

Summary Forecast

| | |
|-----------------------------------|--|
| Gross Load (MWh) | |
| Gross Load (MW – Peak) | |
| Total Resources Capacity (MW) | |
| Total Resources (MWh) | |
| Forecasted Deficiency / (Surplus) | |

Monthly Energy Summary

| Month | Gross Load (MWh) | Resources (MWh) | Deficiency (Surplus) |
|-------|------------------|-----------------|----------------------|
| Apr | | | |
| May | | | |
| Jun | | | |
| Jul | | | |
| Aug | | | |
| Sep | | | |
| Oct | | | |
| Nov | | | |
| Dec | | | |
| Jan | | | |
| Feb | | | |
| Mar | | | |

Monthly Peak Summary

| Month | Gross Peak Load (MW) | Resources (MW) | Deficiency / (Surplus) |
|-------|----------------------|----------------|------------------------|
| Apr | | | |
| May | | | |
| Jun | | | |
| Jul | | | |
| Aug | | | |
| Sep | | | |
| Oct | | | |
| Nov | | | |
| Dec | | | |

| | | | |
|-----|--|--|--|
| Jan | | | |
| Feb | | | |
| Mar | | | |

Resource Detail

| Resource Name | Type | Capacity (MW) | Energy (MWh) | Notes |
|---------------|------|---------------|--------------|-------|
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

Forecast Assumptions & Notes

Member Review & Confirmation

| | |
|-----------------------|--|
| Approval Status | <input type="checkbox"/> Approved <input type="checkbox"/> Approved with corrections |
| Member Representative | |
| Date | |

EXHIBIT 3
CONSIGNED RESOURCE [Non-UAMPS RESOURCE]

WHEREAS, [*Participant*] (the “Member”) is a participant of the UAMPS Pool Project;

WHEREAS, in order for the Member to schedule its [*Non-UAMPS Resource*] as part of their resource portfolio, it is necessary for the Member to enter into this Pooling Appendix to provide for responsibilities and authorities of each party and document the procedures to be used, and;

WHEREAS, Member desires that UAMPS act as its scheduling agent for scheduling services (“Scheduling Agent”) for its [*Non-UAMPS Resource*].

NOW, THEREFORE, the Member and UAMPS agree to the following.

SECTION 1. TERM

The term of this Pooling Appendix will begin May 1, 2026 and extends through the earlier of 1) the termination of the Amended and Restated Power Pooling Agreement; or 2) termination at the option of either Party upon the later of 30 days or the end of the scheduling month with written notice to the other Party or as provided for in Section 2 of the Amended and Restated Pooling Agreement and alternative procedures acceptable to UAMPS are in place.

SECTION 2. PURPOSE

This Pooling Appendix specifies the procedures for scheduling [*Non-UAMPS Resource*] as part of its resource portfolio due to the implementation of Extended Day-Ahead Market protocols (“EDAM Protocols”) administered by PacifiCorp in conjunction with the California Independent System Operator (“CAISO”). Member agrees that their scheduling of [*Non-UAMPS Resource*] is subject to the terms and conditions of this Pooling Appendix which may be amended from time to time by the agreement of the parties.

SECTION 3. MEMBER OBLIGATIONS, AUTHORITIES AND LIABILITIES

The Member shall provide preschedules to UAMPS according to the timeline specified in Attachment A hereto. Attachment A may be amended by UAMPS upon written notice to the Member. All scheduling of the [*Non-UAMPS Resource*] by the Member will be submitted through the UAMPS web scheduling interface. Except in instances where the web interface is not available, submittal of schedules by phone, email or other means of communication will not be acceptable.

For the purposes of UAMPS power billing, [*Non-UAMPS Resource*] will be deemed to [*information will be entered here on whether or not the Non-UAMPS Resource is in the CAISO*]

Full Network Model and whether or not the Non-UAMPS Resource incurs transmission costs] and the UAMPS pool will continue to be used to balance the Member's load pursuant to EDAM Protocols or policies established by the Pool Project's Project Management Committee. Differences, if any, between scheduled output that the Member has entered into UAMPS' billing database and the output measured by [*Non-UAMPS Resource*] meter(s) will be invoiced as imbalance energy.

SECTION 4. UAMPS OBLIGATIONS, AUTHORITIES AND LIABILITIES

UAMPS shall use the [*Non-UAMPS Resource*] schedules submitted from the Member according to the timeline specified in Attachment A in integrating and scheduling the Member's resources scheduled and billed by UAMPS to serve the Member's loads.

UAMPS will bid and schedule the Member's [*Non-UAMPS Resource*] in accordance with the Member's specific instructions.

SECTION 5. SCHEDULING AGENT SERVICE CHARGE

The Member will be charged a scheduling fee, transmission fee, and any other fee as adopted by the UAMPS Board of Directors from time to time.

Member also agrees to pay any other costs, if any, and any applicable administrative overheads as approved by the UAMPS Board of Directors that UAMPS may incur in the performance of this Pooling Appendix.

DATED this _____ day of _____, 2026.

[PARTICIPANT]

UAMPS

Attachment A

Duration for 1 Month and Longer (Term) Schedules:

The Member must notify UAMPS by the 19th of the prior month.

Day-Ahead Schedules:

The Member must notify UAMPS by 6:00 AM, 7 business days prior to the trade date. To the extent allowed under WECC and Balancing Authority criteria, UAMPS will accept changes to the 7 day schedule made by 6:00 a.m. [2] business days prior to the trade date.

Notification parties for Term, Balance of the Month, and Day Ahead transactions:

Pre-Scheduler prescheduling@uamps.com 801-568-0497

Kelton Andersen kelton@uamps.com 801-214-6406

Notification parties for unplanned outages or emergency situations:

Shift Scheduler sched@uamps.com 801-568-0496
801-568-0596

To report scheduling problems:

Jordan Garcia jordan@uamps.com 385-377-2567

COMPARISON OF TERMS IN THE CURRENT VS THE REVISED POOLING AGREEMENT

| Terms | Original Pooling Agreement and current practices | Amended Pooling Agreement |
|---|--|---|
| Termination | Termination requires 5-years written notice | Termination requires 5-years written notice or earlier upon approval of the PMC |
| Financing | Silent (authority unclear) | Allows UAMPS to enter Credit Agreements with PMC approval |
| Load Forecasts | Silent (UAMPS performs annually but not required by contract) | Annual Purchase Plan based on Load and Resource Forecasts informs purchasing |
| Purchase and Sale Authorization | Unplanned Purchases without authorization; advanced purchases (more than day ahead) require authorization | Resource sufficiency purchases without authorization; advanced purchases based on Annual Purchase Plan without further authorization unless Participant has opted out |
| Consignment (UAMPS dispatches Participant resources per pooling appendix) | Agreement allows consignment; practice requires Participants to consign all resources pursuant to pooling appendix except for Limited Participants | Participants required to consign all resources pursuant to a pooling appendix except for Limited Participants |
| Cost Causation | Members pay other members in the pool for resources used to serve their loads; other costs not addressed in the agreement | Market settlements, charges, and revenues, are allocated by Load Ratio Share; some costs allocated by historical average; resource costs allocated by generator ownership |
| Governance | Silent | Consistent with UAMPS JAA, Bylaws and power sales contracts |
| Billing and Billing Disputes | Silent; subject to UAMPS procedures | Consistent with other power sales contracts |
| Other Legal Provisions | Silent | Consistent with other power sales contracts |

CITY COUNCIL STAFF REPORT



MEETING DATE: March 19, 2026

TYPE OF ITEM: Action Item

PRESENTED BY: Melinda Greenwood, Community Development Director

SUBJECT/AGENDA TITLE: Rezone Request for Property Located at 1 West 100 South from PB (Professional Business) to CC (Central Commercial) for Justin Metcalfe (Tabled Item)

EXECUTIVE SUMMARY:

During the March 5, 2026, City Council meeting, the Council requested staff and the applicant draft a development agreement for the proposed rezone. Staff met with the applicant on site to discuss his sign needs, and those details have been finalized and are included in the attached agreement for Council review.

The applicant, Mr. Metcalfe, proposes the installation of a 20-foot-tall sign with a maximum display area of 127.5 square feet. The sign would be located on the northern portion of the property, positioned between two mature trees. The proposal includes internal illumination and would meet setback requirements established in the [City's sign ordinance](#).

During the prior meeting, questions arose regarding the existing sign for Defay Orthodontics, located at 95 South Main Street (directly across the street from the subject property). Staff believes the height of that sign to be 20 feet. The Defay Orthodontics sign also has illumination for nighttime visibility.

City Council Options:

1. Approve the rezone and proposed development agreement for the property located at 1 West 100 South from PB (Professional Business) to CC (Central Commercial) for Justin Metcalfe.
2. Deny the rezone request.

Staff Recommendation:

Based on the recommendation of approval from the Planning Commission, staff recommends the Council approve the rezone for the property located at 1 West 100 South from PB (Professional Business) to CC (Central Commercial) for Justin Metcalfe.

Fiscal Impact:

N/A

ATTACHMENTS:

1. CC 1 W 100 S PBRZN 03052025
 2. PC 1 W 100 South RZN PB-CC 020626
 3. PC Meeting Minutes 02-12-2026
 4. DRAFT Development Agreement 1 W 100 S PB Metcalfe 03102026
 5. 1 West 100 South RZN PB-CC Ordinance
-

CITY COUNCIL STAFF REPORT



MEETING DATE: March 5, 2026

TYPE OF ITEM: Action Item

PRESENTED BY: Melinda Greenwood, Community Development Director

SUBJECT/AGENDA TITLE: Rezone Request for Property Located at 1 West 100 South from PB (Professional Business) to CC (Central Commercial) for Justin Metcalfe

EXECUTIVE SUMMARY:

Mr. Justin Metcalfe requested a rezone of his property following discussions with staff regarding sign regulations in the Professional Business (PB) zone. Current PB regulations are limited to monument signs and do not permit the size or type of signage Mr. Metcalfe would like to install. The requested Central Commercial zoning would provide additional signage options for the property.

The Planning Commission reviewed the application on February 12, 2026. During the required public hearing, one resident expressed concerns regarding the potential impact of a large sign on the neighborhood's aesthetics.

While Mr. Metcalfe indicated an intent to install a sign approximately 10 feet tall, approving the rezone would technically allow for a height of up to 30 feet, an area of 127 square feet, and an electronic message center (EMC). Consequently, the Planning Commission suggested that if the City Council has concerns about that, the Council should consider a development agreement to specifically limit the sign's size and type.

The Planning Commission recommended approval of the rezone request with a 4-0 vote.

City Council Options:

1. Approve the rezone for the property located at 1 West 100 South from PB (Professional Business) to CC (Central Commercial) for Justin Metcalfe.
2. Deny the rezone request.
3. Request a development agreement to set specific parameters for sign height, size and type.

Staff Recommendation:

Based on the recommendation of approval from the Planning Commission, staff recommends the Council approve the rezone for the property located at 1 West 100 South from PB (Professional Business) to CC (Central Commercial) for Justin Metcalfe.

Fiscal Impact:

N/A

ATTACHMENTS:

1. PC Staff Report 1 W 100 South RZN PB-CC 020626
 2. PC Meeting Minutes 02-12-2026
 3. 1 West 100 South RZN PB-CC Ordinance
-

PLANNING COMMISSION STAFF REPORT

To: Kaysville City Planning Commission
From: Anne McNamara, Senior Planner
Date: February 4, 2026

Agenda Item #3: Rezone request and public hearing for Parcel #111080112 at 1 West 100 South from PB Professional Business to CC Central Commercial.

| | |
|-----------------------------------|---|
| Meeting Date | February 12, 2026 |
| Application Type | Rezone |
| Applicant Owner | Justin Metcalfe JSM Office Building LLC |
| Address Parcel ID Number | 1 West 100 South 111080112 |
| Lot Size | 0.22 acres 9,583 ft ² |
| Current Use | Insurance Office |
| Current Zoning | PB Professional Business |
| Density Entitlement | N/A |
| Requested Zoning | CC Central Commercial |
| Density Entitlement | N/A |

1. BACKGROUND

Justin Metcalfe submitted an application to rezone property located at approximately 1 West 100 South from [Professional Business \(PB\)](#) to [Central Commercial \(CC\)](#). The rezone is requested to allow the property owner to install a freestanding on premise ground sign on the property.

The Professional Business zone, although one of the City’s commercial zoning designations, has stricter allowances for what uses are permitted and what sign types are allowable compared to the Central Commercial zone.



2. ZONING

To summarize the key differences between the existing and requested zones, staff has provided a matrix outlining signage allowances as well as permitted/conditional uses. Because this rezone request

is driven by the applicant’s intent to construct a specific sign type, staff has prioritized the comparison of height, size, and type regulations between the PB and CC zones.

| REGULATIONS | PROFESSIONAL BUSINESS Current Zone | CENTRAL COMMERCIAL Requested Zone |
|----------------------------|--|---|
| Signs Types Allowed | Electronic Message Center (EMC), Monument, Flat or Wall | Electronic Message Center (EMC), On-Premise, Ground, Menu Board, Banner, Monument, Flat or Wall, Service, Public Necessity, Property, Political, Open House, Name Plate, Low Profile, Interior, Development, Construction |
| Sign Height | Monument: 5 feet Flat or Wall: Cannot exceed height of building where it is installed | On-Premise Ground: 30 feet Menu Board: 6 feet Banner: Cannot exceed height of sign or wall where it is installed Monument: 5 feet Flat or Wall: Cannot exceed height of building where it is installed Service: 3 feet Property: 12 feet Political: 6 feet Low Profile: 4 feet Development: 12 feet Construction: 12 feet Canopy: Cannot exceed height limit of the zone where it is located Marquee: Cannot exceed height limit of the zone where it is located A Frame/ Pedestal: 6 feet Projecting: Cannot exceed height of building where it is installed |
| Sign Size | Electronic Message Center (EMC): 1.5 sq. ft. per foot of frontage, up to 300 sq. ft. maximum within 300 feet of I-15; 1.5 sq. ft. foot of frontage, up to 200 sq. ft. maximum within 3,000 feet of I-15, or within 1,320 feet of another Principal Arterial Street; 1.5 sq. ft. per foot of frontage, up to 120 sq. ft. maximum at other locations. Monument: 32 sq. ft. plus 1 sq. ft. per every 5 ft. of frontage over 30 ft. to a maximum of 64 sq. ft. Flat or Wall: 25% of a wall area maximum | Electronic Message Center (EMC): Allowable EMC size shall not exceed 50% of total allowed sign size and not more than 75% of any sign cabinet. On-Premise, Ground: 1.5 sq. ft. per foot of frontage, up to 300 sq. ft. maximum within 300 feet of I-15; 1.5 sq. ft. foot of frontage, up to 200 sq. ft. maximum within 3,000 feet of I-15, or within 1,320 feet of another Principal Arterial Street; 1.5 sq. ft. per foot of frontage, up to 120 sq. ft. maximum at other |

| | | |
|-------------------------|---|---|
| | | <p>locations.</p> <p>Menu Board: 35 sq. ft. maximum</p> <p>Banner: Limited to the difference between the size of the on-premise, ground sign, flat or wall sign and the size allowed.</p> <p>Monument: 32 sq. ft. plus 1 sq. ft. per every 5 ft. of frontage over 30 ft. to a maximum of 64 sq. ft.</p> <p>Flat or Wall: 25% of a wall area maximum</p> <p>Service : 6 sq. ft. maximum</p> <p>Property: 32 sq. ft. maximum</p> <p>Political: 32 sq. ft. maximum</p> <p>Open House: 3 ft. maximum; 2 ft. in view obstruction area</p> <p>Name Plate: 3 sq. ft. maximum per use</p> <p>Low Profile: 32 sq. ft. plus 1 sq. ft. for every 10 feet of frontage over 30 ft. to a maximum of 64 sq. ft.</p> <p>Development: 32 sq. ft. plus 1 sq. ft. for each 10 ft. of frontage over 30 ft. to a maximum of 96 sq. ft. per development</p> <p>Construction: 32 sq. ft. plus 1 sq. ft. for each 10 ft. of frontage over 30 ft. to a maximum of 96 sq. ft. per development</p> |
| Permitted Uses | <p>1. Business and professional offices.</p> <p>2. Accessory uses and structures considered incidental and customary to a permitted use subject to the provisions of KCC 17-31-2.</p> | <p>1. Offices.</p> <p>2. Retail sales and services, not including storage services, sale of beer for consumption on the premises, sale of liquor for consumption on the premises and conditional uses in KCC 17-20-4.</p> <p>3. Government offices and services.</p> |
| Conditional Uses | None | <p>1.Theaters.</p> <p>2.Motels or hotels.</p> <p>3.Light industry/research uses subject to the provisions of KCC 17-23.</p> <p>4.Social halls, lodges, fraternal organizations.</p> |

| | | |
|--|--|--|
| | | <p>5. Amusement arcades.</p> <p>6. Public utility substations.</p> <p>7. Sale of beer for consumption on the premises of a full-service restaurant, limited-service restaurant, beer-only restaurant, banquet or reception center.</p> <p>8. Sale of liquor for consumption on the premises of a full-service restaurant, limited-service restaurant, banquet or reception center.</p> |
|--|--|--|

3. SIGN ALLOWANCE

The requested zone change is intended to facilitate an increase in the allowed sign height for the existing business onsite. The Professional Business zone only allows a small portion of the sign types permitted in the Central Commercial zone, and this restriction of signage allowance extends to the height maximums. The Professional Business zone does not allow on premise ground signs other than monument type signs, which have a height maximum of 5 feet, not including the supporting structure of the sign. Therefore, the property owner is aiming to install a larger sign that would allow for better visibility onto Main Street by way of the requested zone change. If a rezone was granted for the property, the owner could install an on premise ground sign, with a height allowance of up to 30 feet.

4. SURROUNDING LAND USE

- **North** – To the north of the property is a stretch of Central Commercial lots fronting Main Street.
- **South** – To the south of the property is several R-M multifamily residential parcels, as well as several other Professional Business parcels and some single family residential lots zoned R-1-8.
- **East** – To the east of the property is several Central Commercial zoned properties, and a large area of R-D single family zoned lots.
- **West** – To the west of the property is a mixture of residential zones, primarily R-1-8 single family and the R-T single family zoning.



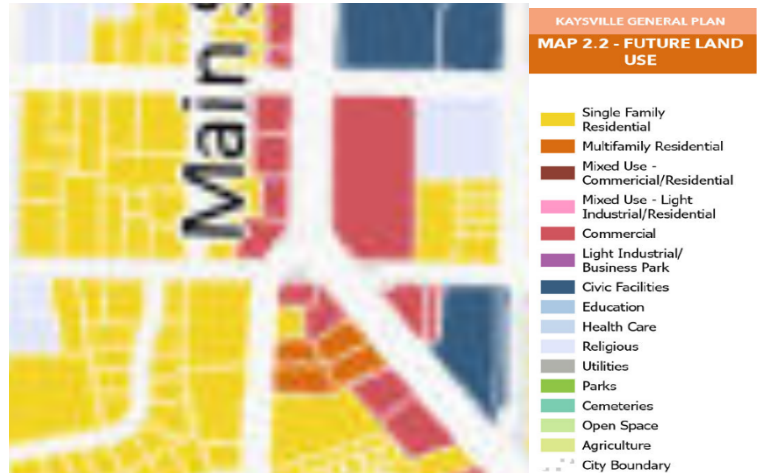
5. GENERAL PLAN

A. GUIDING PRINCIPLES

In examining the guiding principles 2022 General Plan, staff has found are no guiding principles that speak directly to the preferred signs for different commercial zones, so the General Plan is considered neutral on this matter.

B. 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 commercial uses. The proposed rezone would preserve the existing commercial character of the property and allow it to remain in compliance with the Future Land Use Map. Therefore, this rezone application is supported by this element of the 2022 General Plan.



C. GOALS, OBJECTIVES AND IMPLEMENTATION MEASURES

In examining the goals, objectives and implementation measures provided in the 2022 General Plan, staff has found there is no guidance that speaks directly to the preferred sign types in commercial areas. Therefore, the General Plan is considered neutral on this matter.

6. PUBLIC COMMENT

A total of 45 public notices were mailed to property owners within 500’ radius of the subject property. As of the date of this report, no comments have been received. A sign was placed on the property on February 6, 2026.

7. RECOMMENDATION

Staff is recommending that the Planning Commission forward a favorable recommendation to the City Council for approval of the proposed rezone for the parcel at 1 West 100 South from [Professional Business \(PB\)](#) to [Central Commercial \(CC\)](#).

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

Kaysville City Planning Commission Meeting Minutes- EXCERPT
February 12, 2026

The Planning Commission meeting was held on Thursday, February 12, 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 Wilf Sommerkorn, Erin Young, and David Moore

Staff in Attendance: Melinda Greenwood, Katie Ellis, and Anne McNamara

3- PUBLIC HEARING FOR A REZONE LOCATED AT 1 WEST 100 SOUTH FROM PB PROFESSIONAL BUSINESS TO CC CENTRAL COMMERCIAL

Anne McNamara presented an application submitted by Justin Metcalfe requesting a zone change for property located at the corner of 1 West 100 South. The request was to rezone the parcel from Professional Business (PB) to Central Commercial (CC). Ms. McNamara explained that the City's Future Land Use Map designates the property as Commercial; therefore, the proposed rezone would be consistent with the General Plan and would not constitute a deviation from adopted land use policy.

Ms. McNamara stated that the primary purpose of the requested zone change was to allow for different and taller sign types than are permitted in the Professional Business zone. She noted that the existing grade differential on the site limited sign visibility under current Professional Business sign regulations, and the Central Commercial zone would permit increased sign height to address those constraints.

Regarding public noticing, Ms. McNamara reported that 45 notices were mailed to surrounding property owners. The city received one phone inquiry asking about the nature of the proposed sign; however, no concerns or objections were expressed.

Staff recommended approval of the requested rezone from Professional Business to Central Commercial. Ms. McNamara then invited the applicant to come forward to respond to any questions from the Commission.

Applicant Justin Metcalfe addressed the Commission and stated that his insurance office has operated at the location for just over 20 years. He explained that the Professional Business zone allows only a monument sign up to five feet in height, which he indicated would not be visible due to the site being situated below street grade at the corner location. He stated that installing a compliant monument sign would not provide meaningful visibility and would represent a significant cost without benefit. Mr. Metcalfe noted that the business recently transitioned from a captive to an independent insurance agency, increasing the need for visible branding and identification. He indicated that the proposed rezone would allow a sign comparable in scale to other nearby commercial signage, referencing a sign across the street in

the Central Commercial zone of approximately ten feet in height. He clarified that he was not seeking a large or tall commercial sign but rather a modestly taller sign located within the landscaped area north of the building that would be visible from Main Street.

In response to Commission questions, Mr. Metcalfe confirmed the property has vehicular access from 50 West/100 South but reiterated that visibility from Main Street is limited due to grade changes and site orientation. He described the intended sign location as within the front yard area between existing trees, providing visibility to traffic traveling along Main Street.

Commissioners and staff acknowledged that surrounding properties, including those across the street, are zoned Central Commercial. Staff confirmed that most adjacent properties share the requested zoning designation.

Chair Packer asked if there were additional questions from the Commission. Hearing none, he directed the applicant to be seated and announced that the Commission would open the required public hearing for the rezone request.

Chair Packer opened the meeting to the Public Hearing.

Dale Hanks asked about the proposed size and dimensions of the sign associated with the request.

Mr. Metcalfe responded that the sign was anticipated to be approximately 10 feet in height and located between existing trees on the property; however, he noted that a final design had not yet been completed and that sign companies were still being consulted.

At that point, staff member Melinda Greenwood clarified the Public Hearing procedures, stating that dialogue and back-and-forth discussion are generally not conducted during public comment. She advised that speakers should provide their comments or questions within the allotted time, and that responses would be provided after the Public Hearing was closed.

Mr. Hanks concluded by stating his concern regarding the potential size of the sign and its impact on the aesthetics of the neighborhood.

Chair Packer closed the Public Hearing.

Mr. Metcalfe provided additional clarification regarding the anticipated sign size. He stated that the conceptual sign under consideration would be approximately 10 feet in height and about 5 feet in width, positioned between existing trees on the property. He indicated the intent was to maintain a scale smaller than nearby commercial signs and to avoid adverse aesthetic impacts on adjacent residential areas. He noted that the concept was preliminary and that sign design had not been finalized.

Commissioner Sommerkorn inquired about the maximum sign dimensions permitted under the

requested Central Commercial zoning.

Ms. McNamara explained that the maximum height allowed in the Central Commercial zone is 30 feet. She further noted that sign area is regulated by frontage, at 1.5 square feet per linear foot of frontage up to a specified cap (generally up to 300 square feet; lower maximums may apply depending on street frontage conditions).

Ms. Greenwood added that, if a sign permit meeting zoning standards were submitted, the city would be obligated to approve it administratively. She stated that limitations on sign size or height could only be imposed through a Development Agreement.

At the request of Chair Mike Packer, staff displayed the zoning map.

Ms. McNamara identified the subject parcel as currently zoned Professional Business, surrounded on most sides by Central Commercial zoning, with Multiple-Family Residential (RM) zoning to the south. She confirmed that the property immediately north is city-owned.

Ms. Greenwood explained that the city obtained that parcel during a prior intersection reconstruction project and has intentionally maintained minimal landscaping due to the presence of underground utilities requiring access.

Chair Packer stated that although the 30-foot maximum height could initially raise concern, the surrounding properties to the north and east already have the same Central Commercial zoning and corresponding sign allowances. He expressed that the requested rezone would be consistent with the surrounding commercial context and would not appear out of place along the corridor.

Commissioner Moore concurred, noting that nearby properties such as Defay Orthodontics and other commercial uses in the area have larger signage and that the request was compatible with neighborhood character.

Chair Packer added that other businesses in the corridor, including Zions Bank and similar uses, also have the same zoning entitlements for signage.

Commissioner Young expressed concern regarding the proximity of the subject property to nearby residential uses. She noted that the site is located near the transition into a residential neighborhood and stated that she was hesitant about the long-term implications of the requested Central Commercial zoning, particularly the potential for a future 30-foot sign. While she indicated support for the applicant's conceptual sign proposal and acknowledged the business visibility challenges described, she stated concern that approval of the rezone would enable larger signage allowances over time. She also commented generally that lower poe signage can sometimes appear more visually prominent at street level than taller signage, depending on context.

Ms. Greenwood reminded the Commission that the Central Commercial zone would also permit electronic message board (EMC) signage. She referenced a prior EMC sign approved for Charlie's Car Wash on 400 West, which generated complaints from nearby townhome residents due to brightness and proximity to upper-story windows. She noted that, in some cases, taller signage may reduce direct visual intrusion at residential window height but emphasized that future property ownership or use changes could result in signage different from the applicant's current concept.

Ms. Greenwood further explained that the Professional Business zoning designation was likely originally applied along portions of Main Street to allow conversion of residential properties to limited commercial use while maintaining more restrictive sign and development standards to buffer remaining residential uses. She noted that relatively few properties in the city are zoned Professional Business, most of which are located along Main Street corridors.

At the request of the Commission, Ms. Greenwood displayed additional map imagery and site views illustrating the subject property's relationship to surrounding development, including nearby commercial signage such as the Kaysville Clinic sign to the north.

Chair Mike Packer acknowledged Commissioner Young's concerns regarding the residential transition but noted that surrounding properties along the corridor already have Central Commercial zoning and associated sign allowances. He stated that if concerns existed regarding the appropriateness of those allowances near residential areas, they may relate more broadly to zoning code standards rather than to the individual rezone request under consideration.

Commissioner Sommerkorn stated he was generally supportive of the requested rezone from Professional Business to Central Commercial. He noted that while the applicant indicated no intention to pursue the full maximum sign allowances, future property ownership or use changes could result in larger signage. He said that he was comfortable recommending approval of the rezone without additional conditions but would also support a Development Agreement limiting sign size if other Commissioners preferred that approach.

Commissioner Moore asked whether the applicant was simply requesting the same zoning entitlements already granted to nearby commercial properties.

Chair Packer acknowledged that the request would align the property with certain adjacent commercial zoning; however, Commissioner Young questioned whether continuation of that zoning pattern near residential areas was desirable, expressing concern about incremental expansion of larger signage allowances along the corridor.

Ms. Greenwood clarified that while Central Commercial zoning exists north of the subject property, the immediate surroundings include Professional Business and residential zones (RM and R-1-8). She explained that residential zones do not permit commercial signage and that the requested rezone would represent a substantial increase in allowable signage intensity compared to the property's current zoning context. She stated that the policy question before

the Commission and ultimately the City Council was whether those additional allowances were appropriate at this location.

Commissioner Young indicated a preference for limitations such as prohibiting electronic message board signage or imposing a height restriction but acknowledged that such restrictions would require a Development Agreement and could create additional administrative complexity for the city.

Chair Packer stated he was comfortable recommending approval of the rezone and, like Commissioner Sommerkorn, would also support inclusion of a Development Agreement if the Commission deemed it necessary. He then indicated the Commission was nearing readiness to proceed toward action on the item.

Commissioner Sommerkorn made a motion to recommend to the City Council to approve this address from Professional Business to Central Commercial. Commissioner Sommerkorn also wanted staff to convey to the City Council the concept of a development agreement if they wanted to limit sign size, height or type. Commissioner Moore seconded the motion, and the vote was in favor of the motion (3-1).

Commissioner Packer: Yay
Commissioner Young: Nay
Commissioner Sommerkorn: Yay
Commissioner Moore: Yay

**DEVELOPMENT AGREEMENT FOR
PARCEL ID 11-108-0112 AT 1 WEST 100 SOUTH
AND CONSISTING OF .22 ACRES TO CC CENTRAL COMMERCIAL**

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 JSM Office Building LLC (hereinafter the “Developer”).

RECITALS

WHEREAS, Developer is desirous of rezoning and redeveloping the property as Central Commercial to allow placement of a certain type, size and height of sign (the “Project”) on certain real property located at 1 West 100 South, in the City of Kaysville, County of Davis, State of Utah and more particularly described as parcel number 11-108-0112 which is .22 acres in size; and

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

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

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

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

AGREEMENT

1. GENERAL DESCRIPTION

- A. Area Description.
- i. The property upon which the Project shall be developed (the “Property”) is located as shown on the Property Location Map, a copy of which is attached as Exhibit A hereto and incorporated by reference herein.
 - ii. The property is located at 1 West 100 South, 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 11-108-0112 is .22 acres in size.
- B. Project Description. The Project proposed is a sign as allowed in the Central Commercial District and as shown in Exhibit C (the “Site Plan & Renderings”) and further delineated

in Section 2 Development Standards and shall be constructed in substantial conformance to this agreement, and the attached concept site plan and renderings.

- C. Substantial Conformance. Developer shall complete project as approved and authorized by this agreement and agrees to substantially conform to exhibits, requirements and details in this agreement. Substantial Conformance shall mean and includes minimal fluctuations in overall project layout, which is subject to final design.

2. DEVELOPMENT STANDARDS

- A. Adoption of Development Standards. The City hereby adopts, as the development standards, regulations and guidelines for the property (the “Development Standards”), the following standards in addition to all other applicable City Ordinances, standards and guidelines:
 - i. Sign Type. The only types of signs allowed are:
 - a. On-premise ground sign.
 - b. A Flat or Wall sign.
 - ii. Sign Height. Sign height is limited to 20’ as measured from the vertical distance from grade plane to the top of the sign.
 - iii. Sign Size. Sign size is limited to 127.5 square feet.
 - iv. Illumination. Illuminated signs are allowed subject to the provisions in KCC 17-33-7.6.
 - v. Setbacks. Sign setbacks are as defined in KCC 17-33-7 General Sign Provisions.
 - vi. Prohibited Signs. Electronic Message Center signs are expressly prohibited.
- B. Compliance with Approved Site Plans. Developer shall develop the project in general conformance with the concept site plan outlined in section 1.B and attached to this Agreement as Exhibit C.
- C. Findings of Compatibility. In adopting the Development Standards identified in Section 2, the City hereby expressly finds that the development of the Project, in conformance with the Development Standards and this Agreement, promotes the creation of a desirable 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 City Council.

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

3. MAINTENANCE AND CARE OF THE PROJECT AND PROPERTY

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

4. APPLICABILITY AND AMENDMENTS

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

5. ON-SITE PROJECT IMPROVEMENTS

Developer shall construct and install all site improvements, including utilities, required for the Project, as determined through the building permit application. Developer shall construct all improvements at Developer's sole cost and expense, in compliance with approvals, and all applicable ordinances, regulations, and standards as approved by the City, other providers and the State of Utah.

6. REPRESENTATIONS OF DEVELOPER

- A. Authority. Developer hereby represents that Developer has authority to proceed with the Project.
- B. Ability. Developer represents that it has the ability to timely proceed with the development and construction of the Project. Developer agrees to complete the project by December 31, 2028.

7. ASSIGNMENT

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

8. BINDING EFFECT

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

9. ATTORNEY'S FEES

In the event that this Agreement or any provision hereof shall be enforced by an attorney

retained by a party hereto, whether by suit or otherwise, the fees and costs of such attorney shall be paid by the party who breaches or defaults hereunder, including fees and costs incurred upon appeal or in bankruptcy court.

10. SEVERABILITY

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

11. CAPTIONS

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

12. GOVERNING LAW

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

13. ENTIRE AGREEMENT

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

14. AUTHORIZATION OF EXECUTION

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

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

[Signatures on next page.]

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 Justin Metcalfe.

NOTARY PUBLIC

(SEAL)

STATE OF UTAH)
 : ss.
COUNTY OF DAVIS)

DRAFT

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

Exhibit A – Property Location Map
1 West 100 South, Kaysville UT 84037

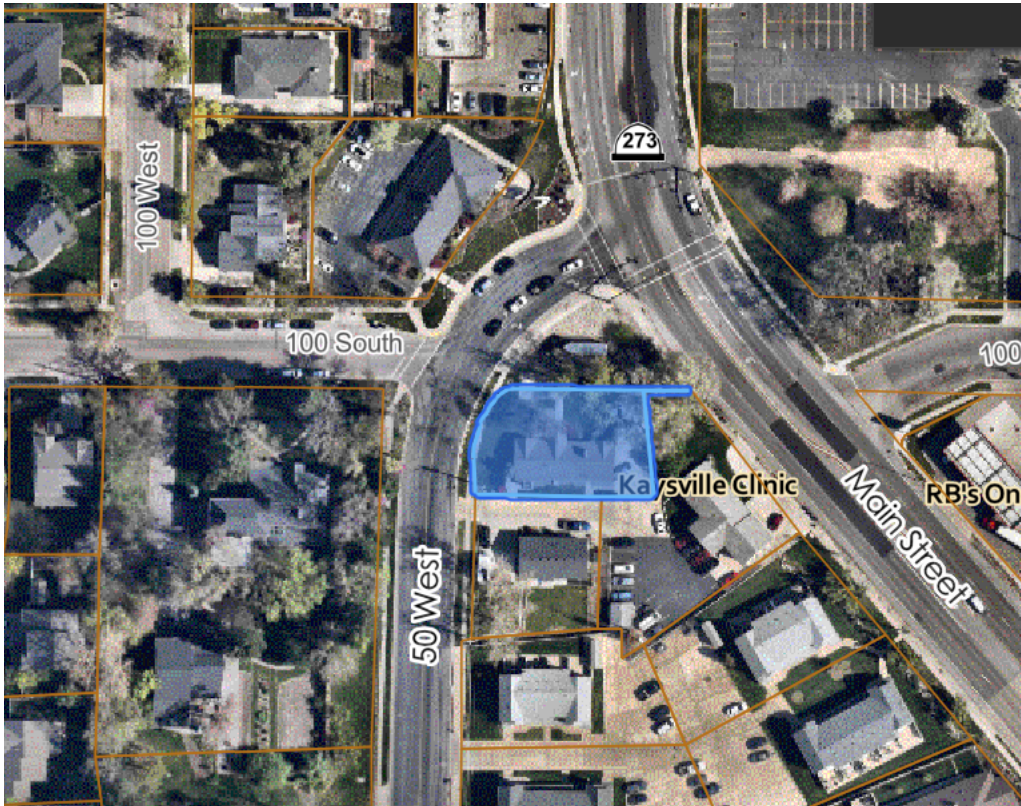


Exhibit B – Legal Description of the Project property
Tax Parcel ID 11-108-0112

BEG AT THE NE COR OF BLK 16, PLAT G, KAYSVILLE TS SURVEY & RUN TH S 19°15'57" W 82.44 FT TO A STEEL REBAR & AN ALUMINUM CAP; TH N 89°30'12" W 132.77 FT, M/L, TO THE E LINE OF 50 WEST STREET TO A STEEL REBAR & AN ALUMINUM CAP; TH N 1°35' E ALG THE E'LY LINE OF SD STR 28.52 FT TO THE P C OF A 70 FT RAD CURVE TO THE RIGHT; TH NE'LY ALG ARC OF SD CURVE WHOSE LONG CHORD BEARS N 27°31'36" E 55.62 FT TO THE S LINE OF ANOTHER STR, 100 SOUTH; TH S 89°30'12" E 133.48 FT, M/L, ALG SD STR TO THE POB. LESS & EXCEPTING BEG AT THE NE COR OF BLK 16, PLAT G, KAYSVILLE TS & SURVEY & RUN TH S 19°15'57" W 82.44 FT TO A STEEL REBAR & AN ALUMINUM CAP; TH N 5°19'19" W 78.46 FT TO THE S LINE OF A STR & STEEL REBAR WITH PLASTIC CAP; TH S 89°30'12" E 34.48 FT ALG THE S LINE OF SD STR TO THE POB. CONT. 0.22 ACRES

DRAFT

Exhibit C –Site Plan & Renderings





ORDINANCE NO. 26-XX-XX

AN ORDINANCE REZONING A CERTAIN 0.22 ACRE PROPERTY IN KAYSVILLE CITY KNOWN BY PARCEL ID 11-108-0112 AND LOCATED AT 1 WEST 100 SOUTH TO THE CC CENTRAL COMMERCIAL DISTRICT; APPROVING A DEVELOPMENT AGREEMENT; HEREINAFTER FULLY DESCRIBED AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, on February 12, 2026, the Kaysville City Planning Commission, after notice and public hearing as required by law, reviewed a proposal to rezone 0.22 acres located at 1 West 100 South and known as Parcel ID 11-108-0112 from PB Professional Business District to CC Central Commercial District; and

WHEREAS, the Planning Commission voted 3-1 to recommend approval of the rezone to the City Council; and

WHEREAS, the Kaysville City Council has concluded that it is in the best interest of the City to rezone such property subject to the attached development agreement be approved.

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

SECTION I: Rezone. The real property consisting of 0.22 acres and located 1 West 100 South and known as Parcel ID 11-108-0112 shall be rezoned to CC Central Commercial, and the Zoning Map shall be appropriately amended; and

SECTION II: Development Agreement. The attached development agreement hereby states appropriate standards and allowed uses for the development. The Development Agreement and project approved in conjunction with this rezone ordinance shall become zoning legislation and as specified, will replace, augment or supersede existing regulations and requirements for the project.

SECTION III: Effective Date. This Ordinance shall take effect upon execution of the ordinance.

PASSED AND ADOPTED by the City Council of Kaysville City, Utah, this March 19, 2026.

Signatures on the following page.

ORDINANCE NO. 26-XX-XX

Tamara Tran
Mayor

ATTEST:

Annemarie Plaizier
City Recorder

CITY COUNCIL STAFF REPORT



MEETING DATE: March 19, 2026

TYPE OF ITEM: Action Item

PRESENTED BY: Melinda Greenwood, Community Development Director

SUBJECT/AGENDA TITLE: Request to Rezone 14.7 acres at approximately 1820 South Sunset Drive (parcels #08-694-0005, 08-027-0009, and 08-027-0008) from R-A and A-1 to R-1-10 and R-1-6 for Symphony Homes

EXECUTIVE SUMMARY:

Symphony Homes submitted a rezone application for three parcels totaling approximately 14.7 acres, located at ~1820 South Sunset Drive. The application initially proposed a single-family residential project utilizing R-1-10 and R-1-6 zoning with a PRUD overlay to facilitate a private-street subdivision.

The item was first presented at the January 8, 2026, Planning Commission meeting, where citizens provided input during a required public hearing. The meeting minutes and all correspondence received through the public comment portal are included in the meeting packet. A video recording of the meeting is also available [via this link](#). During the meeting, staff presented information from the 2022 General Plan, which provides adequate support for the rezone application. The public hearing drew significant participation, with the majority of speakers opposing the application. Recurring concerns from the public centered on traffic, specifically regarding the proposed street connection to Sunset Drive, as well as concerns about the smaller lot sizes and proposed density.

At the conclusion of discussion on the item, the Planning Commission voted to continue the item to a future meeting date to allow the applicant to address some of the public feedback as well as feedback from the Planning Commissioners.

Discussion on the Symphony Homes application continued at the February 26, 2026, Planning Commission Meeting, which can be viewed via [this link](#). Symphony Homes presented a modified project as indicated in the [staff report from that meeting](#). At the conclusion of the discussion, a motion to recommend approval of the rezone with a mixture of R-1-10 and R-1-6 was approved with a vote of 4-3. The final recommendation from the Planning Commission includes:

1. 45 single family lots (29 lots within the R-1-10 zone and 16 within the R-1-6 zone)
2. All public roads (eliminating the need for the PRUD overlay for a private road subdivision)

It should be noted that the Public Works Director, City Engineer, Fire Chief, Police Chief, Community Development Director and the applicant are advocating for the placement of a road from the proposed development onto Sunset Drive. The 2022 General Plan also identifies connectivity as an important

consideration in [Chapter 2 Transportation & Connectivity](#). While the public comments included concerns about safety of the proposed intersection, staff believes the intersection is vital to connectivity and traffic flow in the area. The intersection would be designed to meet safety standards outlined in American Association of State Highway and Transportation Officials. Furthermore, the City's subdivision ordinance, [KCC 19-5-1 - Arrangement of Streets](#), states:

*"The arrangement of streets shall provide for access to and circulation within the vicinity of the subdivision and the continuation of streets in lands adjoining the subdivision, **as determined by the City Engineer**. The street arrangement shall not cause unnecessary hardship for maintenance crews or owners of adjoining property when they plat their own land and seek to provide for convenient access to it, and it shall enhance access and connectivity."*

The Planning Commission and many members of the public also expressed the desire to complete the road connection from the 550 West/Seabiscuit Drive to Angel Street. That road connection will require coordination with the South Davis Sewer District, who owns the property.

Based on the Planning Commission's vote, staff is recommending approval of the proposed rezone.

City Council Options:

Utah State Code 10-20-302(3) states: A legislative body may adopt, modify, or reject a planning commission's recommendation to the legislative body under this section. Therefore, the following options are available to the City Council:

1. Approve the rezone of 14.7 acres at approximately 1820 South Sunset Drive (parcels #08-694-0005, 08-027-0009, and 08-027-0008) from R-A and A-1 to R-1-10 and R-1-6.
2. Deny the rezone request.
3. Request modifications or changes to the proposed project.

Staff Recommendation:

With a vote of 4-3, the Planning Commission recommended the City Council *approve* the rezone of 14.7 acres at approximately 1820 South Sunset Drive (parcels #08-694-0005, 08-027-0009, and 08-027-0008) from R-A and A-1 to R-1-10 and R-1-6.

Fiscal Impact:

N/A

ATTACHMENTS:

1. PC RZN Symphony Horizon EAST R-1-6 01082026
2. PC RZN Symphony Horizon EAST 02262026
3. DA_Horizon East_CC Draft 03192026
4. HORIZON EAST_Development Standards_3.09.26
5. Public Comments Symphony Rezone Horizon East
6. Symphony Excerpt PC Minutes January 8, 2026
7. Symphony Excerpt PC Minutes February 26, 2026

8. Kaysville Horizon TIS 20260211 Signed
 9. Ordinance Symphony Horizon East Rezone
-

PLANNING COMMISSION STAFF REPORT

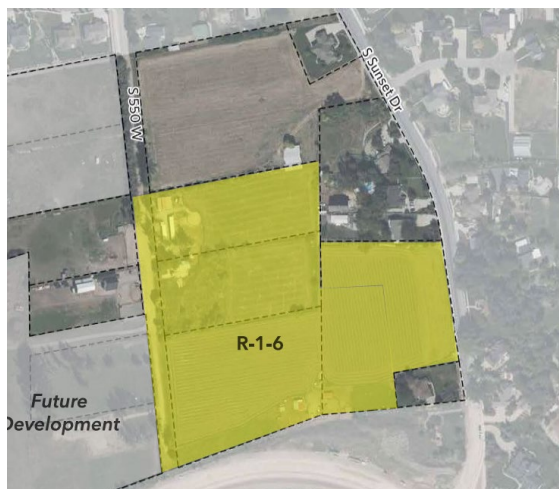
To: Kaysville City Planning Commission
From: Melinda Greenwood, Community Development Director
Date: January 2, 2026

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

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

1. BACKGROUND

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



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

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

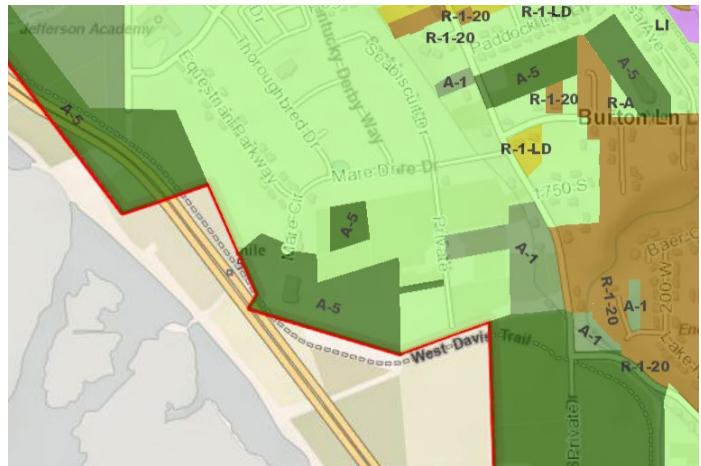
The proposed rezone to R-1-6 requests a total of 46 single-family lots, resulting in an overall density of approximately 3.2 units per acre. If approved, the development would be subject to a development agreement specifying standards and other project requirements. While the R-1-6 zone stipulates a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

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

2. SURROUNDING LAND USE AND ZONING

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

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



3. 2022 GENERAL PLAN

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

A. GUIDING PRINCIPLES

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

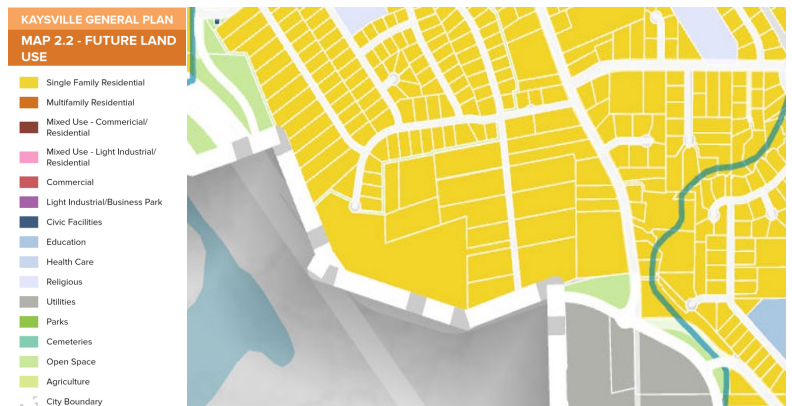
Provide diverse housing options - *We will work to preserve our existing neighborhoods while accommodating a full range of housing opportunities to meet the economic, lifestyle and life-cycle needs of our residents.*

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

The rezone application is supported by this guiding principle.

B. FUTURE LAND USE MAP

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



The Future Land Use Map supports the proposed zone change.

C. GOALS, OBJECTIVES AND IMPLEMENTATION MEASURES

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

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

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

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

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

GOAL 6: PRESERVE THE ESTABLISHED CHARACTER OF KAYSVILLE

Chapter 1 continues to lay out **Goal 6: Preserve the established Character of Kaysville** and *Objective 6.1 Continue the established focus on single-family residential uses.* The rezone application is congruent with these statements.

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

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

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

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

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

Chapter 2 of the 2022 General Plan.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Table 2 – Weber Basin Water Conservancy District Deliveries

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

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

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

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

4. PROJECT SPECIFICS & DEVELOPMENT AGREEMENT

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

A. HOUSING TYPES & NUMBER OF DWELLINGS

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

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

B. FRONTAGE WIDTHS

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

C. SETBACKS

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

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

D. BUILDING HEIGHT

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

E. INTERSECTION DESIGN

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

5. UTILITIES AND TRAFFIC

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

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

6. PUBLIC COMMENT

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

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

7. RECOMMENDATION

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

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

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

Findings supporting a recommendation of approval include:

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

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

PLANNING COMMISSION STAFF REPORT

To: Kaysville City Planning Commission
From: Melinda Greenwood, Community Development Director
Date: February 23, 2026

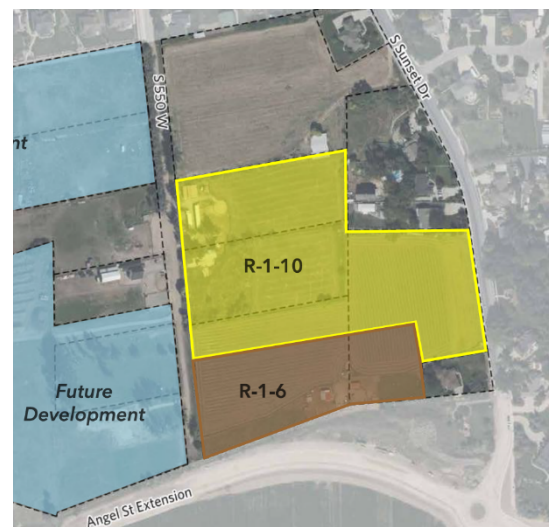
Agenda Item #5: Consideration of a rezone for approximately 1820 South Sunset Drive (parcels #08-694-0005, 08-027- 0009, and 08-027-0008) [R-A Residential Agricultural District](#) and [A-1 Light Agricultural District](#) to [R-1-6 Single Family Residential District](#) with a [PRUD Overlay](#) (Continued from January 8, 2026)

| | |
|--------------------------------------|--|
| Meeting Date | February 26, 2026 |
| Application Type | Rezone |
| Applicant Owner | Symphony Homes |
| Address Parcel ID Number(s) | ~1820 South Sunset Drive 08-694-0005; 08-027-0009; 08-027-0008 |
| Lot Size | ~14.7 acres |
| Current Use | Undeveloped and Agricultural |
| Current Zoning | R-A Residential Agricultural District A-1 Light Agricultural District |
| Density Entitlement | ~ 21 dwellings |
| Requested Zoning | R-1-6 |
| Density Request | 45 dwellings |

1. BACKGROUND

This item was previously presented and discussed at the [January 8, 2026, Planning Commission Meeting](#) (staff report and minutes attached). A public hearing was held during that meeting, with many residents providing testimony. In response to public comment and feedback from the Planning Commission, Symphony Homes has made several minor modifications to the project, including:

- A request to have two zones applied: R-1-10 and R-1-6 with a PRUD Overlay to accommodate a [private street subdivision](#).
- A one lot reduction from 46 total lots to 45.



- A slight realignment to the proposed intersection on Sunset Drive. This proposed alignment places the intersection further south and will allow for a greater site distance.
- Lot sizes were adjusted to accommodate the new road alignment, trail, open space, etc.
- Side setback requests for the R-1-10 area are six feet and eight feet for a combined total of 14 feet. (Current side setback is 8 feet.)
- Removal of increased building height request.
- Six parking stalls have been added near the proposed open space to assist with parking needs along the private road.
- A trail has been added that connects from the main road into the open space area.

The proposed rezone requests a total of 45 single-family lots, resulting in an overall density of approximately 3.9 units per acre. If approved, the development would be subject to a development agreement specifying standards and other project requirements. Lot sizes range from 6,300 to 22,060 square feet, with an average size of approximately 11,100 square feet. The following breakdown provides an 'at-a-glance' comparison of how the proposed lot sizes fit into the City's single-family zoning designations. Based on these minimum requirements, the lot mixture includes:

| Zone | Minimum Lot Size | # Lots |
|--------------|------------------|-----------|
| R-1-20 | 20,000 | 1 |
| R-1-14 | 14,000 | 7 |
| R-1-10 | 10,000 | 24 |
| R-1-8 | 8,000 | 4 |
| R-1-6 | 6,000 | 9 |
| Total | | 45 |

2. SURROUNDING LAND USE AND ZONING

Please refer to [staff report](#) from the January 8, 2026 Planning Commission meeting.

3. 2022 GENERAL PLAN

Please refer to [staff report](#) from the January 8, 2026 Planning Commission meeting.

4. PROJECT SPECIFICS & DEVELOPMENT AGREEMENT

As a rezone application is a legislative action, the City Council may enter into a development agreement to establish specific project standards and allow for variations from adopted zoning regulations. The applicant has proposed several variations and conditions to be formalized within the development agreement, should the City Council approve the project. Further details regarding the project and the proposed agreement are categorized and discussed later in this report.

A. HOUSING TYPES & NUMBER OF DWELLINGS

Symphony Homes is requesting 45 single-family lots across approximately 14.7 acres. The proposal includes lot sizes ranging from 6,300 to 20,060 square feet. Within the R-1-10 zone, the development agreement stipulates that lots must be at least 10,000 square feet. For the R-1-6 PRUD overlay, the agreement requires a minimum lot size of 6,000 square feet.

B. SINGLE ACCESS LIMITATION

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

C. FRONTAGE WIDTHS

The development agreement would allow for variations in lot width within the R-1-6 PRUD Overlay area. Specifically, it stipulates an average lot width of 60 feet, while permitting individual frontages to be as narrow as 50 feet, provided the overall average is maintained. Since the standard R-1-6 zone requires a 55-foot frontage, this provision would grant a 5-foot reduction from the established minimum for certain lots.

D. SETBACKS

The project proposal asks for variations on setbacks to the following standards. Proposed setbacks for the R-1-10 area are:

- 20 feet for the front yard (as opposed to 25 feet).
- A total of 14 feet of side setback, with one side at a minimum of six feet and the other side setback at a minimum of eight feet (as opposed to eight feet on both sides for a total of 16 feet).
- 25 feet for the rear yard setback with covered patios being exempted from this setback and only having a 10 foot setback. The rear setback for R-1-6 is 25 feet and doesn't have any current exceptions for a covered patio.

Setbacks for the R-1-6 PRUD Overlay are:

- 20 feet for the front yard (as opposed to 25 feet).
- Five feet per side for a total of ten feet. This is not a variation to current regulations.
- 25 feet for the rear yard setback with covered patios being exempted from this setback and only having a 10 foot setback. The rear setback for R-1-6 is 25 feet and doesn't have any current exceptions for a covered patio.

E. INTERSECTION AND ROAD DESIGN

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

Sunset Drive Intersection: The Fire Chief, Public Works Director, City Engineer and Community Development Director and the applicant are advocating for an ingress/egress point on Sunset Drive.



550 West/Seabiscuit Drive: For approximately two decades, [Kaysville City Code 8-3 Major Street Plan](#) has identified the alignment of 550 West/Seabiscuit Drive as a “significant local street” with a 66 foot ROW intended to connect at Mare Drive into Angel Street. After discussions with the City Council, they recognize the necessity of the road connection. The Council has committed to acquiring the necessary ROW from Central Davis Sewer District, ideally through friendly acquisition. Should those efforts prove unsuccessful, the Council is open to using the power of eminent domain to condemn on the property needed for the road connection.

5. UPDATED TRAFFIC IMPACT STUDY

The developer submitted an updated traffic impact analysis which includes details on traffic flows with the Angel Street connector road being completed. The City Engineer and the Public Works Director, who is also a licensed professional engineer, have reviewed this and have not found anything concerning.

6. PUBLIC COMMENT

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

The Planning Commission received over a dozen emails through their comment portal. A public hearing was held during the January 8, 2026, Planning Commission meeting, with about 18 residents making comments. Those comments can be heard through [this link](#) or read in the meeting minutes from that meeting, which are attached to the staff report.

7. RECOMMENDATION

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

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

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

Findings supporting a recommendation of approval include:

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

- E. The development agreement, to be recorded against the properties, ensures the project will be completed as approved.

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

When Recorded return to:

Kaysville City
23 East Center Street
Kaysville, UT 84087

**DEVELOPMENT AGREEMENT
FOR HORIZON EAST**

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

RECITALS

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

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

WHEREAS the City granted a rezone of the properties to the R-1-10 and R-1-6 zoning districts, and the project as further set forth in this Agreement and to generally authorize the development of the Community proposed by Developer in conformance with this Agreement, City Ordinances, and applicable Utah law; and

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

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

AGREEMENT

1. GENERAL DESCRIPTION.

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

2. DEVELOPMENT STANDARDS AND REGULATIONS

- A. **Total Unit Count:** The overall Community unit count shall not exceed 45 residential units as depicted in the site plan unless additional acreage is added to the Property and is permitted through an amendment to the Development Agreement as approved by the City Council.
- B. **Adoption of Development Standards:** The City hereby adopts, as the development standards and guidelines for the Community and as generally depicted in Exhibit C (the "Development Standards"), the following in addition to all other applicable City Ordinances, standards and guidelines:
- (1) **Compliance with Approved Plans:** Developer shall develop the site in substantial compliance with the land uses, lot types, and building types depicted on the Site Plan and Development Standards, provided however that some roads, lot orientation and dimensions, or other things may slightly adjust following technical engineering review of the Preliminary and Final Plat. This includes:
- a. **Zoning:** City hereby adopts R-1-10 and R-1-6 as the zoning for the Property as depicted by legal descriptions and survey file in Exhibit C - Development Standards. This includes:
 - b. **R-1-10 (with conditions):** Based on the size of the Project Area in section 1.A, Developer and City agree the Developer may construct up to 29 detached traditional single-family units, subject to the following conditions:

- i. **Site Plan:** As depicted in the Development Standards, product type, size, and configuration shall substantially conform with the Site Plan, but subject to the technical engineering review of the Preliminary and Final Plat.
 - ii. **Minimum Lot Size:** As depicted in the Development Standards, single family lots shall be a minimum of 10,000 square feet in size.
 - iii. **Setbacks:**
 - 1. **Front setbacks:** Setbacks for single family dwelling structures shall have a minimum of twenty feet (20') between the front property line and the front porch, garage, and living area.
 - 2. **Side setbacks:** Each side yard setback shall include a minimum of six feet (6'), and a minimum eight feet (8'), for a combined fourteen feet (14') between buildings.
 - 3. **Rear Setbacks:** Each rear yard setback shall be no less than fifteen (15') from rear property line.
 - 4. **Corner Setbacks:** Each side yard setback abutting a Public or Private Right of Way shall include fifteen (15') between Right of Way and buildings.
- c. **R-1-6 (with conditions):** Based on the size of the Project Area in section 1.A, Developer and City agree the Developer may construct up to 16 detached traditional single-family units, subject to the following conditions:
- i. **Site Plan:** As depicted in the Development Standards, product type, size, and configuration shall substantially conform with the Site Plan, but subject to the technical engineering review of the Preliminary and Final Plat.
 - ii. **Minimum Lot Size:** As depicted in the Development Standards, single family lots shall be a minimum of 6,000 square feet in size.
 - iii. **Frontage Requirements:** Developer may reduce the lot frontage below sixty (60') feet, but no less than fifty (50') feet, so long as the average of the total lot widths meets or exceeds sixty (60') feet throughout the entirety of the Property area.
 - iv. **Setbacks:**
 - 1. **Front setbacks:** Setbacks for single family dwelling structures shall have a minimum of twenty feet (20') between the front property line and the front porch, garage, and living area.

- 2. **Side setbacks:** Each side yard setback shall include a minimum of five feet (5'), for a combined ten feet (10') between buildings.
- 3. **Rear Setbacks:** Each rear yard setback shall be no less than fifteen (15') from rear property line.
- 4. **Corner Setbacks:** Each side yard setback abutting a Public or Private Right of Way shall include fifteen (15') between Right of Way and buildings.

d. **Default Standards:** Any standard not specifically or adequately addressed in this development agreement shall default to the standard in Kaysville City Code 17-12 Single Family Residential District.

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

(3) **Private vs. Public ROW:** Developer shall construct, and dedicate to the City, all Public Right of Way ("Public ROW") in accordance with the approved Site Plan and the construction drawings approved through the subdivision process.

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

- a. Amur Maple
- b. Chokecherry
- c. Eastern Redbud
- d. Gambel Oak
- e. Lavalley Hawthorn
- f. Rocky Mountain Maple
- g. Tatarian Maple
- h. Wireless Zelkova

C. **Phasing & Construction:** The Project will be developed in phases as detailed in the attached phasing plan. The sequence of phasing will be determined by the Developer. Unless set forth herein, no sequential phasing is implied by the Site Plan, however it is anticipated development will start along Sunset Drive with phasing working east to west, in order to ensure infrastructure connections during construction. The parties acknowledge that the most efficient and economic phasing will depend on numerous factors, such as market conditions and demand, infrastructure planning, competition,

the public interest, and other similar factors. The Parties agree to cooperate in good faith with respect to continued master planning and implementation of such phasing consistent with the public interest. Each phase shall require submission of a preliminary and final subdivision plat and approval for that phase, consistent with the Site Plan and this DA.

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

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

3. PROJECT IMPROVEMENTS

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

- A. **Intersection Design and Approvals:** All intersections in the Community shall be designed to meet standards recognized by American Association of State Highway and Transportation Officials (AASHTO) and shall be reviewed and approved by the City Engineer during the subdivision application approval process.
- B. **Intersection Visibility:** Intersections for the Project shall maintain adequate visibility and remain clear of trees, landscaping, fencing and other items which may negatively impact visibility. Developer agrees to maintain adequate AASHTO sight distance requirements at all intersections, as determined by the City Engineer.

- C. **950 North and Sunset Drive Intersection:** Developer’s traffic study indicates that after the project is complete, the level of service (LOS) at the 950 North and Sunset intersection meet City standards (LOS D or above) and no mitigation items would be required. If modifications to the proposed project (e.g. increased density, traffic rerouting, etc.) lower the LOS to level E or worse, then the developer shall proportionately contribute to City mitigation efforts for the intersection to raise the LOS to a level D, and City shall be responsible for all other such costs. To further clarify, if no changes are made through Amendment to the Development Agreement and the mentioned intersection lowers to LOS Level E or worse, then Developer has no proportionality obligation.

4. VESTING.

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

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

5. REPRESENTATIONS OF DEVELOPER

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

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

6. ASSIGNMENT

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

7. BINDING EFFECT

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

8. ATTORNEY'S FEES

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

9. SEVERABILITY

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

10. CAPTIONS

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

11. GOVERNING LAW

This Agreement and all matters relating hereto, shall be governed by, construed and interpreted in accordance with the laws of the State of Utah without regard to the conflict or choice of law provisions thereof.

12. ENTIRE AGREEMENT

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

13. CONSTRUCTION

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

14. AUTHORIZATION OF EXECUTION

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

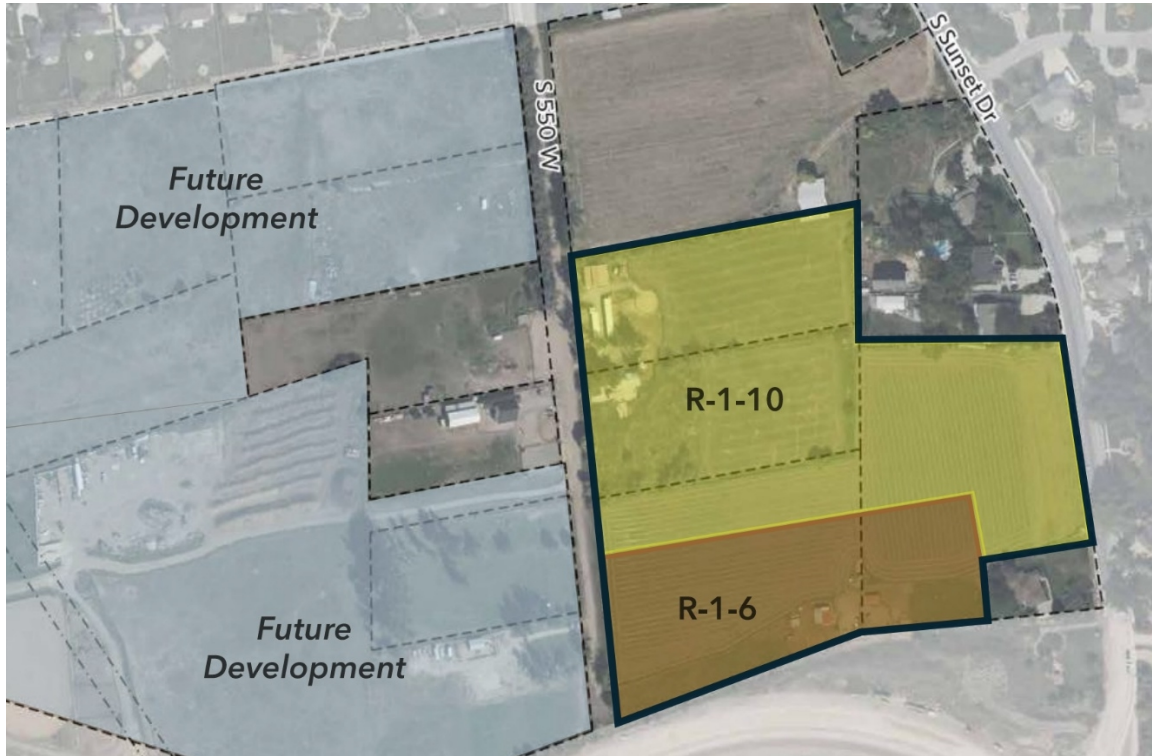
B. Developer: The execution of this Agreement has been duly authorized by the Developer.

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

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

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

EXHIBIT A
PROPERTY LOCATION & LEGAL DESCRIPTION



Owner: Symphony Development Corporation; Horizon 2024, LLC

Total Acres: 14.68

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

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

CONT. 9.02 ACRES

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

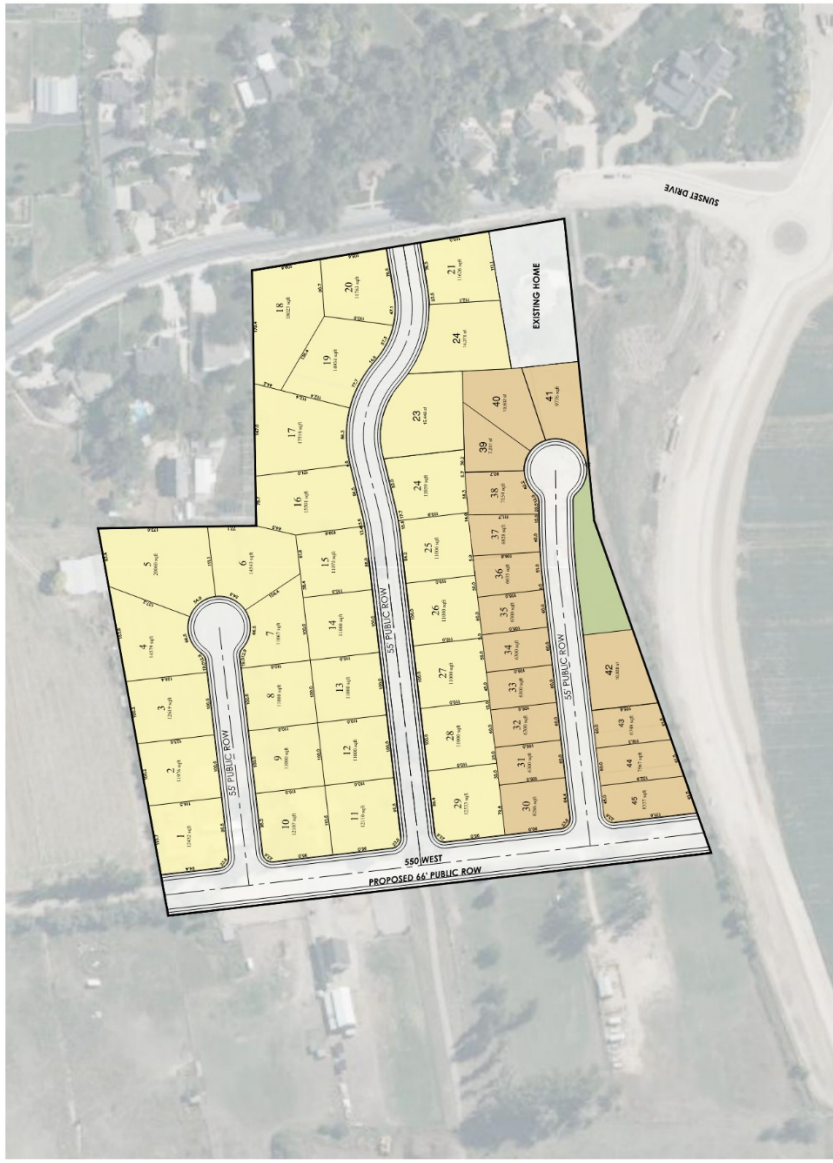
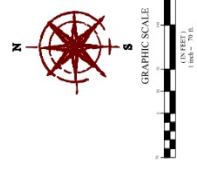
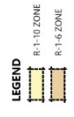
CONT. 2.86 ACRES

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

CONT. 2.80 ACRES

EXHIBIT B SITE PLAN

CONCEPT TABULATIONS
 TOTAL ACREAGE 415.2 ACRES
 CURRENT ZONING A-1, R-4
 LOT/UNIT COUNT 45
 LEGACY LOTS 15
 TOTAL DENSITY 2.7 UNITS/ACRE
CITY STANDARDS
 LOCAL STREET F.L.O.W. WIDTH 55' / 66" WHEN DETERMINED GREATER USE BY CITY ENGINEER
 CUL-DE-SAC & KNICOLE RADIUS 50' FROM CENTERLINE OF ROAD
 MAX. CUL-DE-SAC LENGTH 300' FROM CENTERLINE OF ADJOINING STREET
 40 MPH DESIGN SPEED SIGHT TRIANGLES PER ASHTO GREENBOOK TABLES 9-7 AND 9-9



HORIZON EAST concept plan
 KANSVILLE, DAVIS COUNTY
 3/3/2026
 22-0078

Note: This plan is for illustrative purposes. Boundaries may be based on information obtained through public data and we can't confirm it's accuracy. It is recommended that a boundary survey be performed to determine actual boundary size and dimensions as well as other potential boundary conflicts.

FOCUS
 LAND AND CONSTRUCTION, LLC

EXHIBIT C
DEVELOPMENT STANDARDS

(see attached)



HORIZON

COMMUNITY PLAN

March 6, 2026



LAND USE
ZONING





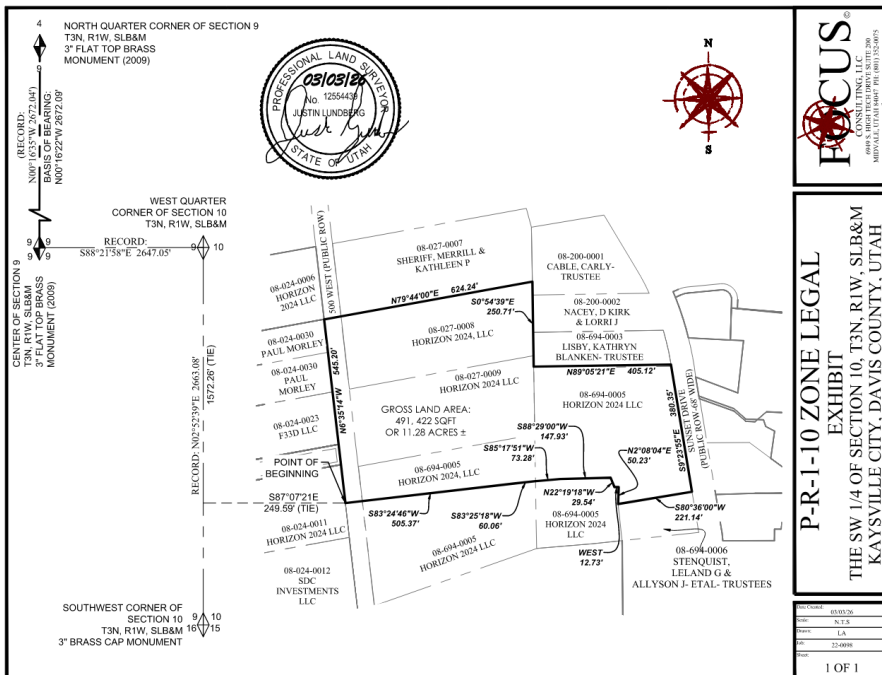
**LEGAL DESCRIPTION
PREPARED FOR**
Sunset Station
KAYSVILLE CITY, UTAH
March 3, 2026
22-0098
LA

P-R-1-10 ZONE LEGAL DESCRIPTION

A part of the Southwest 1/4 of Section 9, Township 3 North, Range 1 West, Salt Lake Base and Meridian, located in Kaysville City, Davis County, Utah, being more particularly described as follows:

Beginning on the westerly right-of-way line of 500 West Street, said point also being located S88°21'58"E 2647.05 feet along the record Section Line to the Record Position of the West Quarter Corner of Section 10, and along said record Section Line S02°52'39"W 1572.26 feet and S87°07'21"E 249.59 feet from the Center Quarter Corner of Section 9, Township 3 North, Range 1 West, Salt Lake Base and Meridian; running thence along said right-of-way line N06°35'14"W 545.20 feet; thence N79°44'00"E 624.24 feet; thence S00°54'39"E 250.71 feet; thence N89°05'21"E 405.12 feet to the westerly right-of-way line of Sunset Drive, established by Allee's Acres Amendment; thence along said right-of-way line S09°23'55"E 380.35 feet; thence S80°36'00"W 221.14 feet; thence N02°08'04"E 50.23 feet; thence West 12.73 feet; thence N22°19'18"W 29.54 feet; thence S88°29'00"W 147.93 feet; thence S85°17'51"W 73.28 feet; thence S83°25'18"W 60.06 feet; thence S83°24'46"W 505.37 feet to the point of beginning.

Containing 491,422 square feet or 11.28 acres, more or less.





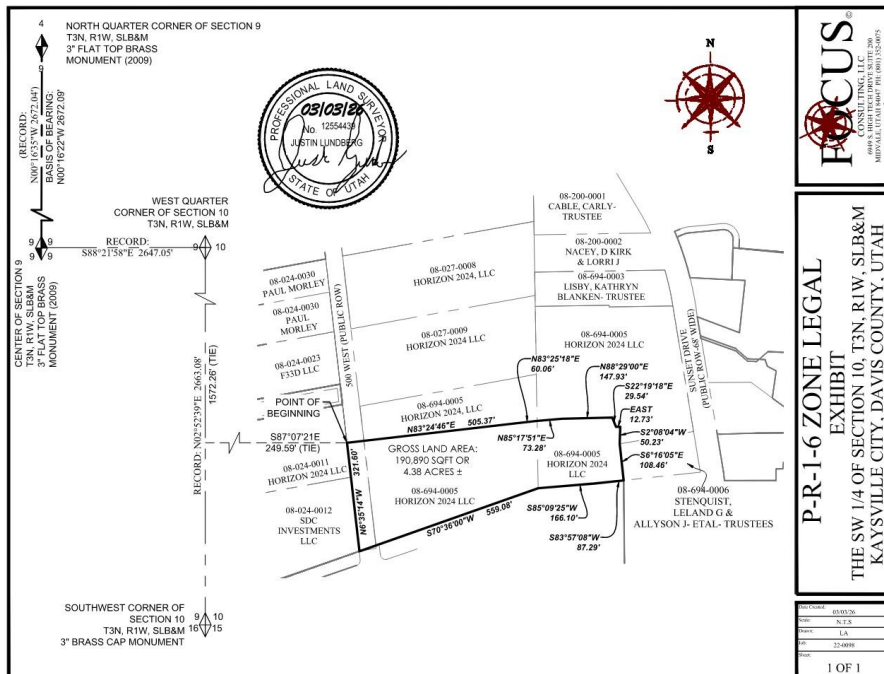
**LEGAL DESCRIPTION
PREPARED FOR
Sunset Station
KAYSVILLE CITY, UTAH
March 3, 2026
22-0098
LA**

P-R-1-6 ZONE LEGAL DESCRIPTION

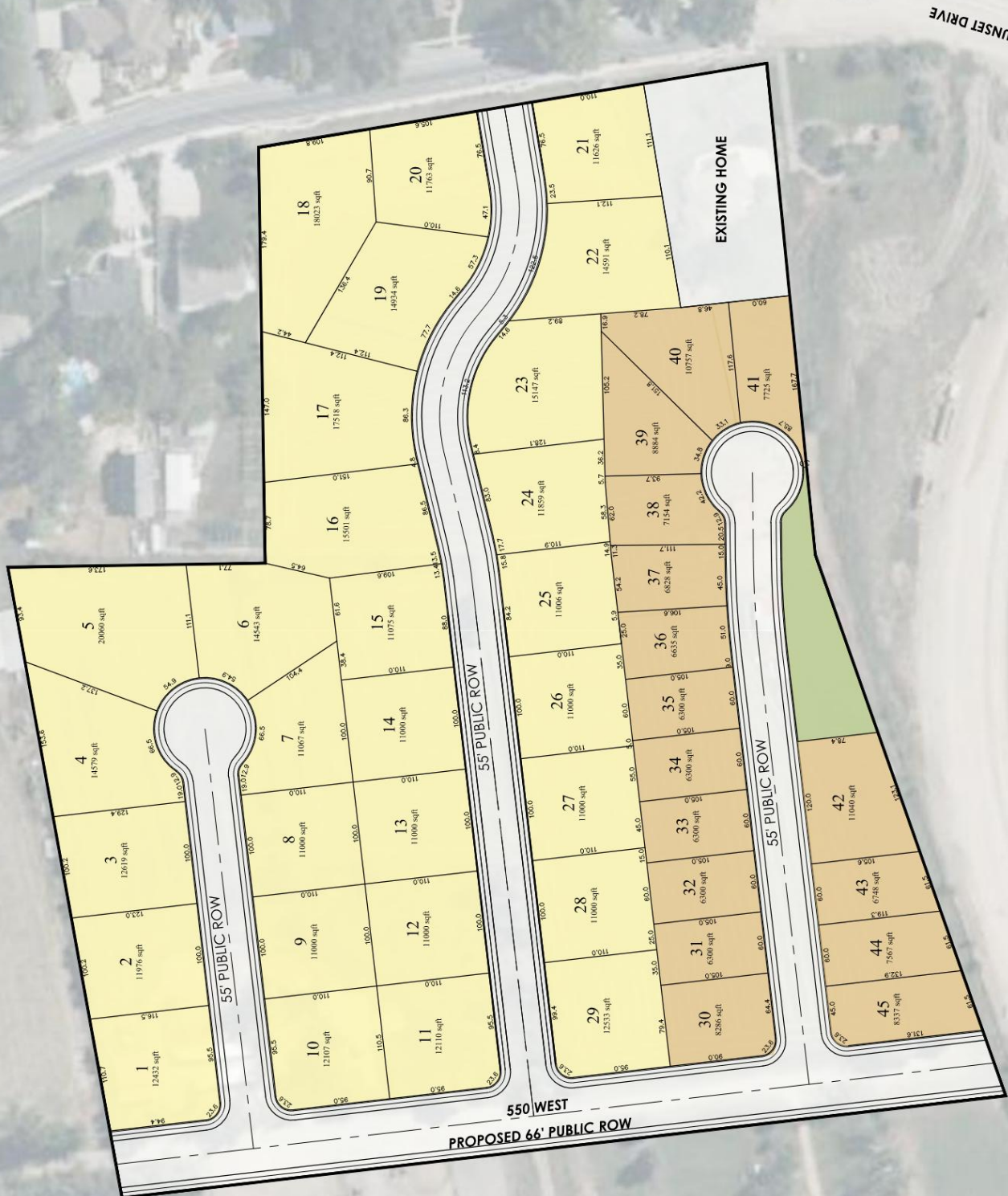
A part of the Southwest 1/4 of Section 9, Township 3 North, Range 1 West, Salt Lake Base and Meridian, located in Kaysville City, Davis County, Utah, being more particularly described as follows:

Beginning on the westerly right-of-way line of 500 West Street, said point also being located S88°21'58"E 2647.05 feet along the record Section Line to the Record Position of the West Quarter Corner of Section 10, and along said record Section Line S02°52'39"W 1572.26 feet and S87°07'21"E 249.59 feet from the Center Quarter Corner of Section 9, Township 3 North, Range 1 West, Salt Lake Base and Meridian; running thence N83°24'46"E 505.37 feet; thence N83°25'18"E 60.06 feet; thence N85°17'51"E 73.28 feet; thence N88°29'00"E 147.93 feet; thence S22°19'18"E 29.54 feet; thence East 12.73 feet; thence S02°08'04"W 50.23 feet; thence S06°16'05"E 108.46 feet; thence S83°57'08"W 87.29 feet; thence S85°09'25"W 166.10 feet; thence S70°36'00"W 559.08 feet to the westerly right-of-way line of 500 West Street; thence along said right-of-way line N06°35'14"W 321.60 feet to the point of beginning.

Containing 190,890 square feet or 4.38 acres, more or less.



COMMUNITY PLAN OVERALL BOUNDARY



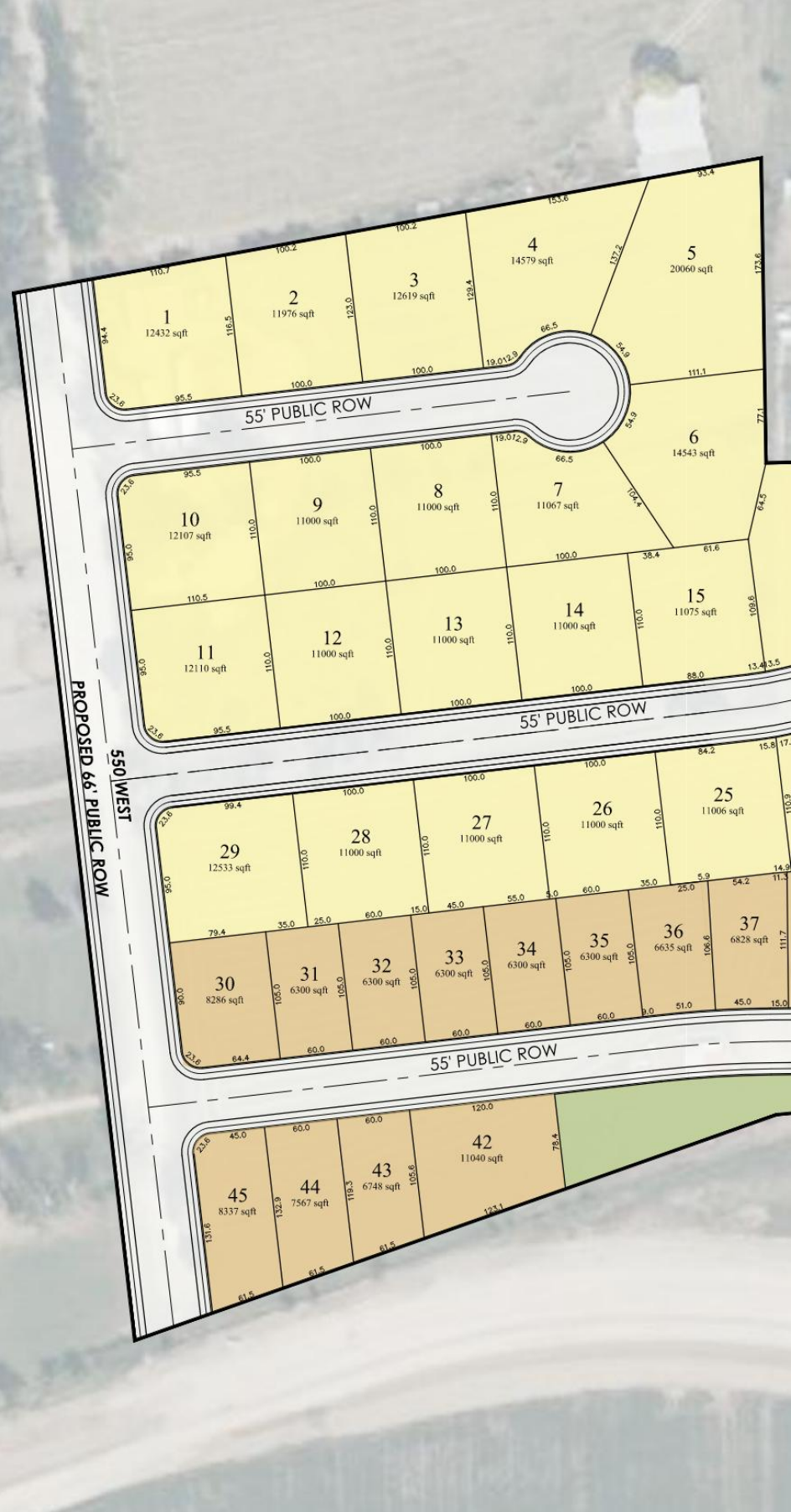
COMMUNITY PLAN WEST

OVERALL

| | |
|---------------|---------|
| Total Project | 14.7 ac |
| R-1-6 | 4.0 ac |
| R-1-10 | 10.7 ac |

RESIDENCES

| | |
|-------------------------|-----------|
| R-1-6 Single Family | 16 |
| R-1-10 Single Family | 29 |
| RM Single Family | 0 |
| RM Townhomes | 0 |
| Total Residences | 45 |



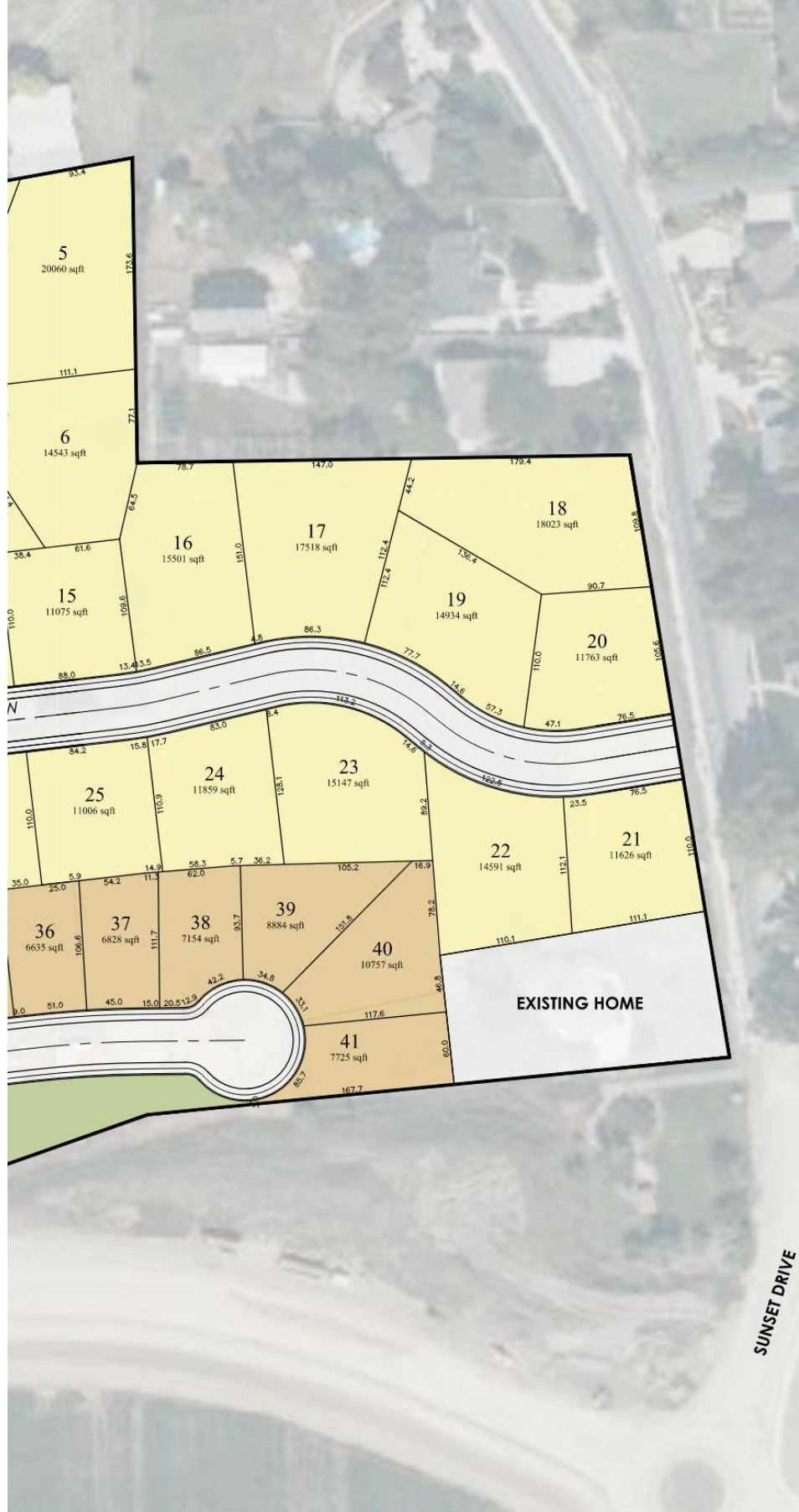
COMMUNITY PLAN EAST

OVERALL

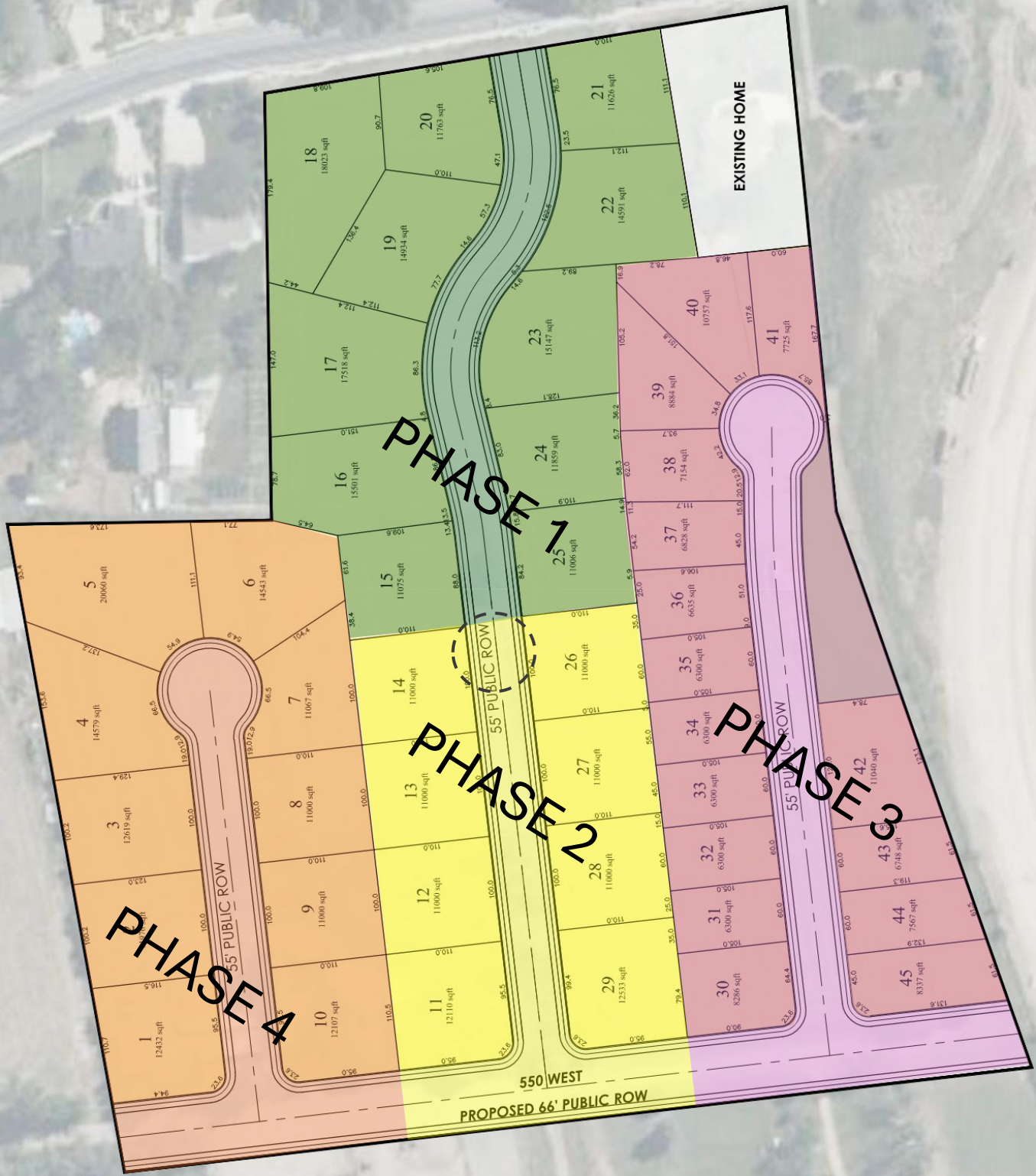
Total Project 14.7 ac
 R-1-6 4.0 ac
 R-1-10 10.7 ac

RESIDENCES

R-1-6 Single Family 16
 R-1-10 Single Family 29
 RM Single Family 0
 RM Townhomes 0
 Total Residences 45

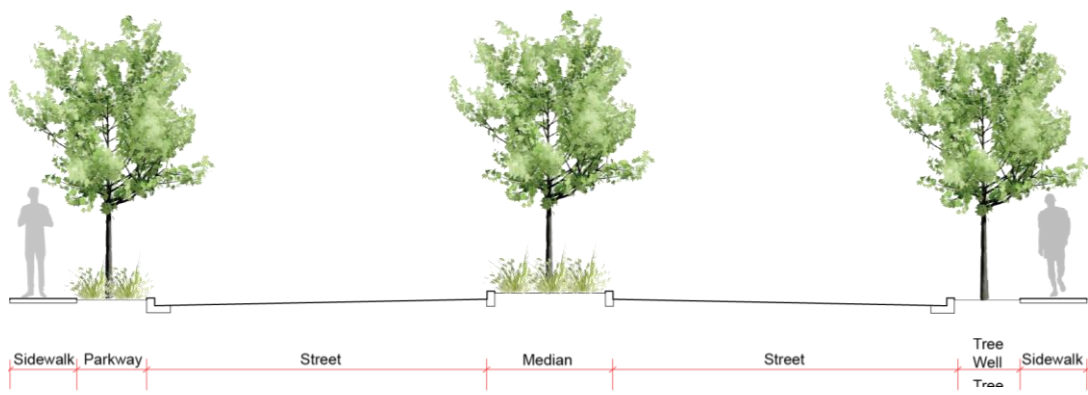


SUNSET DRIVE



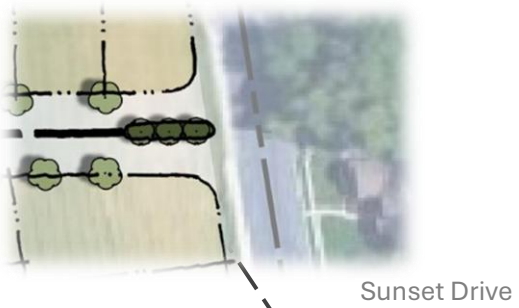
LIFESTYLE & OUTDOOR ELEMENTS

COMMUNITY ENHANCEMENTS

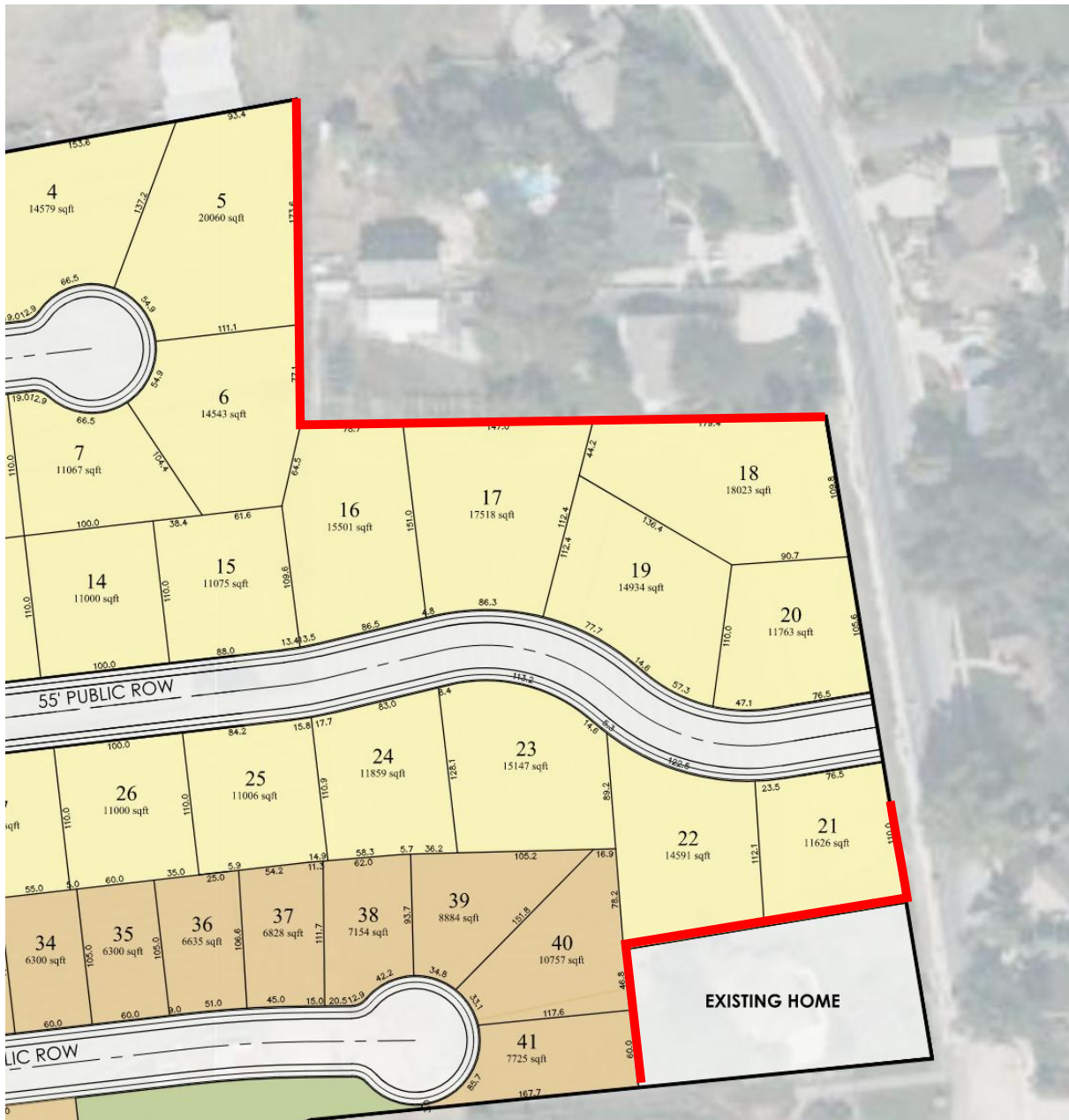


LANDSCAPED MEDIANS

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



COMMUNITY PLAN
FENCING PLAN



6' Privacy Fence

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

ARCHITECTURE & BUILDING TYPOLOGIES

R-1-10 ZONING (TRADITIONAL SINGLE FAMILY)

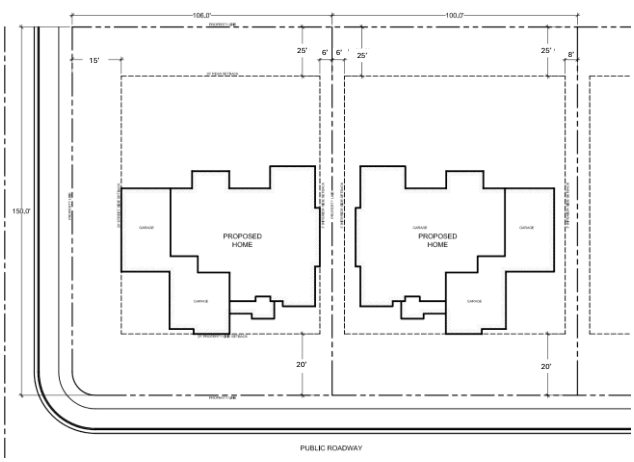


LOT TYPICAL

| | |
|----------------------|--------------|
| Minimum Lot Size | 10,000 sq ft |
| Minimum Lot Frontage | 80 ft |
| Average Lot Frontage | 100+ ft |
| 3-Car garage minimum | |

R-1-10 SETBACKS

| | |
|-----------------------|--------|
| Front Setback | 20 ft |
| Rear Setback | 15 ft |
| Interior Side Setback | 8/6 ft |
| Street Side Setback | 15 ft |



ARCHITECTURE & BUILDING TYPOLOGIES

R-1-6 ZONING (TRADITIONAL SINGLE FAMILY)

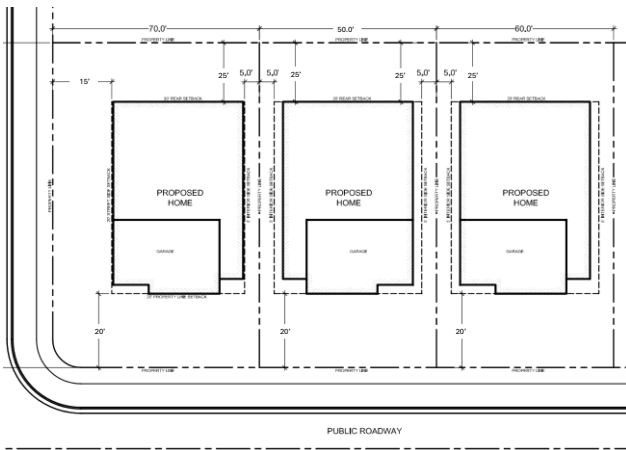


LOT TYPICAL

| | |
|----------------------|-------------|
| Minimum Lot Size | 6,000 sq ft |
| Minimum Lot Frontage | 50 ft |
| Average Lot Frontage | 60+ ft |
| 2-Car garage minimum | |

R-1-6 SETBACKS

| | |
|-----------------------|--------|
| Front Setback | 20 ft |
| Rear Setback | 15 ft |
| Interior Side Setback | 5/5 ft |
| Street Side Setback | 15 ft |





Symphony Homes



Paul M. Belnap

[REDACTED]
Kaysville, UT 84037
[REDACTED]
[REDACTED]

Mayor Tran, Kaysville City Council
Kaysville Planning Commission

February 24, 2026

Subject: Requested Rezone – Symphony Development / Horizon

Dear Mayor, Council Members and Commission Members,

Please accept these comments submitted by me as an individual concerning observations, concerns and recommendations regarding the pending requested rezone.

I first want to recognize that Symphony has taken steps in submitting a new request – dividing the rezoning into two areas. Thank you for that concept which I think could form the basis for some additional suggested changes which I think would bring a good solution. The proposed development is a legacy development in terms of long term impact to a large section of undeveloped land in West Kaysville.

COMMON CONCERNS RAISED IN PAST PUBLIC HEARINGS

Citizen comments and discussions with the commission can generally be summarized as three areas of concern:

1. Traffic.
2. Density of proposed development.
3. Appropriate open space and amenities.

At the conclusion of the public hearing in January, the chairperson invited comments from the members of the commission. During that discussion, the vice chairman referenced her neighborhood and place of residence in the Hill Farms Estates as a desirable community. I agree with the same. Hill Farms is zoned as R-14. It also has lots that range from just over 7,000 square feet to 20,000 square feet. There is an open feeling and community connectedness because of the planning of that development and the open space and configuration of the open space that totals over seven acres. The way Hill Farms has been developed is an example of addressing the three areas of concern raised before the commission on the rezone application of Symphony. Hill Farms includes what the city has repeatedly referenced in its general plans as one of the areas of focus to include

“abundant” open space, but also minimizes the impact of the development, the impact of traffic and other related issues.

In this particular proposed development Chapter 17 of Kaysville’s code gives direction along with the general plans of Kaysville from 2005 to present. The R-14 Zone rather than R-10 and R-8 Zone, instead of R-6, pushed further west of what is currently being proposed would represent the means of addressing the areas of concern mentioned above, protecting the established community, and providing for the addition of additional open space to create a desirable area for residential housing in West Kaysville.

ANGEL STREET CONNECTION

It seems that the request of Symphony for this rezone, its proposed site plan with only one outlet, is putting the “cart before the horse”. I simply raise the question and request that the steps being taken to work with the sewer district to obtain property to connect to Angel Street be concluded through either voluntary transfer for consideration through the efforts of the city or through eminent domain, if that becomes necessary. Either way, the financial responsibility and the necessity for this connection now are critical to the three areas of concern that have been voiced in these public meetings. The financial burden of this connection, if done through eminent domain, must not fall on the city taxpayers. That financial responsibility should remain with Symphony to fully repay any expenses incurred by the city in obtaining that land for Symphony to build the road and make the connection.

REFERENCES TO CITY CODE AND GENERAL PLAN THAT SUPPORT TWO ZONES, ONE OF R-14 AND R-8

I recognize that each of you are well versed with the city code and general plan provisions. However, could I please reference some pertinent sections.

1. PRUD Overlay – Under Kaysville’s PRUD Overlay Zone code §17-34-5 indicates that a PRUD Overlay application should include an evaluation of
 - d. Impact of the roads on adjacent properties
 - e. Impacts on the privacy of adjacent properties

The impact on adjacent properties and the privacy of adjacent properties can be mitigated as stated in the code §17-34-5 (2)(e) by “reduction in density”.

KAYSVILLE CITY CODE PROVISIONS REGARDING R-1 DISTRICTS

Kaysville code §17-12-1 provides that residential districts in this zone are to “to provide for areas in appropriate locations where quiet, low density residential neighborhoods may be established, maintained and protected”(emphasis added). The recognition of establishing, maintaining and protecting neighborhoods is reflected in the Kaysville city general plans set forth in 2005, 2008, 2014, 2019 and currently.

The neighborhoods adjacent to the Symphony proposed development that are “established”, to be “maintained” and “protected” fall within the direction from the general plans (2005 through 2019), under Goals and Policies-Housing:

“1 – West of I-15, allows 0-2 units per acre with some higher density housing along the major streets.”

The general plans also refer to the fact that “Kaysville should contain abundant public and private open space”.

In 2019 the same statement on goals and policies concerning housing and density was made with a statement that “housing developments should have a minimum of through vehicular traffic and a maximum of open space”. The goals and policies go on to indicate that housing developments should essentially pay for themselves (that touches upon the previous comments concerning avoiding Kaysville taxpayers to bear the burden of acquisition and development of the connection to Angel Street).

In the 2022 General Plan, the general statement is made concerning Kaysville’s vision that “we will continue to be a thriving community where our peaceful way of life is preserved;”. Such a statement is connected to the three areas of concern touched upon in the previous public hearings.

A goal in the 2022 general plan states

“Goal 5: Preserve and enhance Kaysville’s remaining pastoral atmosphere and agricultural history through careful planning and the preservation of open space”.

Goal 6 states

“Goal 6: Preserve the established character of Kaysville.”

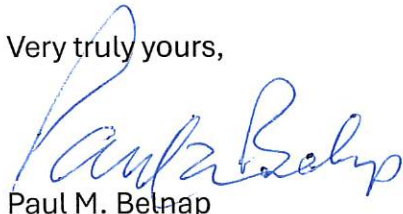
And this goal goes on to discuss an implementation measure of “prohibit high density land uses in areas established for lower density residential uses.”

The process of creating the 2022 General Plan included interviewing and receiving questionnaire answers from Kaysville citizens. A summary of those answers that were felt by entire cross section of people examined included the following four that were the top areas that were most important to them, that included the following ranking: “Preserving single family neighborhoods, limiting/reducing traffic impacts, preserving open space, maintaining Kaysville small town identity.”

CONCLUSION

The decisions made by the city in regard to the development, zoning requests and related items before you have long range impacts upon our community. Thank you for the time you have spent and your consideration of these issues and my request that an appropriate zoning and resolution would be an R-14 zone in the area that Symphony proposed to be an R-10 and an R-8 zone in the area that Symphony proposed to be an R-6 (pushed further west). In addition, I believe that a conclusion point should be reached regarding the connection and access to Angel Street as a requirement for the development of this property, to mitigate against the areas of concern referenced by the citizens in the public hearing and also as addressed and contemplated in Kaysville's city code, with no financial burden being placed on Kaysville taxpayers.

Very truly yours,



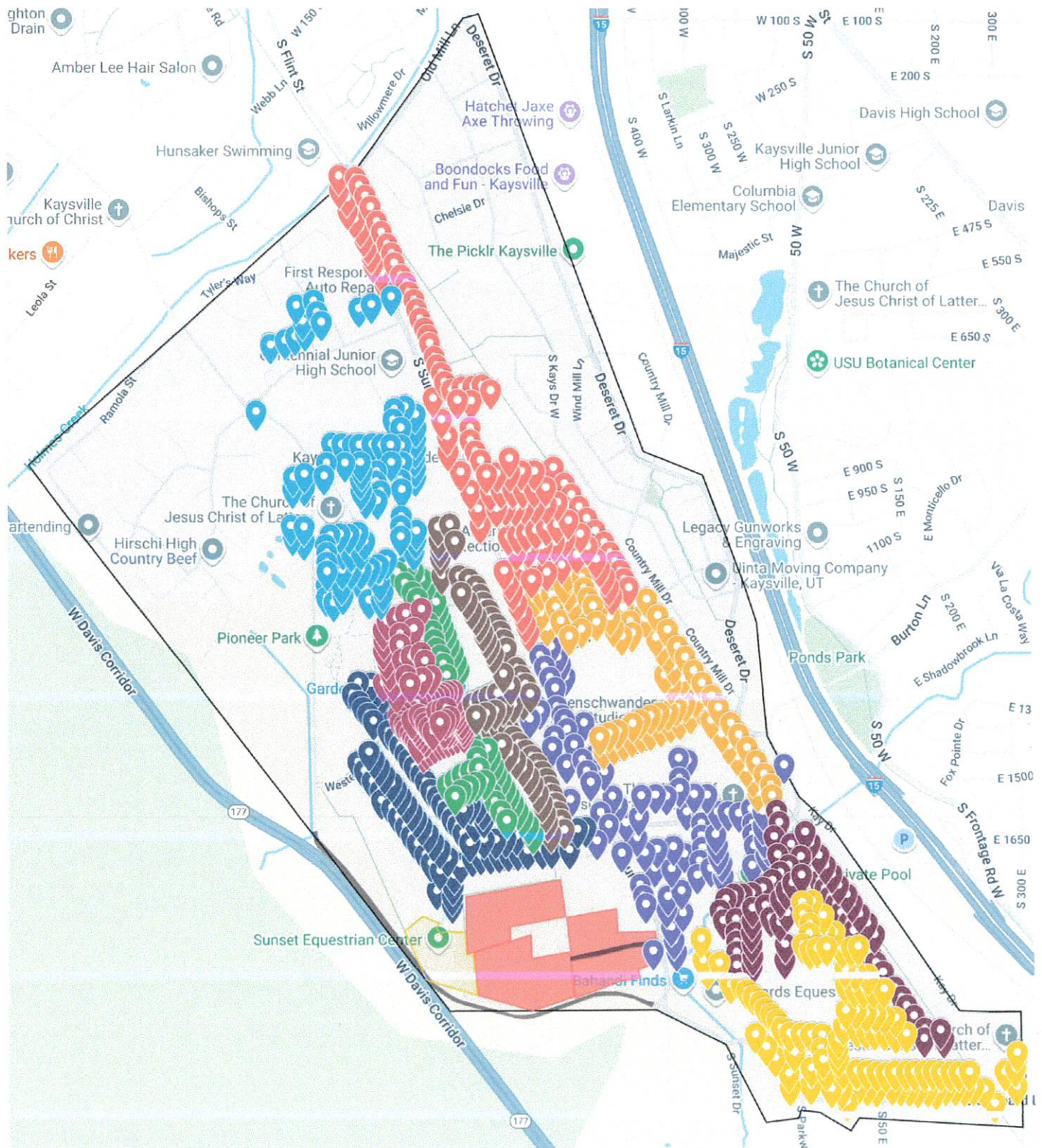
Paul M. Belnap

Cc: Jason Christensen – jchristensen@kaysville.gov

Attachment 1-A

Impacted Neighbors

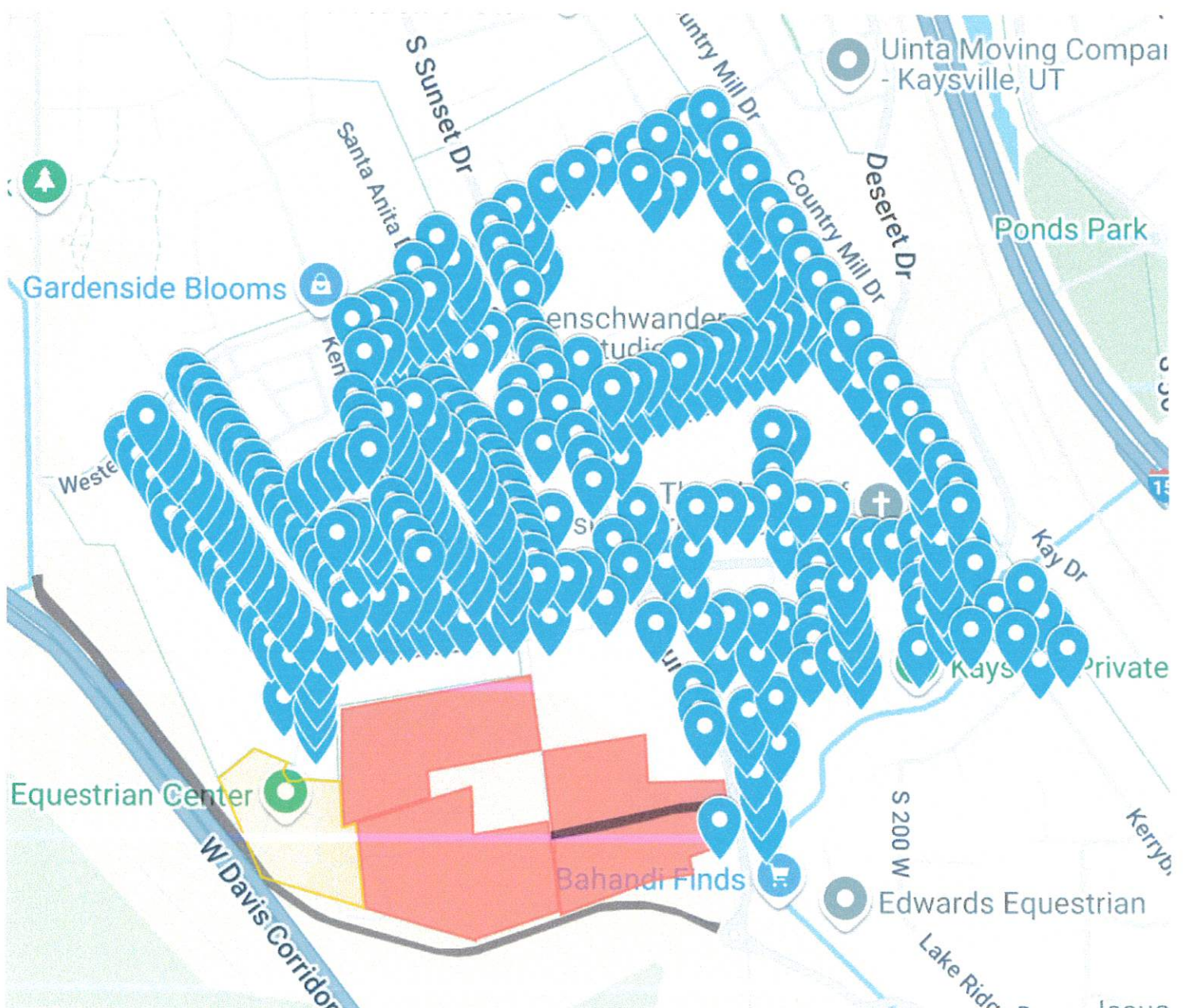
The existing homes most likely to be affected by this development with the pins representing approximately 830 homes feeding into the main arterial roads corresponding to the development.



Attachment 2-A

300 Home Comparison

The existing zoning of 300 homes in the area as they now sit and visualize what the same 300 homes would be like when that density is pushed into the 52 acres as seen as the red highlighted area in addition to the narrow private roads where any street parking would make it almost impassable.



KAYSVILLE CITY
SCHEDULE OF ZONING DISTRICT REGULATIONS

| <u>Zoning District</u> | <u>Use</u> | <u>Maximum Height In Feet</u> | <u>Minimum Lot Size In Sq. Ft.</u> | <u>Lot Area Per Dwelling In Sq. Ft.</u> | <u>Minimum Lot Width In Feet</u> | <u>Minimum Front Yard In Feet</u> | <u>Minimum Side Yard* In Feet</u> | <u>Minimum Rear Yard In Feet</u> |
|------------------------|---|-------------------------------|--|--|----------------------------------|-----------------------------------|---|----------------------------------|
| A-5 | Heavy Agriculture Single Family Dwellings | 30 | 210,000 | 210,000 | 200 | 30 | 10 | 30 |
| A-1 | Light Agriculture Single Family Dwellings | 30 | 40,000 | 40,000 | 100 | 30 | 10 | 30 |
| R-A | Residential Agriculture Single Family Dwellings | 30 | 21,780 | 21,780 | 100 | 30 | 8 | 30 |
| R-1-20 | Single Family Dwellings | 30 | 20,000 | 20,000 | 90 | 30 | 8 | 15 |
| R-1-14 | Single Family Dwellings | 30 | 14,000 | 14,000 | 90 | 30 | 8 | 15 |
| R-1-LD | Single Family Dwellings | 30 | 12,000 | 12,000 | 90 | 30 | 8 | 15 |
| R-1-10 | Single Family Dwellings | 30 | 10,000 | 10,000 | 80 | 30 | 8 | 15 |
| R-1-8 | Single Family Dwellings | 30 | 8,000 | 8,000 | 60 | 25 | 8 | 15 |
| R-T | Single Family Dwellings | 30 | 8,000 | 8,000 | 60 | 25 | 8 | 15 |
| R-D | Single Family Dwellings Existing Multiple Dwellings | 30 | 8,000 | 8,000 | 64 | 25 | 8 | 15 |
| R-2 | Single Family Dwellings Two-Family Dwellings | 30 | 8,000 8,000 | 8,000 4,000 | 70 | 25 | 8 | 15 |
| R-4 | Single Family Dwellings Two-Family Dwellings Three-Family Dwellings Four-Family Dwellings | 30 | 8,000 8,000 10,000 12,000 | 8,000 4,000 3,333 3,000 | 70 | 25 | 8 | 15 |
| R-M | Single Family Dwellings Two-Family Dwellings Three-Family Dwellings Four-Family Dwellings Five-Family Dwellings Six-Family Dwellings Additional | 30 | 8,000 8,000 10,000 12,000 14,000 16,800 2,800/unit | 8,000 4,000 3,333 3,000 2,800 2,800 | 70 | 25 | 8 8 10 12 14 16 +2/unit | 15 |
| PU | Public Use | | | | | | | |
| PB | Professional Business | 30 | | | | | | (Controlled by Site Plan Review) |
| GC | General Commercial | 35 | | | | | | (Controlled by Site Plan Review) |
| CC | Central Commercial | 35 | | | | | | (Controlled by Site Plan Review) |
| HC | Assisted Living | 35 | | | | | | (Controlled by Site Plan Review) |
| LI | Light Industrial | 35 | | | | 30 | | (70% Maximum Building Coverage) |

***Corner Lots** - 20' on side by the street

Measurements given are from property line. Front property line begins 10' back of curb.

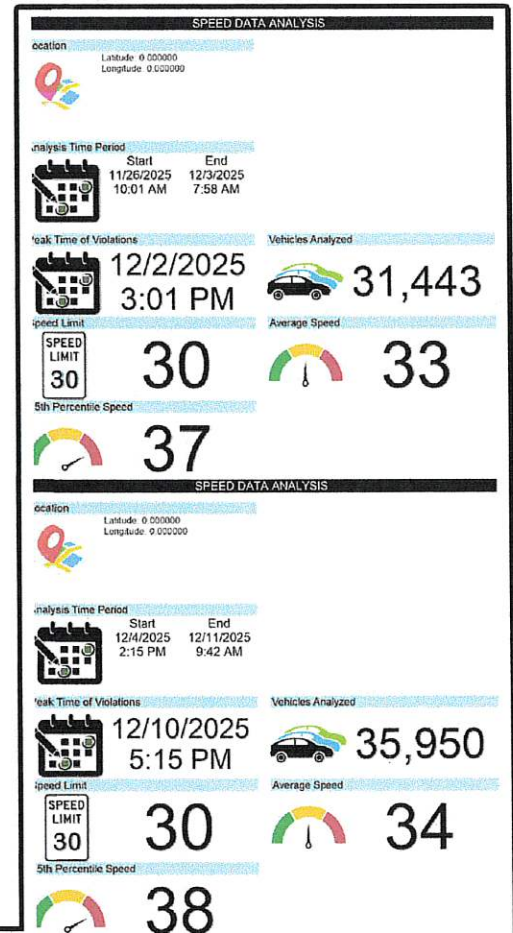
The Need For A Fully Independent Traffic Study

- Symphony's Study is outdated and does not include major traffic-impacting changes such as the opening of the Davis Corridor, the installation of the Sunset roundabout, the closure and reopening of Shepherd Lane overpass, the new I15 to Shepherd Lane off ramp, and other factors.

- Traffic studies tied to any involved party may be represented in such a way that it exaggerates or downplays the truth of the traffic matter. Inconsistent results from either party's studies show a concerning discrepancy needing clarification.

- Sunset Drive is a City-maintained roadway classified by the Kaysville General Plan (2022) as a Community Street (major collector), yet has blind corners, is regularly used for sustained commuter or regional through-traffic, lacks meaningful traffic control measures (e.g. stop signage), and turning lanes. A major collector in Kaysville is designed to carry moderate neighborhood traffic with proper striping, sidewalks, and sight distance.

- Lack of parking in high density communities often exasperates traffic issues when residents and visitors must find extra parking roadside or outside the community itself (Angel/Sunset), which is not taken into account with traffic studies (e.g. Station Parkway in Farmington) with no mitigation factors included in Symphony's proposal.



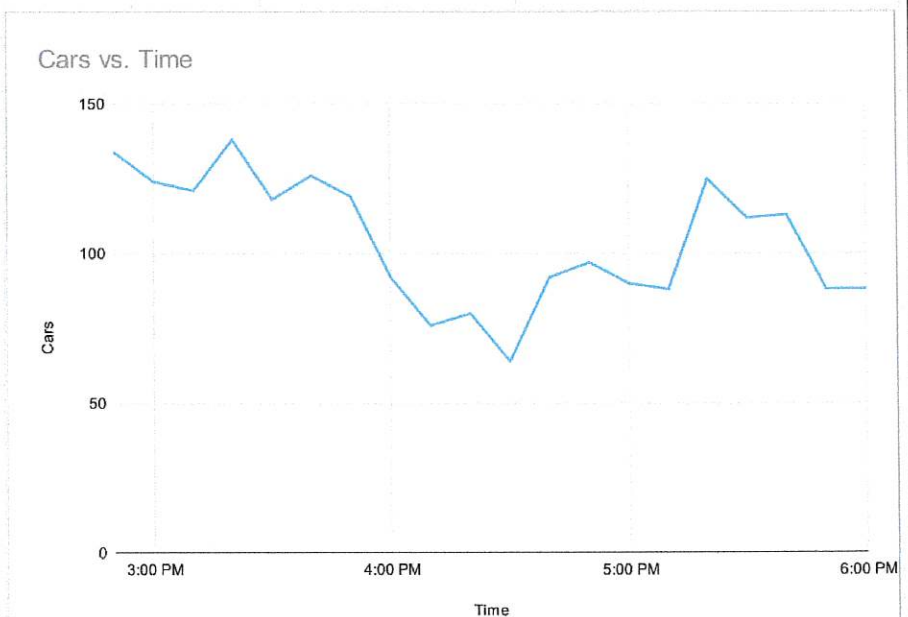
Factors Needing Verification:

- Missing verifiable Lat/Long location data
- Set up during Thanksgiving Holiday during odd traffic patterns
- 1st Set up at Sunset roundabout, not straightaway along road
 - 2nd Set up at blind corner, not straightaway along road
- Inconsistent with manual observations

Manual Counting Sample

| Date | Time Start | Time End | Time | Cars |
|--------|------------|----------|--------------------|------|
| Oct 30 | 2:40 PM | 2:50 PM | 2:40 PM to 2:50 PM | 134 |
| Oct 30 | 2:50 PM | 3:00 PM | 2:50 PM to 3:00 PM | 124 |
| Oct 30 | 3:00 PM | 3:10 PM | 3:00 PM to 3:10 PM | 121 |
| Oct 30 | 3:10 PM | 3:20 PM | 3:10 PM to 3:20 PM | 138 |
| Oct 30 | 3:20 PM | 3:30 PM | 3:20 PM to 3:30 PM | 118 |
| Oct 30 | 3:30 PM | 3:40 PM | 3:30 PM to 3:40 PM | 126 |
| Oct 30 | 3:40 PM | 3:50 PM | 3:40 PM to 3:50 PM | 119 |
| Oct 30 | 3:50 PM | 4:00 PM | 3:50 PM to 4:00 PM | 92 |
| Oct 30 | 4:00 PM | 4:10 PM | 4:00 PM to 4:10 PM | 76 |
| Oct 30 | 4:10 PM | 4:20 PM | 4:10 PM to 4:20 PM | 80 |
| Oct 30 | 4:20 PM | 4:30 PM | 4:20 PM to 4:30 PM | 64 |
| Oct 30 | 4:30 PM | 4:40 PM | 4:30 PM to 4:40 PM | 92 |
| Oct 30 | 4:40 PM | 4:50 PM | 4:40 PM to 4:50 PM | 97 |
| Oct 30 | 4:50 PM | 5:00 PM | 4:50 PM to 5:00 PM | 90 |
| Oct 30 | 5:00 PM | 5:10 PM | 5:00 PM to 5:10 PM | 88 |
| Oct 30 | 5:10 PM | 5:20 PM | 5:10 PM to 5:20 PM | 125 |
| Oct 30 | 5:20 PM | 5:30 PM | 5:20 PM to 5:30 PM | 112 |
| Oct 30 | 5:30 PM | 5:40 PM | 5:30 PM to 5:40 PM | 113 |
| Oct 30 | 5:40 PM | 5:50 PM | 5:40 PM to 5:50 PM | 88 |
| Oct 30 | 5:50 PM | 6:00 PM | 5:50 PM to 6:00 PM | 88 |

Total:
2085
Avg/Incr:
104



From: [Melinda Greenwood](#)
To: [Anne McNamara](#)
Subject: Fw: Public hearing for a zone change for properties located on Sunset Dr
Date: Monday, January 5, 2026 11:16:44 AM
Attachments: [Outlook-Kaysville](#)

Melinda Greenwood
Community Development Director
801-497-7021
mgreenwood@kaysville.gov
<https://www.kaysville.gov/>



From: Teana Error [REDACTED]
Sent: Saturday, January 3, 2026 1:07 PM
To: Melinda Greenwood <mgreenwood@kaysville.gov>
Subject: Public hearing for a zone change for properties located on Sunset Dr

You don't often get email from teanaerror@gmail.com. [Learn why this is important](#)

Melinda Greenwood,

My name is Teana Error and I am contacting you in regards to the public hearing for a zone change regarding properties adjacent to Sunset Dr. If this change were to in fact occur the benefits would be minimal and the consequences dire to the Kaysville community, and Davis County.

Utah is experiencing a housing problem, one that is not going to be solved by developing every square inch of land possible in this beautiful state. If Symphony were to develop this area as they are proposing, it would not result in affordable housing, and it would not lend a drop to improving the housing market. What it would do is make them and other developers wealthier at the cost of permanently altering the landscape of the Utah that we love. Development, and more specifically high density development, that is occurring all throughout the state has only one goal in mind, and that is profit. It is not improving the livelihoods of Utah residents. It is appealing to outside residents of the state to come and reduce what resources Utah has to offer. Utah is not an endless well of water or land, it has a capacity, and I feel that it has been exceeded.

If this high density proposal for rezoning were to occur, a domino effect would begin to fall as more and more agricultural/residential zoning areas will be under attack. Kaysville is a beautiful community that fosters the roots of our western way of life. A slower pace, open spaces, opportunities to enjoy livestock and horses; it is a community that many families desire to raise their children in.

Please hear the voices of the community, don't rezone this area, please don't.

Development of this land should be done thoughtfully, and with great care. As an example, in West Bountiful there is a development known as Highgate Community. It is a subdivision made of acre lots. Green space is preserved. It is a desirable area with so much to offer. It adds to the community and the area it surrounds. I know that there are many desiring to have more land and are eagerly looking for these kinds of communities. This area could potentially allow for approximately ten to twelve 1-acre lots, the neighborhood would not be overburdened (roads, schools, and other infrastructure), and it would add beauty to the area and uphold the western desire of most of the residents of Kaysville.

The high density development occurring north of Station Park in Farmington is forever altering that land. It will not curb the housing problem in Utah, but it will definitely be padding the pockets of developers who only want more more more.

Please, please, say "no" to rezoning. 46 units is an astronomical impact on this rural community which desires to remain a quaint, quiet, and western community.

Thank you for your service to the community and for your time in reading my email.

Teana Error

From: [PublicComment](#)
To: [Everyone-CityCouncil](#)
Cc: [Jaysen Christensen](#); [Melinda Greenwood](#); [Anne McNamara](#); [Mindi Edstrom](#)
Subject: FW: Sunset development OBJECTION
Date: Friday, January 9, 2026 8:40:09 AM

From: Annette Davidson [REDACTED]
Sent: Thursday, January 8, 2026 7:14 PM
To: PublicComment <PublicComment@kaysville.gov>
Subject: Sunset development OBJECTION

You don't often get email from [REDACTED]. [Learn why this is important](#)

I am a resident of Kaysville and live near the proposed Symphony development.

I object to this proposed development for the following reasons:

There is currently an application from Symphony Homes requesting a zone change under consideration by the Kaysville City Planning Commission. Symphony Homes is requesting a zone change for approximately 52 acres located at approximately 1820 South from R-A Residential Agricultural District, A-1 Light Agricultural District to R1-6 Single Family Residential District with PRUD Overlay to allow for private streets. The subject property totals 14.7 acres, and the applicant is proposing a total of 46 single family lots, with 28 lots ranging from approximately 11,000 to 22,000 square foot range, as well as 18 smaller lots ranging from 6,300 to 12,200 square feet along the site's southern boundary.

First, this request is contrary to Kaysville City's Master Plan and is contrary to the desires of most people who live in this area. (See Kaysville General Plan Appendix A Community Engagement page 92 November 2022). Under Land Use: "Concerns over "high density" developments in West Kaysville," because "Many in this area would like to keep the remaining open spaces or see large lot sizes."

Second, it is important to note that a similar request at 1735 South 550 West proposed a change from A-1 to R-4 Multi Family Residential was denied by the Kaysville Planning Commission on August 8, 2024. In that meeting, the Planning Commission and City Staff concluded that: The proposed higher density zoning was incompatible with the surrounding single family and agricultural neighborhoods. The request was inconsistent with Kaysville's adopted General Plan and West Area Land Use Goals. This prior denial demonstrates a clear and consistent precedent by the city to protect the established

character of this area.

Third, this proposal is for 14.7 acres of approximately 52 acres of property that was previously presented to the planning commission on August 28, 2025, requesting a zone change to R-1 Single Family Residential District and R-M Multiple Family Residential

District. In that request they proposed 293 dwellings, including 193 single-family detached homes and 102 town homes. This proposal is only 29.3% of the property that was presented in the original zoning request and would leave the remaining 37.3 acres open to additional rezoning requests in the future, reverting to a zoning request to R-M Multiple Family Residential District. We believe the City of Kaysville and the residents in this area are entitled to see the proposal for all 52 acres in order to assess the impact of this development.

Fourth, this request for a zone change to a R-1-6 Single Family Residential District is not consistent with Symphony's proposed plan. There is only a small proportion of the zoning request that would require a R-1-6 Single Family Residential District. This request leaves this proposal open ended and would allow Symphony to change the proposed development at their own discretion without any further approval from the City and to the detriment of the surrounding neighborhoods.

Zone changes with this housing density or R1-6 should not be allowed at this location.

It is contrary to the desires of most people in this area and completely incompatible with the surrounding area.

Fifth, this project would add a significant traffic load to Sunset Drive, which is already extremely busy. The traffic on Sunset is already altering our lifestyles in this beautiful area and has made Sunset Drive a safety risk. This would be compounded by Symphony proposing to build another 46 single family dwellings and introducing the only access road for this project onto Sunset. This proposed entrance onto Sunset is located on a blind corner and close to the roundabout that already bears the brunt of the traffic on Sunset, creating a significant safety risk for drivers and pedestrians. In addition to these issues this development as planned could add a significant traffic load to Sunset Drive. As planned, this is the only access to the development, and the construction traffic alone would further deteriorate the residential livability, character and safety of neighborhoods.

The access road proposed by Symphony should not be allowed and any access to any development in this area should only be accessed via Angel Street.

Annette L. Davidson

[REDACTED]

Kaysville, UT 84037

[REDACTED]

From: noreply@civicplus.com
To: [Melinda Greenwood](#); [Mindi Edstrom](#); [REDACTED]
Subject: Online Form Submittal: Contact the Planning Commission
Date: Wednesday, December 24, 2025 3:23:34 PM

Contact the Planning Commission

Have a question or comment? Want to contact the Planning Commission about an upcoming item on a meeting? Please fill out the form below and an e-mail will be sent to all of the Planning Commission members. You can also contact the Community Development office at 801-546-1241.

| | |
|----------------------|---|
| Name | Josh Carling |
| Email Address | [REDACTED] |
| Address | [REDACTED] |
| City | Kaysville |
| State | Utah |
| Zip Code | 84037 |
| Phone Number | [REDACTED] |
| Your Message | I am in strong support of the symphony homes rezoning request for the address of 1820 South Sunset. |
| Upload an Attachment | <i>Field not completed.</i> |
| Upload an Attachment | <i>Field not completed.</i> |
| Upload an Attachment | <i>Field not completed.</i> |

Email not displaying correctly? [View it in your browser.](#)

From: noreply@civicplus.com
To: [Melinda Greenwood](#); [Mindi Edstrom](#); [REDACTED]
Subject: Online Form Submittal: Contact the Planning Commission
Date: Monday, December 22, 2025 10:23:45 PM

Contact the Planning Commission

Have a question or comment? Want to contact the Planning Commission about an upcoming item on a meeting? Please fill out the form below and an e-mail will be sent to all of the Planning Commission members. You can also contact the Community Development office at 801-546-1241.

| | |
|---------------|----------------------------------|
| Name | Katy Martin |
| Email Address | [REDACTED] |
| Address | [REDACTED] |
| City | Kaysville |
| State | UT |
| Zip Code | 84037 |
| Phone Number | [REDACTED] |
| Your Message | RE 1820 S Sunset Drive rezoning. |

This is absolutely ludicrous. You have approved so many reasonings on the west side of Kaysville in the four years since we moved into our home (which was already built and follows the city plan of larger lots in the west side).

Sunset is not a large enough street to manage the traffic these homes would create. The morning commute to take our high school children (or for them to drive themselves) to Farmington High School where they are required to go would be utterly atrocious! The new addition of the round about at the end of sunset would become a nightmare and the fact that there was no foresight to put a signal in at 950 where the west Davis corridor is, would mean a huge traffic backlog for anyone trying to get to Farmington in the mornings.

Sometimes I think that as a city planning commission you fail to see the bigger picture. Do you actually talk to the people that these developments will effect? Or do you look at paper and see that the \$\$ is enough and that the paperwork has been properly filled out.

Last I checked, I thought Kaysville was a city that actually cared about its residents. We don't need dense housing. The infrastructure is not in place for it... not to mention that the smaller lots goes against the reason people IN Kaysville like living here. It's quiet. It's peaceful. It's a chance for us to breathe. To get away from the crowded hustle and bustle of the bigger cities. Well ... there goes that!

Try listening to the people, really listening to them. We don't want any more of these large developments. We want to keep our "hometown" city clean, open, and with a small town feel. If people want dense housing they are welcome to drive 5 extra minutes to Farmington or Layton. Please don't ruin our city beautiful city by tearing up the beautiful landscape to make way for concrete buildings, paved roads, and increased air pollution.

Upload an Attachment *Field not completed.*

Upload an Attachment *Field not completed.*

Upload an Attachment *Field not completed.*

Email not displaying correctly? [View it in your browser.](#)

From: noreply@civicplus.com
To: [Melinda Greenwood](#); [Mindi Edstrom](#); [REDACTED]
Subject: Online Form Submittal: Contact the Planning Commission
Date: Wednesday, January 7, 2026 6:43:08 PM

Contact the Planning Commission

Have a question or comment? Want to contact the Planning Commission about an upcoming item on a meeting? Please fill out the form below and an e-mail will be sent to all of the Planning Commission members. You can also contact the Community Development office at 801-546-1241.

| | |
|---------------|------------|
| Name | Megan Fink |
| Email Address | [REDACTED] |
| Address | [REDACTED] |
| City | Kaysville |
| State | UT |
| Zip Code | 84037 |
| Phone Number | [REDACTED] |

Your Message Dear Members of the Planning Commission,

I am writing to provide public comment regarding the proposed rezone of the property located at 1820 South Sunset Drive (Parcels #08-694-0005, 08-027-0009, and 08-027-0008), from R-A and A-1 to R-1-6 with a PRUD Overlay.

As a resident of Kaysville and a neighboring homeowner, I respectfully but strongly oppose the proposal in its current form. Many local residents have expressed concerns about the rezoning of this area for years. We recognize that the property will eventually be developed, and our intent is not to prevent development altogether. Rather, our concern is that the land is at risk of being overdeveloped without a clear, comprehensive, and transparent plan.

Throughout this process, residents have been presented with multiple revisions and partial proposals, resulting in uncertainty and frustration. The initial plan did not clearly define lot sizes or provide sufficient detail to understand the scope of the development. The current proposal appears to address only a small portion of the overall development and includes smaller

lots, reduced green space, no trails or bike paths, and a proposed reconfiguration of 550 West as a direct through street into the Sunset Equestrian Estates neighborhood.

I live on Seabiscuit Drive (550 West), and I can state with confidence that residents along this street are closely monitoring this proposal and are deeply concerned about the introduction of through traffic into what has historically been a quiet residential road. Assertions that 550 West is adequately sized to accommodate increased traffic are disputed by residents. Based on direct measurements, the road consists of approximately 40 feet of roadway, with 3-foot park strips and 4-foot sidewalks on each side, totaling approximately 54 feet in width. This is less than the width that has been referenced for the proposed new segment of 550 West. I strongly encourage the City to conduct an independent survey to confirm these measurements.

Additionally, earlier iterations of the plan included traffic patterns that diverted vehicles onto multiple roads, helping to slow traffic before reaching 550 West. The current design removes those mitigations and instead creates a direct, uninterrupted route, increasing concerns about safety and neighborhood impact.

Over the course of numerous meetings, emails, and discussions, what residents continue to request—and have not yet received—is transparency. We are asking for a single, complete, and clearly defined development plan that cannot be substantially altered later. This plan should include precise lot sizes, roadway measurements, traffic impacts, green spaces, trails, and other amenities that have been referenced in discussions and promotional materials.

I am not asking that development be denied outright. Rather, I respectfully request that this proposal be sent back for revision, with direction to present the full and complete development plan in clear and measurable terms. Given that this is one of the last large-scale developments in Kaysville, I believe it is essential that it be planned carefully and thoughtfully, with long-term impacts to residents fully considered.

Thank you for your time and for considering the concerns of the surrounding community.

Sincerely,
Megan Fink

Upload an Attachment [part1.jpg](#)

Upload an Attachment [part2.jpg](#)

Upload an Attachment *Field not completed.*

Email not displaying correctly? [View it in your browser.](#)

From: noreply@civicplus.com
To: [Melinda Greenwood](#); [Mindi Edstrom](#); [REDACTED]
Subject: Online Form Submittal: Contact the Planning Commission
Date: Tuesday, January 6, 2026 4:52:35 PM

Contact the Planning Commission

Have a question or comment? Want to contact the Planning Commission about an upcoming item on a meeting? Please fill out the form below and an e-mail will be sent to all of the Planning Commission members. You can also contact the Community Development office at 801-546-1241.

| | |
|---------------|-------------|
| Name | Jason Jones |
| Email Address | [REDACTED] |
| Address | [REDACTED] |
| City | Kaysville |
| State | UT |
| Zip Code | 84037 |
| Phone Number | [REDACTED] |

Your Message Dear Members of the Kaysville Planning Commission,

Thank you for your service to our community and for the time you dedicate to thoughtfully reviewing development proposals. I served on the planning commission in Utah's 2nd largest city and I know that yours is an often thankless job. Thank you for your service.

I am writing regarding the proposed rezone for the properties at approximately 1820 South Sunset Drive. I want to be clear that I am not opposed to residential development on this property. I understand the need for growth and appreciate developers who are willing to invest in Kaysville. My request is centered on ensuring that any zoning change protects the long-term integrity, safety, and character of the surrounding neighborhood, both now and in the future.

Based on the materials presented, much of the proposed development includes lots that are significantly larger than the 6,000 sq ft minimum allowed under an R-1-6 zone. Given that context, I would feel substantially more comfortable with an R-1-10 zoning designation, which more closely aligns with the

existing lot sizes, neighborhood pattern, and expectations along this section of Sunset Drive.

As a planning commissioner, we once approved a similar development plan based on a conceptual rendering and assurances from the developer. I don't believe it was pre-meditated, but after the zoning was approved it was eventually sold to another developer who did not honor the original plans and built something very different than what we intended when as a planning commission we approved the zone change. Please don't make the same mistake we did.

My concern with the requested R-1-6 zoning is not necessarily what is being proposed today, but what could be legally allowed in the future. Without binding protections, a zoning designation should be evaluated based on its maximum potential, not only on a conceptual rendering. R-1-6 provides considerably more flexibility than what appears to be reflected in the current proposal, and that gap creates understandable uncertainty for nearby residents.

If the Commission determines that R-1-6 zoning is appropriate, I respectfully ask that it be paired with ****clear, binding PRUD conditions****, including but not limited to:

- * A firm cap on the total number of residential units
- * Minimum average or minimum individual lot sizes
- * Explicit height limitations
- * Binding site layout or development standards that prevent future densification beyond what is currently presented
- * Traffic mitigation measures appropriate for Sunset Drive and surrounding access points

These types of conditions would go a long way toward ensuring that what is approved is what ultimately gets built, regardless of future market conditions or changes in ownership.

My goal—and I believe the goal of many neighbors—is not to stop development, but to see development that is consistent, predictable, and respectful of the existing neighborhood. R-1-10 zoning, or binding PRUD protections attached to R-1-6, would provide that assurance.

Thank you for considering this perspective and for your continued stewardship of Kaysville's growth.

Respectfully,

Jason Jones
Sunset Drive Neighbor

From: noreply@civicplus.com
To: [Melinda Greenwood](#); [Mindi Edstrom](#); [REDACTED]
Subject: Online Form Submittal: Contact the Planning Commission
Date: Tuesday, January 6, 2026 7:10:15 PM

Contact the Planning Commission

Have a question or comment? Want to contact the Planning Commission about an upcoming item on a meeting? Please fill out the form below and an e-mail will be sent to all of the Planning Commission members. You can also contact the Community Development office at 801-546-1241.

| | |
|---------------|-----------------------------------|
| Name | Micael Jensen |
| Email Address | [REDACTED] |
| Address | [REDACTED] |
| City | Kaysville |
| State | UT |
| Zip Code | 84037 |
| Phone Number | [REDACTED] |
| Your Message | Dear Planning Commission Members: |

I'm writing you to express my thoughts/concerns with the proposed rezone and development plans included as Agenda Item #3 in your upcoming meeting. I appreciate the pressure and quandary that comes just by serving in your role and hope I can clearly share my thoughts and concerns for your consideration.

By way of introduction I, along with my wife, are the owners and operators of Bridle Up Hope Davis County, a 501c3 Equine Assisted Learning program for women and girls to build hope, confidence and resilience through horses and habits <https://www.bridleuphope.org/>. The program is located at 1850 s and 550 w, immediately west of the proposed rezone. Understanding that development in the area is inevitable and that we and our horses will soon have new residential neighbors, our hope is that this future will allow for both to exist in harmony.

According to the proposed design, Bridle Up Hope Davis County would transition from being on one of the last agricultural access roads in the city to ultimately being potentially one of the busiest residential corners/intersections in west Kaysville. The ultimate

development of 550 w, especially as proposed, will significantly impact our ability to utilize the property as we have in the past and adversely affect the safety of our animals, participants and existing program. The addition of another main thoroughfare on Bridle Up Hope's southern property line would further exacerbate that reality.

Our personal residence is nearby, [REDACTED] [REDACTED]. so naturally, we share the concerns of our neighbors on Sunset and surrounding homes with the potential of significant increases in traffic in an area we already consider to be dangerous, mainly because of the change in road elevation, a blind turn right where the access to Sunset Drive is proposed, and excess speed of users approaching the new roundabout.

Finally, we are concerned with the overall plan for the last remaining 50+ acres and coordination of the mixed uses in the area (residential/agricultural), including the continuation of Angel Street, its associated access points into neighborhoods, and the slivers of unimproved land held by the Sewer District. While coordinating with all the land owners and potential developers in the area may be difficult, the resolution of Angel Street and the Sewer District property, I feel, is dependent on the city being proactive. In my conversations with the symphony representative, the resolution of a plan for Angel street and the city gaining access into these potential neighborhoods across Sewer District owned land provides them the opportunity to develop better neighborhoods and circulation as well as address neighbors' concerns about additional access points on Sunset.

In conclusion, I'm not opposed to homes in the area but I think it's premature to approve THIS request and is imperative that the City become involved and take the leadership role with the various stake holders, existing residents, the Sewer District and potential developers to insure the best possible layout for the future growth instead of approving projects piecemeal. I am happy to actively participate in those discussion and activities.

Thank you for your consideration.

Mike Jensen
[REDACTED]

Upload an Attachment *Field not completed.*

Upload an Attachment *Field not completed.*

Upload an Attachment *Field not completed.*

From: noreply@civicplus.com
To: [Melinda Greenwood](#); [Mindi Edstrom](#); [REDACTED]
Subject: Online Form Submittal: Contact the Planning Commission
Date: Wednesday, December 24, 2025 3:19:34 PM

Contact the Planning Commission

Have a question or comment? Want to contact the Planning Commission about an upcoming item on a meeting? Please fill out the form below and an e-mail will be sent to all of the Planning Commission members. You can also contact the Community Development office at 801-546-1241.

| | |
|----------------------|---|
| Name | Bryan Carling |
| Email Address | [REDACTED] |
| Address | [REDACTED] |
| City | Kaysville |
| State | UT |
| Zip Code | 84037 |
| Phone Number | [REDACTED] |
| Your Message | In Favor of Symphony Homes Zoning Change located at approximately 1820 S Sunset Drive. Strongly Support this zoning change for MANY positive reasons. There are no negative effects of this proposal. |
| Upload an Attachment | <i>Field not completed.</i> |
| Upload an Attachment | <i>Field not completed.</i> |
| Upload an Attachment | <i>Field not completed.</i> |

Email not displaying correctly? [View it in your browser.](#)

From: noreply@civicplus.com
To: [Melinda Greenwood](#); [Mindi Edstrom](#); [REDACTED]
Subject: Online Form Submittal: Contact the Planning Commission
Date: Sunday, January 4, 2026 6:18:26 PM

Contact the Planning Commission

Have a question or comment? Want to contact the Planning Commission about an upcoming item on a meeting? Please fill out the form below and an e-mail will be sent to all of the Planning Commission members. You can also contact the Community Development office at 801-546-1241.

| | |
|----------------------|---|
| Name | Haley Maag |
| Email Address | [REDACTED] |
| Address | [REDACTED] |
| City | Kaysville |
| State | Utah |
| Zip Code | 84037 |
| Phone Number | [REDACTED] |
| Your Message | I support the rezone request on behalf of symphony homes. |
| Upload an Attachment | <i>Field not completed.</i> |
| Upload an Attachment | <i>Field not completed.</i> |
| Upload an Attachment | <i>Field not completed.</i> |

Email not displaying correctly? [View it in your browser.](#)

From: noreply@civicplus.com
To: [Melinda Greenwood](#); [Mindi Edstrom](#); [REDACTED]
Subject: Online Form Submittal: Contact the Planning Commission
Date: Wednesday, January 21, 2026 2:13:12 PM

Contact the Planning Commission

Have a question or comment? Want to contact the Planning Commission about an upcoming item on a meeting? Please fill out the form below and an e-mail will be sent to all of the Planning Commission members. You can also contact the Community Development office at 801-546-1241.

| | |
|---------------|-------------|
| Name | Jill Dredge |
| Email Address | [REDACTED] |
| Address | [REDACTED] |
| City | Kaysville |
| State | Utah |
| Zip Code | 84037 |
| Phone Number | [REDACTED] |

Your Message

I wanted to share with you information regarding PIDS, Public Infrastructure Districts. These are a growing issue and not good for the people and apparently, not cities either."PID developers can annex land anywhere in the state w/out 2nd city consent. PID Boards also have power to tax! Plz watch": <https://ripl.se/xi>. This is a 4 minute video with the state auditor.

FROM JEN BROWN: RE: PIDS.

I learned just tonight about a man from southern Utah who was so upset because he bought a small town home or condo and had no idea he was buying into a Public Infrastructure District. Guess what his PID tax was? 10,000 a year! He did not know. This is absolutely terrible that this is happening in Utah. Remember a PID allows developers to shift the cost of infrastructure onto the property owners in that geographic area. This was created in 2019 by SB 228 run by Senator Dan McKay. A city approves the PID and then that private developer can issue municipal bonds as if they were a government entity and shift the cost of their infrastructure onto unsuspecting home buyers. Never should a private company be able to issue a tax. It is time for the citizens to join together and make changes. Jen Brown is heavily involved with the legislators. Symphony Development must be protected from being a PID.

You might remember when I asked the question if this would be a PID, the representative said..."We are not contemplating that at this time". After the meeting I visited with him and he said that Angle Street might be an opportunity to use a PID.
Thank you,

Jill

Upload an Attachment *Field not completed.*

Upload an Attachment *Field not completed.*

Upload an Attachment *Field not completed.*

Email not displaying correctly? [View it in your browser.](#)

From: noreply@civicplus.com
To: [Melinda Greenwood](#); [Mindi Edstrom](#); [REDACTED]
Subject: Online Form Submittal: Contact the Planning Commission
Date: Thursday, January 8, 2026 3:29:27 PM

Contact the Planning Commission

Have a question or comment? Want to contact the Planning Commission about an upcoming item on a meeting? Please fill out the form below and an e-mail will be sent to all of the Planning Commission members. You can also contact the Community Development office at 801-546-1241.

| | |
|----------------------|---|
| Name | Matthew A Mann |
| Email Address | [REDACTED] |
| Address | <i>Field not completed.</i> |
| City | Kaysville |
| State | UT |
| Zip Code | 84037 |
| Phone Number | [REDACTED] |
| Your Message | Please see the attached written comment (and attached traffic calming study report performed by Kaysville City Police) requesting denial to the Symphony Development request to rezone to a R 1-6. Thank you |
| Upload an Attachment | January 8, 2026 Opposition Letter to Planning Comission.docx |
| Upload an Attachment | sunset Traffic Study 12.25.png |
| Upload an Attachment | <i>Field not completed.</i> |

Email not displaying correctly? [View it in your browser.](#)

January 8, 2026

Dear Kaysville City Planning Commission Members,

I am submitting this written comment in advance of the January 8, 2026 Planning Commission public hearing regarding the proposed Symphony Horizon Development.

My name is Matthew Mann and I reside at [REDACTED] in West Kaysville directly across from the proposed development access road. I am very much a proponent of responsible, well planned development; however, I am formal opposition to the Symphony Development as proposed, including both the requested zoning change and the proposed access onto Sunset Drive.

The action under consideration involves a change from Agricultural zoning directly to R-1-6. This represents a significant and abrupt increase in residential density and is not consistent with the Kaysville City General Plan for West Kaysville. The General Plan calls for lower density residential development with gradual transitions that reflect roadway capacity and existing infrastructure limitations. This proposal zoning bypasses multiple intermediate residential districts and introduces an intensity of development that was not planned for this area.

Zoning entitlements and infrastructure feasibility are inseparable! Approval of this zoning change would grant a density entitlement that assumes traffic and access constraints can be resolved at a later stage despite the fact that those constraints have not yet been demonstrated to be safe or workable. Once the zoning entitlement is granted, the city's ability to meaningfully address those constraints is significantly diminished.

The proposed access onto Sunset Drive further illustrates why the project should not proceed as currently designed. Sunset functions as a collector roadway and already carries high traffic volumes for its classification. The posted speed on Sunset Drive is 30 mph. A traffic calming study conducted by Kaysville City Police Officer Nicholas (December 2025), directly in front of my home, documented operating speeds of approximately 34-38 mph. This is approximately 10-27% faster than what is posted. At these operating speeds and given the existing roadway curvature and traffic conditions, adequate line of sight and stopping distances are not compatible with the addition of a new higher density development access road. Introducing turning and stopping vehicles at the proposed location would create unsafe conditions that cannot be adequately mitigated through signage, striping or minor design modifications.

For these reasons, I respectfully request that the Planning Commission deny Symphony's proposed zoning request and eliminate any access from the Horizons development onto Sunset Drive. Any future consideration of this property should be deferred until a safe and appropriate access connection (such as the Shepherd /Angel Road Extension) is completed and available.


Thank you for your time, attention and service to the community. We appreciate responsible growth and safe planning in our community.

Best regards,

Matthews Mann


SPEED DATA ANALYSIS

Location




Latitude: 0.000000
Longitude: 0.000000

Analysis Time Period




| Start | End |
|----------------------|-----------------------|
| 12/4/2025 2:15 PM | 12/11/2025 9:42 AM |

Peak Time of Violations



12/10/2025
5:15 PM

Vehicles Analyzed




35,950

Speed Limit




30

Average Speed



34

5th Percentile Speed



38

See More



From: noreply@civicplus.com
To: [Melinda Greenwood](#); [Mindi Edstrom](#); [REDACTED]
Subject: Online Form Submittal: Contact the Planning Commission
Date: Wednesday, January 7, 2026 1:40:36 PM

Contact the Planning Commission

Have a question or comment? Want to contact the Planning Commission about an upcoming item on a meeting? Please fill out the form below and an e-mail will be sent to all of the Planning Commission members. You can also contact the Community Development office at 801-546-1241.

| | |
|----------------------|---|
| Name | Paul Belnap |
| Email Address | [REDACTED] |
| Address | [REDACTED] |
| City | Kaysville |
| State | UT |
| Zip Code | 84037 |
| Phone Number | [REDACTED] |
| Your Message | Please consider the attached letter for your meeting on Thursday, January 8 regarding Symphony Development. |
| Upload an Attachment | Planning and Zoning Issues.pdf |
| Upload an Attachment | <i>Field not completed.</i> |
| Upload an Attachment | <i>Field not completed.</i> |

Email not displaying correctly? [View it in your browser.](#)

Paul M. Belnap
[REDACTED]
Kaysville, UT 84037
[REDACTED]

Sent Via Email:

Mayor Tamara Tran
Mayor.tran@kaysville.gov

December 1, 2025

Subject: Planning and Zoning Issues Regarding Symphony Development et al. in West Kaysville

Dear Mayor Tran,

I write this letter to you as a concerned citizen, hoping that information I provide, and opinions could be helpful in regard to the city's consideration of a re-zone of approximately 50 acres in West Kaysville.

Since moving to West Kaysville in 1979 I have been involved from time to time as a citizen, in active input toward issues of planning and zoning in West Kaysville. I served for a period of time on the Kaysville Planning Commission. I was asked to be involved in neighborhood and community meetings relative to the creation of the master plan – which I will outline in this letter.

Brief Background

When my parents and my family moved to Sunset Drive (1046 and 1086 Sunset Dr) in 1979 West Kaysville was a rural area with dairy farms and agricultural operations combined with individual residences. Most of the residences south of 2nd North to Shepard Lane were on residential wells and had sewer service. Electrical service was provided by Utah Power and Light. The county zoning requirements for this area were ½ acre to subdivide and build.

As a community we were grateful to Kaysville city when West Kaysville was annexed into the city in the 1980's. At that time, zoning of ½ acre up to 1 acre plus – agricultural was implemented.

In the 1990's multiple subdivisions were developed in West Kaysville north of 200 North, primarily involving lots of approximately ½ acre.

Woodside Homes, Lodder Homes and Others

Woodside Homes, Lodder Homes and Others developed areas south of 200 North. By the end of the decade of the 1990's Lodder Homes had developed south of Old Mill Lane- largely involving ½ acre lots. Approximately, in the early year 2000 time period, Woodside Homes acquired large parcels of property on both the east and west side of Sunset Drive beginning at approximately 1040 South on Sunset Drive to approximately Burton Lane and then west to what is now the extension of Angel Street to the area of Snowhorse Elementary.

The initial Woodside plan of development conceptualized over 500 homes on smaller lots of ¼ acre or less. This proposed development stirred significant community interest. After several public meetings, the city helped to guide a collaborative process to review zoning and master planning in West Kaysville south of Smith Lane and on the east and west side of Sunset Drive. It was suggested that part of the process of developing the master plan would involve significant citizen input. The proposed area was divided into neighborhood groups for work meetings and citizen input. The result of these meetings helped formulate significant planning decisions. A master plan was developed in the area identifying the area to be one of less density, open space and a blend of zoning between ½ acre to ¾ acre for much of the area with some light agricultural zoning.

Following the decision on zoning and master planning, the Woodside plan moved forward in implementing these concepts and plans. This included connected trails throughout the development. There was also a requirement for the creation of an equestrian center, which was an integral part of the plan for the "Sunset Equestrian Estates".

There was a small area planned for "Patio Homes" (bordering on the south side of Western Drive) on smaller lots, specifically for seniors and other individuals to add to the community.

Woodside Bankruptcy – Enter Symphony, Henry Walker Homes and Jeff and Susie Hanson

Following the Woodside Bankruptcy, Symphony acquired approximately 20-30 acres between the Snowhorse/Centennial Schools and Western Drive. Following the bankruptcy, the city required the equestrian center to be built and developed. Jeff and Susie Hanson acquired the property and developed and completed it and have since operated it. I personally introduced the Hansons to this property and have appreciated the way that they have developed and operated the same.

I worked closely with Symphony in regard to the requirements for development of a portion of its property, helping them obtain the necessary secondary water and agreeing to modifications of the original Woodside plan in the area to reconfigure common open space and trails.

In meetings with Symphony, I was asked to sell my family property, east of Zenyatta Way. One of the principles of Symphony, Bruce Robinson, emphasized that Symphony wanted to make sure that the development of its property and the surrounding property created a community consistent with the plan and concept of open space, larger lots and thus preserve the feeling of the community. While we did not agree to sell our remaining property to Symphony, we felt that supporting them in their plan for the community would benefit all.

Recent Planning Proposals and Resulting Potential Impact

The plans and zoning request by the joint venture of Symphony would drastically change the nature of the community surrounding its property in a number of ways.

First, Symphony proposes to do away with the Equestrian Center. This would change the community feel, concept plan and facilities that have been in place for years.

Second, the proposed zoning and associated plan would create significant increase in traffic load, creating safety concerns and likely in excess of 600 additional cars onto South Sunset Drive. The number of these cars would likely increase beyond 600 with the suggestion of Kaysville's Director of Planning and Community Development that up to 40% of the units in the development could be used as rentals.

Encouraging and allowing any significant number of rentals would be a real problem for the community being developed, but also the surrounding area for a number of reasons. History has shown that a majority of rentals would be purchased and managed by out of area and out of state investors. This creates a situation where there is a lack of community connection. I have personally been involved in a number of cases in my profession involving dysfunctional homeowners associations that have resulted in large part from rentals in the association development. As rentals are involved there is no local desire to be involved in the investment of time into the homeowners association or into the preservation of the community. This leaves the governance of the HOA ultimately to corporate entities involving substantial expense, legal fees, etc. This has historically been shown to increase substantially, the HOA fees making it unaffordable for those who live as residents in the area. Ultimately, this has historically resulted in many instances where the HOA simply cannot financially function and there have been a few occasions where cities have been asked to take over maintenance of common areas and amenities, putting tax burden on individuals not contemplated in the original plan, but simply residents of Kaysville city, if that occurs.

In rental units there often are a number of unrelated individuals living in a unit. This results in added vehicle numbers and traffic.

The Proposed Rezone and Development Would be Contrary to Long Established Master Planning for the Area

The whole purpose of master planning is to avoid exactly what Symphony is attempting to do in this situation, creating a substantial departure from historical planning and uses.

The Proposed Rezone and Development Plan Is Contrary to Representations Made in Acquisition of the Property and to Immediate Residents in the Area

When Symphony approached Lee and Alison Stenquist to purchase their property, Symphony represented with documentation that there would be large lots on Sunset Drive on the Stenquist property and that there would not be a road accessing Sunset Drive in the area. Adjoining neighbors had the same representation made to them. Symphony took the neighbors to a Symphony Development – “The Preserve” and showed them the concept of the homes that would be developed and lot sizes proposed. Symphony’s current request and plan is a substantial departure from those representations.

Suggested Solution

In becoming involved in the issues touched on in this letter, I had been introduced to a new word “nimby”. I believe that if someone is claiming that the outline made in this letter simply evidences a “nimby” approach, that is not a fair and accurate representation. Rather, I believe that the master plan and citizen involvement and input into that plan beginning years ago has developed a community that should be preserved. There are many areas in Utah where the nature of an established community has been and is preserved. I believe Symphony should do so in this instance. I believe that the development concepts of the subject property could include some smaller lots (+-, 1/3 acre) buffer lots around the perimeter and mixed into the development (+-, 1/2 acre lots).

I think it would be inappropriate for the city to be encouraging rental units of a certain percentage and believe that allowing rental units in the development at all puts the future of the development and the HOA at risk along with increased traffic and potential for increased crime.

The connection of Angel Street around the west side of the equestrian property must be completed as part of the project. There should be no access from this development onto the south end of Sunset Drive, and accordingly the number of units and density approved should take into account that traffic exit onto the Angel Street extension, west of the equestrian center and also south of this proposed development through Sewer District property. In doing so, this will protect and avoid substantial traffic load that would increase on Sunset Drive, otherwise.

The Symphony joint venture participants are familiar with a development aspect that I think should be part of the requirement and seriously considered. That would be a requirement

that there be no parking on the street in front of the homes, combined with a street that runs behind the homes that gives access to the garage for each resident. I have personally been involved in several cases of developments that have become unmanageable with traffic and cars parked on the street with no other place to put them in the design that was allowed.

Conclusion

My reflection and suggestions are not a “nimby” approach. I have welcomed the growth of and addition of community in West Kaysville and will continue to do so with the creation of and addition of community of the subject property. I hope that in this development, steps can be taken to avoid the negative impact of huge increase in traffic, safety issues, and concerns with high density gravitating toward rentals and the resulting decline in personal connection to the community and decline in property values.

In a recent meeting before the planning commission, one of the planning members stated that it is “unfortunate” that the master plan and zones were created as they currently exist. While perhaps not intended to be dismissive to the efforts, process and history of the planning and citizen involvement in the same, such statements are insensitive to what and how we have arrived where we are. Without attempting to sound like I am lecturing, it seems that the Community Development Team at the city should be more involved in recognizing and preserving the nature of the master plan and the community than bending and advocating for substantial and significant changes touched on in this letter.

I hope that the points in this letter are constructive and not offensive. As citizens, we appreciate our elected officials and appointed and employed individuals who serve our community. We recognize all of the substantial investment of time on our behalf. We hope in this process that we can all constructively participate and achieve a result that is balanced and will continue to stand the test of time for a community that we have all been blessed by.

If it is appropriate, in your opinion, could you please forward a copy of this letter to the City Council Members and Planning Commission Members.

Very Truly Yours,



Paul M. Belnap

Cc: Jason Christensen – jchristensen@kaysville.gov

From: noreply@civicplus.com
To: [Melinda Greenwood](#); [Mindi Edstrom](#); [REDACTED]
Subject: Online Form Submittal: Contact the Planning Commission
Date: Thursday, January 8, 2026 3:52:18 PM

Contact the Planning Commission

Have a question or comment? Want to contact the Planning Commission about an upcoming item on a meeting? Please fill out the form below and an e-mail will be sent to all of the Planning Commission members. You can also contact the Community Development office at 801-546-1241.

| | |
|----------------------|---|
| Name | Shauna |
| Email Address | [REDACTED] |
| Address | [REDACTED] |
| City | Kaysville |
| State | UT |
| Zip Code | 84037 |
| Phone Number | [REDACTED] |
| Your Message | Please see my attached email comment. I am in opposition of the rezone request for the symphony development to R 1-6. |
| Upload an Attachment | 1.8.26 Rezone request denial letter.docx |
| Upload an Attachment | sunset Traffic Study 12.25.png |
| Upload an Attachment | <i>Field not completed.</i> |

Email not displaying correctly? [View it in your browser.](#)

1/8/2026

Dear Kaysville City Planning Commission Members,

I am writing in opposition to the Symphony Horizon Development request to rezone the property from Agriculture to R 1-6.

My name is Shauna Mann, I resided on Sunset Drive [REDACTED], directly across the street from the proposed access street to the development in question. I support responsible, well planned development, however, this proposal raises serious concerns about safety which go to the heart of whether this rezone belongs in this location.

This request significantly increases density in an area planned and purchased as low intensity with large lots. That increase is not abstract, it directly translates into unsafe road conditions, increased daily trips more turning movements and more frequent access. Yet, at this time the entire development access is being pushed onto Sunset Drive, a roadway that already functions as a collector road with traffic exhibiting higher parameters for this classification. The city's own traffic calming study (December 2025) shows one way traffic totals to be near 10,000 vehicles a day with an average operating speed of 34 miles per hour which is well above the posted speed limit of 30mph.

Compounding the risk, the proposed access is located near a blind corner where sight lines are already constrained. Higher speeds, limited visibility and increased turning movements create a narrow margin for error and when that margin disappears the consequences will be detrimental to families, pedestrians and existing residents.

Another concern with this request, is that Symphony proposes to build a higher density development that is placed directly against existing large lots (both 1 and ½ acre) with no meaningful buffer. The impact is abrupt and it is permanent if this zoning request is approved!

Good planning requires looking at how risks stack, not checking boxes in isolation. This proposal stacks higher density, higher speeds, constrained visibility and zero buffering into a single decision.


For these reasons, I respectfully urge the Commission to deny this rezone request and require any future proposal to better align with the Kaysville City's General Plan along with roadway safety, and compatibility with the surrounding neighborhood.

With much respect,

Shauna Mann


SPEED DATA ANALYSIS

Location




Latitude: 0.000000
Longitude: 0.000000

Analysis Time Period




| Start | End |
|----------------------|-----------------------|
| 12/4/2025 2:15 PM | 12/11/2025 9:42 AM |

Peak Time of Violations



12/10/2025
5:15 PM

Vehicles Analyzed




35,950

Speed Limit




30

Average Speed



34

5th Percentile Speed



38

See More



From: noreply@civicplus.com
To: [Melinda Greenwood](#); [Mindi Edstrom](#); [REDACTED]
Subject: Online Form Submittal: Contact the Planning Commission
Date: Thursday, January 8, 2026 3:29:12 PM

Contact the Planning Commission

Have a question or comment? Want to contact the Planning Commission about an upcoming item on a meeting? Please fill out the form below and an e-mail will be sent to all of the Planning Commission members. You can also contact the Community Development office at 801-546-1241.

| | |
|---------------|---------------|
| Name | Jacquie Jones |
| Email Address | [REDACTED] |
| Address | [REDACTED] |
| City | Kaysville |
| State | Utah |
| Zip Code | 84037 |
| Phone Number | [REDACTED] |

Your Message

To Whom It May Concern,

My name is Jacquie Jones. My husband and I have been residents of West Kaysville for the last 19 years where I have been a developer and builder. My company as well as many more worked in compliance with the Master Plan where West Kaysville was zoned R-1-20 with a maximum height of 30 feet for residential home, See attachment: "Schedule of Zoning District Regulations (PDF).PDF"

I have substantial concerns about the development company Symphony Homes requesting a zone change to 52 acres located at approximately 1820 South from A-1 Light Agricultural to R-1-6 Single Family Residential District with PRUD overlay to allow for private streets and approximately 300 dwellings, as opposed to the current ~100 dwellings R-1-20 would allow. In the attachment 1-A you can visualize the existing homes most likely to be affected by this development with the pins representing approximately 740 homes feeding into the main arterial roads corresponding to the development.

On the attachment 2-A you can see the existing zoning of 300 homes in the area as they now sit and visualize what the same 300 homes would be like when that density is pushed into the 52 acres as seen as the red highlighted area in addition to the

narrow private roads where any street parking would make it almost impassable.

Again, the surrounding homes are zoned R-1-20. The R-1-6 zoning for "high density" is contrary to Kaysville City's Master Plan and residents who live in this area.

Our neighborhood and especially Sunset Drive has been greatly affected by traffic overload to our two lane road with several homes with driveways backing onto Sunset Dr. since the new interchange off ramp from 177 (Davis Corridor) onto Sunset Drive was opened.

There have been traffic studies done by Symphony Homes taken from 2019 - 2023 and do not take the new interchange off ramp onto Sunset Drive into account. The traffic has increased significantly as well as safety issues since then, as the traffic studies have shown.

During the hours of 7am to 8:30 pm we have an average of 100 cars every ten minutes pass in front of our home. There was a calming study done that reflects a partial number of that reading as well as personal documentation, making this a very concerning issue. Symphony Homes is asking to have the only outlet for phase one being situated on this road, a blind corner adding to an already very busy and dangerous situation. We ask that this be revisited until an alternate entry can be arranged without an exit onto Sunset Drive.

Also we ask that the zoning to the subdivision be compatible with the existing homes and design of Kaysville City's Master Plan for West Kaysville with a maximum height of 30 ft as per Zoning District Regulations.

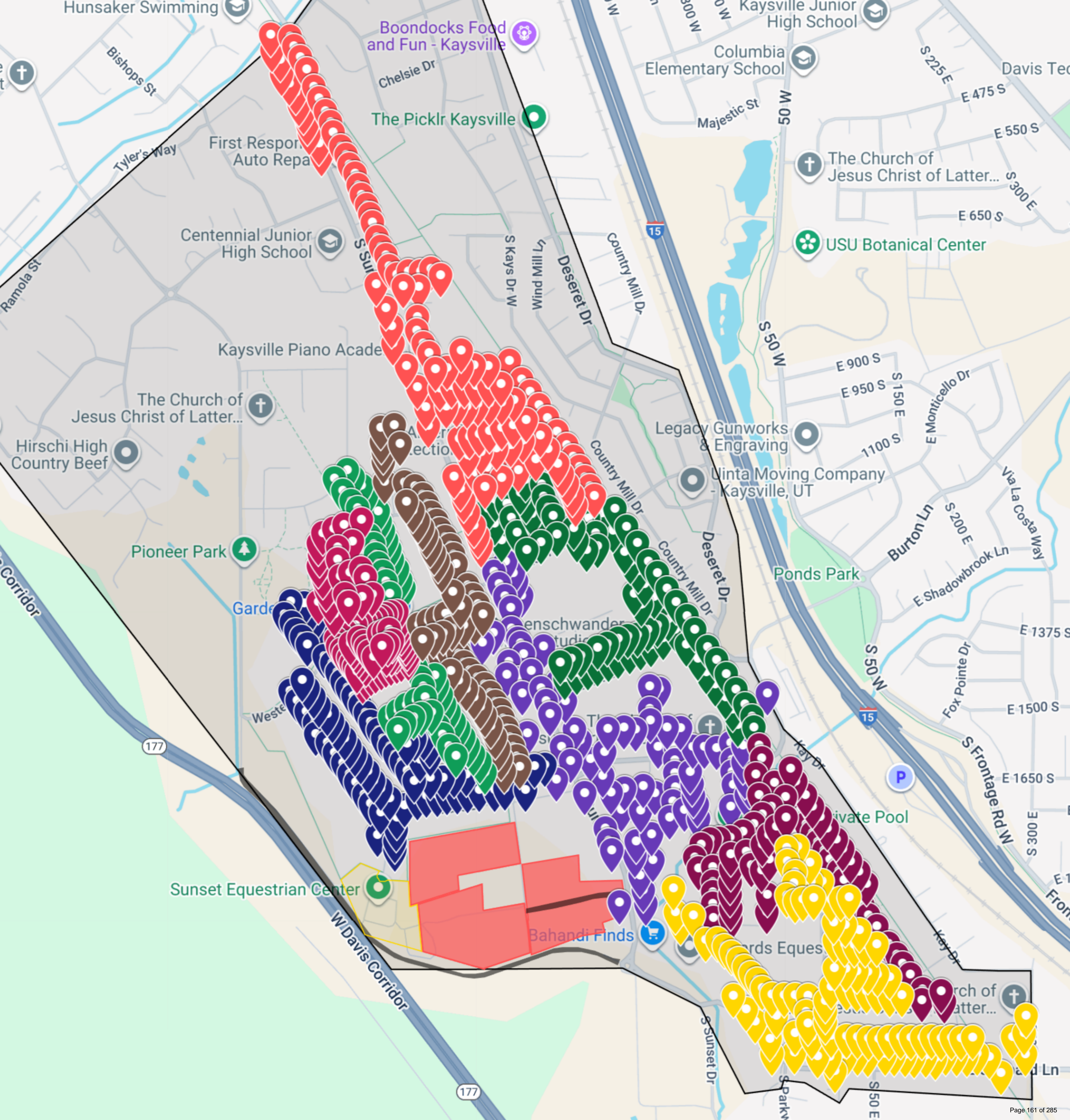
Thank you for your time and considerations,
Jacquie Jones

Upload an Attachment [attachment 1-A.png](#)

Upload an Attachment [attachment 2-A.png](#)

Upload an Attachment [Schedule of Zoning District Regulations \(PDF\).pdf](#)

Email not displaying correctly? [View it in your browser.](#)



Boondocks Food and Fun - Kaysville

The Picklr Kaysville

Columbia Elementary School

The Church of Jesus Christ of Latter...

USU Botanical Center

Centennial Junior High School

Kaysville Piano Acade

The Church of Jesus Christ of Latter...

Hirschi High Country Beef

Pioneer Park

Legacy Gunworks & Engraving

Quinta Moving Company - Kaysville, UT

Ponds Park

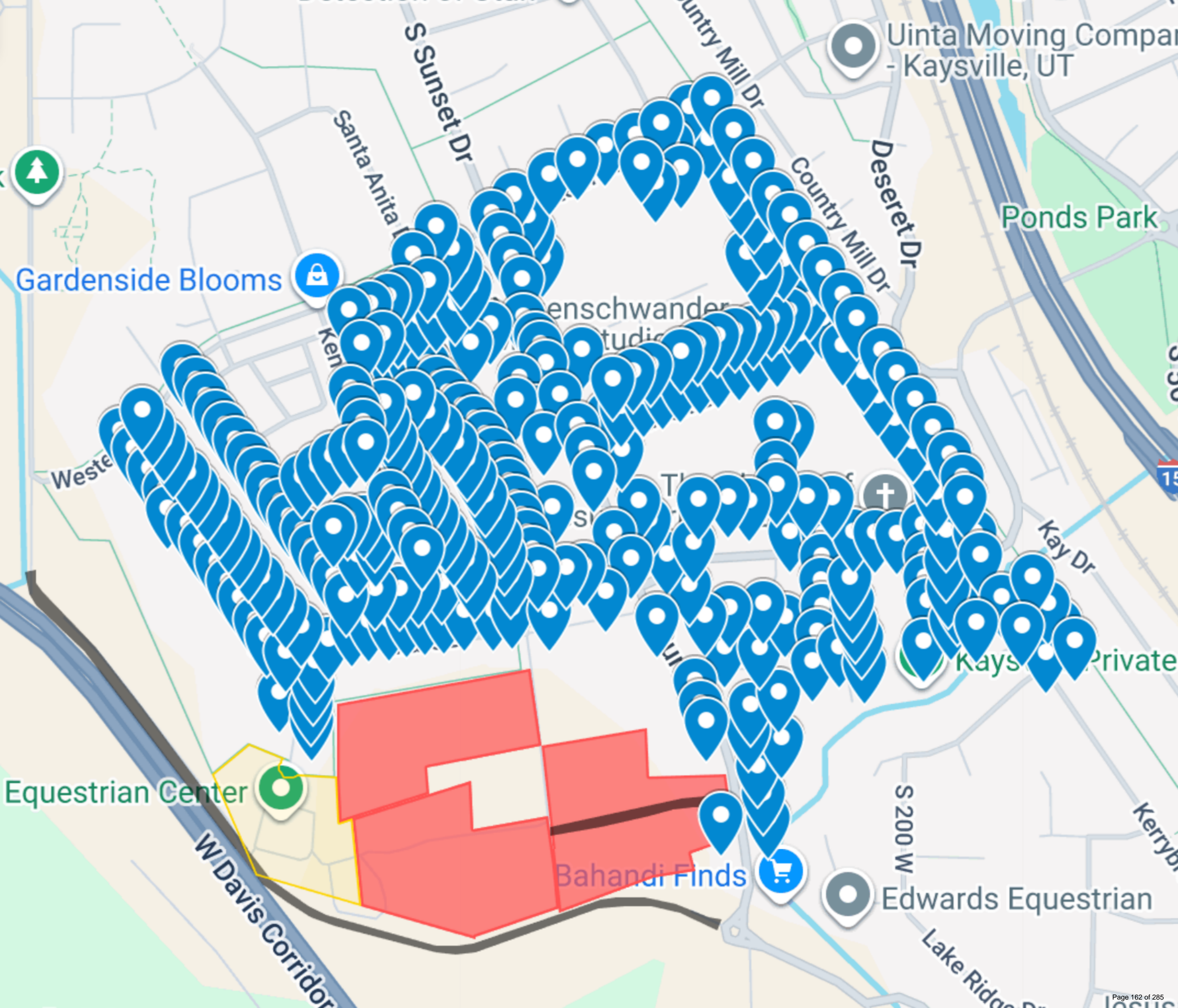
enschwander studios

Sunset Equestrian Center

Bahandi Finds

ards Eques

rch of Jesus Christ of Latter...



Uinta Moving Company
- Kaysville, UT

Ponds Park

Gardenside Blooms

enschwander
studios

Equestrian Center

Bahandi Finds

Edwards Equestrian

W Davis Corridor

KAYSVILLE CITY SCHEDULE OF ZONING DISTRICT REGULATIONS

| Zoning District | Use | Maximum Height In Feet | Minimum Lot Size In Sq. Ft. | Lot Area Per Dwelling In Sq. Ft. | Minimum Lot Width In Feet | Minimum Front Yard In Feet | Minimum Side Yard* In Feet | Minimum Rear Yard In Feet |
|-----------------|---|---------------------------|--|--|------------------------------|---------------------------------------|---|------------------------------|
| A-5 | Heavy Agriculture Single Family Dwellings | 30 | 210,000 | 210,000 | 200 | 30 | 10 | 30 |
| A-1 | Light Agriculture Single Family Dwellings | 30 | 40,000 | 40,000 | 100 | 30 | 10 | 30 |
| R-A | Residential Agriculture Single Family Dwellings | 30 | 21,780 | 21,780 | 100 | 30 | 8 | 30 |
| R-1-20 | Single Family Dwellings | 30 | 20,000 | 20,000 | 90 | 30 | 8 | 15 |
| R-1-14 | Single Family Dwellings | 30 | 14,000 | 14,000 | 90 | 30 | 8 | 15 |
| R-1-LD | Single Family Dwellings | 30 | 12,000 | 12,000 | 90 | 30 | 8 | 15 |
| R-1-10 | Single Family Dwellings | 30 | 10,000 | 10,000 | 80 | 30 | 8 | 15 |
| R-1-8 | Single Family Dwellings | 30 | 8,000 | 8,000 | 60 | 25 | 8 | 15 |
| R-T | Single Family Dwellings | 30 | 8,000 | 8,000 | 60 | 25 | 8 | 15 |
| R-D | Single Family Dwellings Existing Multiple Dwellings | 30 | 8,000 | 8,000 | 64 | 25 | 8 | 15 |
| R-2 | Single Family Dwellings Two-Family Dwellings | 30 | 8,000 8,000 | 8,000 4,000 | 70 | 25 | 8 | 15 |
| R-4 | Single Family Dwellings Two-Family Dwellings Three-Family Dwellings Four-Family Dwellings | 30 | 8,000 8,000 10,000 12,000 | 8,000 4,000 3,333 3,000 | 70 | 25 | 8 | 15 |
| R-M | Single Family Dwellings Two-Family Dwellings Three-Family Dwellings Four-Family Dwellings Five-Family Dwellings Six-Family Dwellings Additional | 30 | 8,000 8,000 10,000 12,000 14,000 16,800 2,800/unit | 8,000 4,000 3,333 3,000 2,800 2,800 | 70 | 25 | 8 8 10 12 14 16 +2/unit | 15 |
| PU | Public Use | | | | | | | |
| PB | Professional Business | 30 | | (Controlled by Site Plan Review) | | | | |
| GC | General Commercial | 35 | | (Controlled by Site Plan Review) | | | | |
| CC | Central Commercial | 35 | | (Controlled by Site Plan Review) | | | | |
| HC | Assisted Living | 35 | | (Controlled by Site Plan Review) | | | | |
| LI | Light Industrial | 35 | | | | 30 (70% Maximum Building Coverage) | | |

*Corner Lots - 20' on side by the street

Measurements given are from property line. Front property line begins 10' back of curb.

From: noreply@civicplus.com
To: [Melinda Greenwood](#); [Mindi Edstrom](#); [REDACTED]
Subject: Online Form Submittal: Contact the Planning Commission
Date: Thursday, January 8, 2026 5:36:28 PM

Contact the Planning Commission

Have a question or comment? Want to contact the Planning Commission about an upcoming item on a meeting? Please fill out the form below and an e-mail will be sent to all of the Planning Commission members. You can also contact the Community Development office at 801-546-1241.

| | |
|----------------------|---|
| Name | Leland and Allyson Stenquist |
| Email Address | [REDACTED] |
| Address | [REDACTED] |
| City | Kaysville |
| State | UT |
| Zip Code | 84037 |
| Phone Number | [REDACTED] |
| Your Message | <i>Field not completed.</i> |
| Upload an Attachment | Dear Planning Commission.docx 1-8-26.docx |
| Upload an Attachment | <i>Field not completed.</i> |
| Upload an Attachment | <i>Field not completed.</i> |

Email not displaying correctly? [View it in your browser.](#)

Dear Planning Commission,

We are writing to oppose Symphony Homes, Horizon Development re-zone request of R-1-6 in an area that is significantly agricultural in nature.

Zoning Transitions

1. We are some of the previous owners of the land involved in Phase 1 and Phase 2 of the Horizon Development and live at 1864 Sunset Drive. Prior to the sale of our property, we met with one of the owners of Symphony homes, and other Symphony Homes staff members. We discussed the sell of our property and their plans for the development of our property if it were to be purchased by Symphony. We were told that the area would include ½ acre lots bordering Sunset Drive and other lots would range in size to minimum of a 1/3 of an acre, or possibly, 1/4 of an acre. A primary concern for us as neighbors and land owners was that our neighbors' property values would be respected and enhanced. These issues were a significant concern for us in choosing to sell our property to Symphony Homes. We would like Symphony Homes to honor their original commitments discussed prior to the sale of our property.
2. The current zoning in this area, on the west side of Sunset consists of A-1 and A-5 zoning. The east side of Sunset in this area contains a mix of zonings from R-1-20, R-A, and A-5. R-1-6 is not a compatible zoning for this area, one of the last and most agricultural areas remaining in west Kaysville. It is also a significant increase in allowable density for this area and does not show thoughtful consideration of the existing homes and the agricultural lifestyle of many current residents. A zoning of R-1-6 does not provide a respectful and gradual transition in lot sizes when considering the current lot sizes of existing homes.
3. This area of west Kaysville is one of the last areas where there is an opportunity to preserve open and agricultural land use. The current Horizon plan does not address either of these issues, or try to preserve or protect either of these important land uses.

Safety Issues/Infrastructure

1. The only access road from the Horizon development to Sunset Drive has a significant blind spot as cars attempt to turn left or right from this road onto Sunset Drive. Sunset Drive curves north of this outlet creating a dangerous blind spot. Even though our home is approximately 400 feet south of this curve, it is difficult for our family to safely pull out on Sunset due to the blind spot and the speed of traffic on the road.

2. Road access is a problematic issue with the Horizon development, since there are no other access roads other than Sunset with the current design.
3. There are no safe walkways for children to walk from the Horizon Development to Endeavor Elementary.
4. There are no sidewalks on the west side of Sunset Drive south of my residence which is [REDACTED]
5. There are also no sidewalks or walking paths on the north side of Angel Street along the south border of the development.
6. Access to the current trails along Angel Street west of the Sunset Drive roundabout presently require residents on the west side of Sunset to walk across Sunset Dr. to the roundabout to use the 1 sidewalk crossing in the roundabout.
7. On the west side of the roundabout, on the sewer district property there are no sidewalks or cross walks for the safe crossing of Angel Street which pushes foot traffic and bikes directly into the traffic lane. There are no lanes for bikes in the traffic circle.
8. Crossing Sunset Dr. and Angel Street can be a significant danger since the roads have become increasingly busy and people often cross these roads on foot or by bike.
9. Sidewalks are incomplete along Shepherd Lane at its west end requiring children/adults to walk in the street. Children living in Horizon would need to walk along Shepherd Lane in this area to attend Endeavor Elementary.
10. Presently, children would be required to make 2-3 crossings of busy roads that lead to Endeavor Elementary. (Sunset St, Angel St., Shepherd Lane)
11. Three potential access roads from the development to Angel street are not available at this time. Access for these roads is under the jurisdiction of Central Davis Sewer and the development as presented cannot be completed without this access.

Utilities

1. There is little mention of the engineering (such as sewer, storm drain, secondary water, culinary water) that has been prepared for this project which leaves many unanswered questions regarding the development.
2. There are existing sewer lines that connect to 4 homes adjacent to Horizon that will be directly impacted by the development. These existing sewer lines need to be protected.
3. Engineering can not be successfully completed without obtaining road access from Central Davis Sewer District.

Thank you for your consideration of our thoughts and concerns,

Leland and Allyson Stenquist

TO OUR NEIGHBORS IN WEST KAYSVILLE

PLEASE JOIN US AS WE CHALLENGE THE PROPOSED CHANGES IN WEST KAYSVILLE IMPACTING TRAFFIC, SAFETY AND LIVABILITY.

As a neighborhood we understand that development is coming to West Kaysville. However, we are concerned for the safety and issues that surround these proposed changes. We need your help and your voice to stop additional UNSAFE traffic into Sunset Dr. and honor Kaysville City's master plan to be compatible with the surrounding neighborhoods in our area.

THE ISSUES

1. TRAFFIC ON SUNSET DR. IS ALREADY ALTERING LIVABILITY FOR THE EXISTING RESIDENTS, AND THE ADDITION OF HIGH DENSITY UPWARDS OF 300 HOMES ON 52 ACRES CREATES SUBSTANTIAL SAFETY RISKS TO AN ALREADY STRAINED TWO WAY ROAD.
2. THIS PROPOSED DEVELOPMENT IS CONTRARY TO KAYSVILLE CITY'S MASTER PLAN AND CONTRARY TO THE DESIRES OF THE HOMEOWNERS IN OUR AREA.

WHAT IS HAPPENING ON SUNSET DRIVE AND ADJACENT STREETS

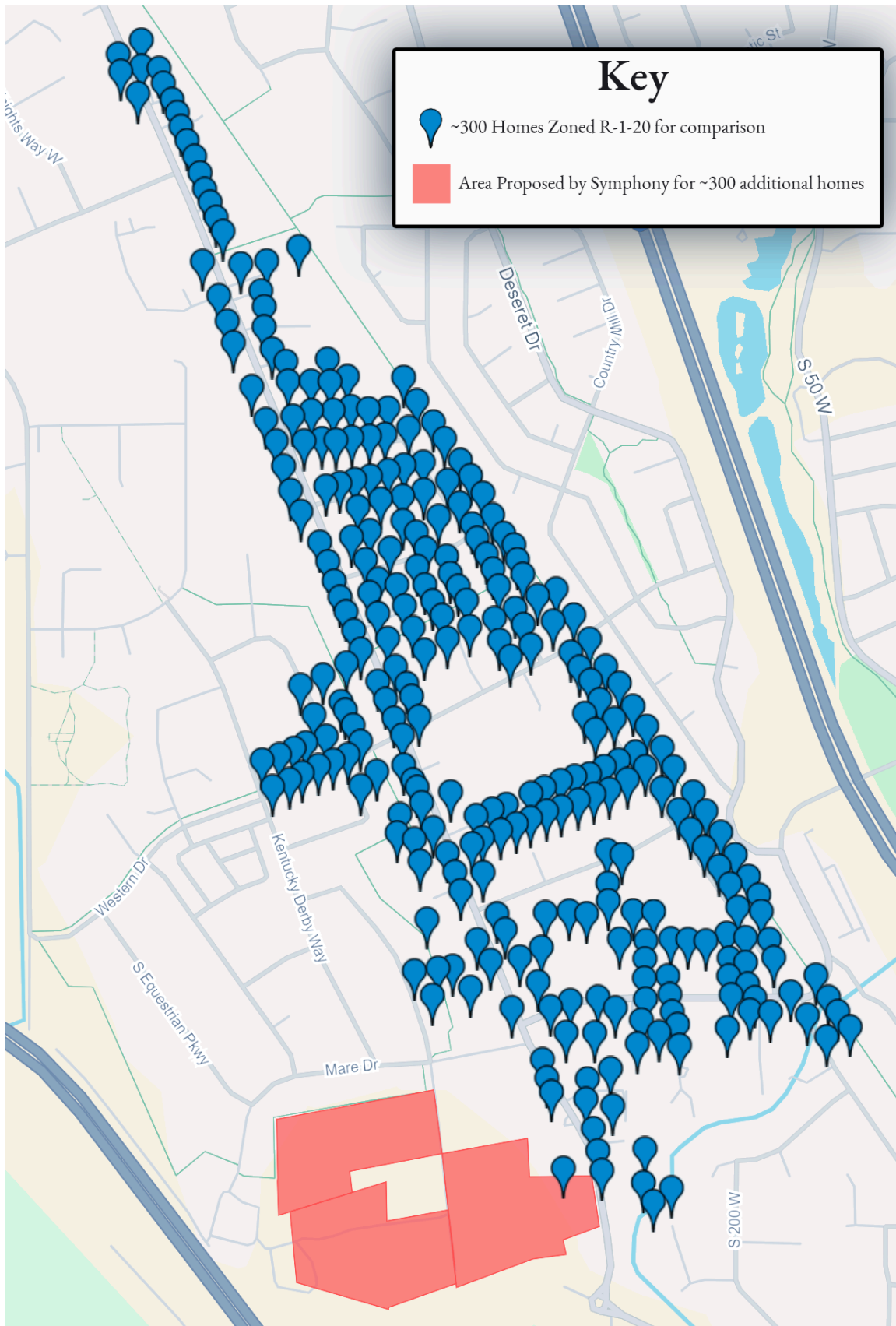
The issue of concern comes from an application from Symphony Homes requesting a zone change under consideration by the Kaysville City Planning Commission.

Symphony Homes is requesting a zone change for approximately 52 acres located at approximately 1820 South from R-A Residential Agricultural District, A-1 Light Agricultural District to R-1-6 Single Family Residential District, with a PRUD Overlay, **which means that in a typical residential development, you could expect to build one home for every 6,000 square feet of developable land, or 7.26 homes for every acre. A PRUD Overlay, would allow for developers to bypass strict traditional zoning regulations in exchange for creating a more flexible, creative and dense planned community.** Zone changes with this housing density or R-1-6 should not be allowed at this location. It is contrary to the desires of most people in this area and completely incompatible with the surrounding areas

CONCERN

This project would add a significant traffic load to Sunset Drive, which is already extremely busy. The traffic on Sunset is already altering our lifestyles in this beautiful area and has made Sunset Drive a safety risk. The construction traffic alone would further deteriorate the safety of adjacent neighborhoods and would be compounded by Symphony proposing to build another 46 single family dwellings and introducing the ONLY access road for this project onto Sunset for phase one. **See Graphic 1.**

Graphic 1



KEY

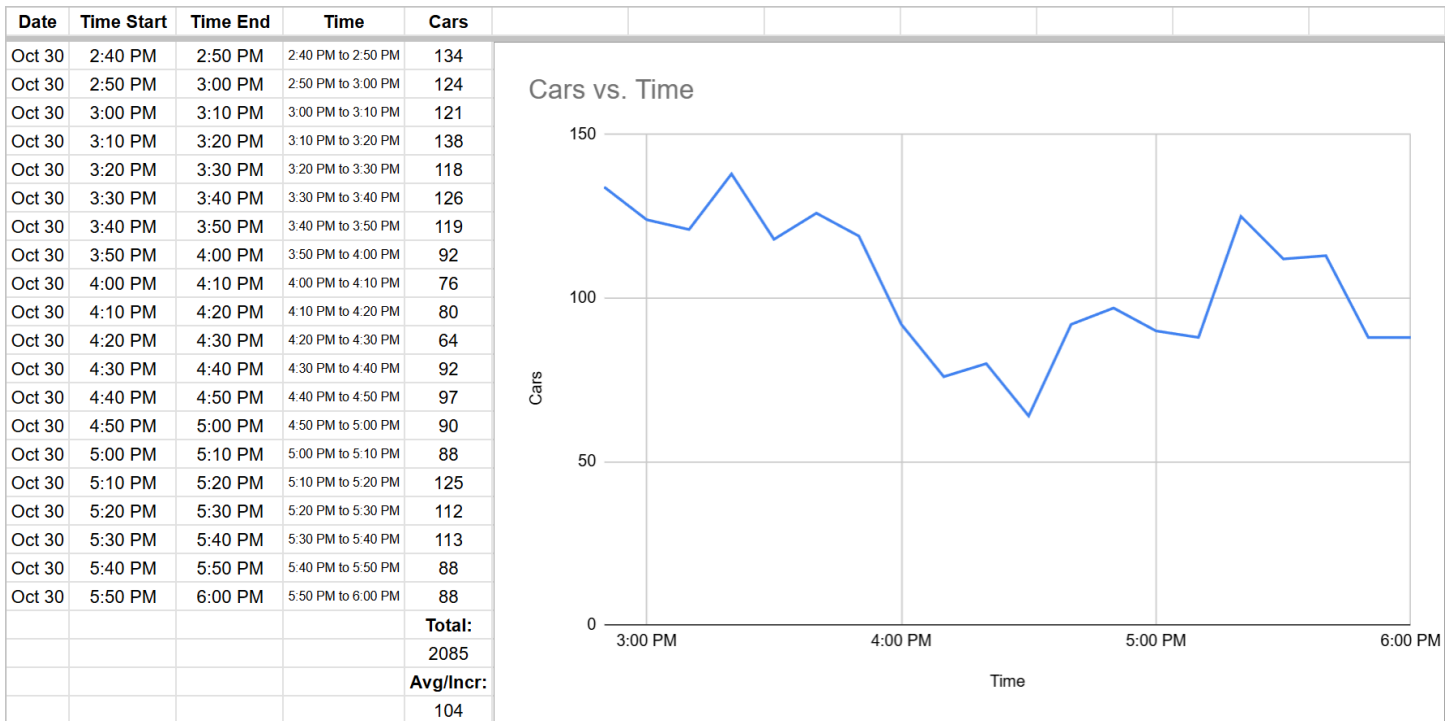
This proposed entrance onto Sunset is located on a blind corner and close to the roundabout where Sunset Dr. already bears the brunt of West Kaysville traffic creating a significant safety risk for drivers, cyclists and pedestrians. In addition to these issues THERE ARE NO TRAFFIC MITIGATION MEASURES THAT CAN BE TAKEN and this development will add a significant traffic load to Sunset Drive. A traffic study was done by Symphony homes from 2019-2023 which is obsolete because of the new highway junction 177 and altered routes now emptying onto Sunset Dr.

A private party did a car count on an average weekday from ~2:30 pm to 6 pm finding an average of ~625 cars per hour passing in front of the proposed entrance/ exit.

This is not conducive to safety or appropriate planning

The access road onto Sunset Dr proposed by Symphony should not be allowed, and any development in this area should be accessed only via Angel Street where safety and traffic are mitigated and minimal homes impacted. **See Graphic 2.**

Graphic 2



WHY THIS IMPACTS YOU

First, this request is contrary to Kaysville City's Master Plan for West Kaysville being a minimum of R-1-20 and is contrary to the desires of most people who live in this area. (See Kaysville General Plan Appendix A Community Engagement page 92 November 2022). Under Land Use: "Concerns over "high density" developments in West Kaysville," because "Many in this area would like to keep the remaining open spaces or-see large lot sizes."

Second, it is important to note that a similar request at 1 735 South 550 West proposed a change from A-1 to R-4 Multi Family Residential was denied by the Kaysville Planning Commission on August 8, 2024. In that meeting, the Planning Commission and City Staff concluded that: The proposed higher density zoning was incompatible with the surrounding single family and agricultural neighborhoods. The request was inconsistent with Kaysville's adopted General Plan and West Area Land Use Goals. This prior denial demonstrates a clear and consistent precedent by the city to protect the established character of this area.

Third, this proposal is for 14.7 acres of a larger whole of approximately 52 acres of property that was previously presented to the planning commission on August 28, 2025, requesting a zone change to R-1 Single Family Residential District and R-M Multiple Family Residential District. In that request they proposed 293 dwellings, including 193 single – family detached homes and 102 townhomes. This new proposal is only 29.3% of the property that was presented in the original zoning request and would leave the remaining 37.3 acres open to additional rezoning requests in the future seeing a precedent of R-M Multiple Family Residential District. (Higher Density)

We believe the City of Kaysville and the residents in this area are entitled to see the proposal for all 52 acres in order to assess the impact of this development as a whole.

WHO IS NEEDED?

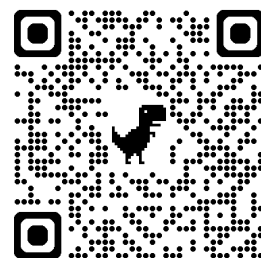
We need **your** help and **your** voice to STOP additional UNSAFE traffic onto Sunset Dr and request that Kaysville City reject the R-1-6 zoning proposal which is contrary to the wishes of the citizens in West Kaysville and is not conducive, nor compatible with the surrounding neighborhoods in our area.

WHAT CAN YOU DO?

- GO TO THE WEBSITE TO STUDY THE ISSUES MORE FULLY
- ATTEND THE NEXT KAYSVILLE CITY PLANNING AND ZONING MEETING SCHEDULED FOR THIS PROPOSAL (Date to be updated on website)
- ATTEND CITY COUNCIL MEETINGS. (ALSO ON THE WEBSITE)
- GET THE WORD OUT
- PLEASE WRITE YOUR PLANNING AND ZONING REPRESENTATIVES AT KAYSVILLE CITY.

| Kayville City Mayor and City Council Staff | | | | |
|--|----------------|--|------------|------------------|
| Name | Title | Email | Phone | Additional Phone |
| Tran, Tamara | Mayor | Mayor.tran@kaysville.gov | [REDACTED] | [REDACTED] |
| Adams, John Swan | Council Member | councilmember.jadams@kaysville.gov | [REDACTED] | |
| Blackham, Mike | Council Member | councilmember.mblackham@kaysville.gov | [REDACTED] | |
| Hunt, Abbigayle | Council Member | councilmember.ahunt@kaysville.gov | [REDACTED] | |
| Jackson, Nate | Council Member | councilmember.njackson@kaysville.gov | [REDACTED] | |
| Oaks, Perry | Council Member | councilmember.poaks@kaysville.gov | [REDACTED] | |

Please go to the website for links and more information including upcoming meetings, developments and in depth conversations of concerned friends and neighbors.



<https://www.sunsetsmart.com/>

Kaysville City Planning Commission Meeting Minutes
January 8, 2026

The Planning Commission meeting was held on Thursday, January 8, 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 Wilf Sommerkorn, Megan Sevy, Paul Toller, Jeramy Burkinshaw, Erin Young, and David Moore

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

Public Attendees: Laurene Starkey, Val Starkey, Jill Dredge, Boyd Argyle, Matthew Mann, Shauna Mann, Athens Hunt, Abbi Hunt, Mark Oveson, Mark Tren, Thomas T. Wilding, Gary D.E Pierce Esq., Sapientia Fernandez, Tim Hirsch, Matt Loveland, Krysten Wheeler, Kory Wheeler, Dawn Hardy, Lary Hardy, Brad Crockett, Allysen Stenquist, Bryan Rue, Rick Jones, Jacquie Jones, Ike Anderson, John Russon, Alexis Larson, Kirk Nacey, Dave McSwain, Keith Halls, Cindy Jenkins, Lee Sim, Mark Tren, Brian Kartchner, Paul Belnap, Mike Jensen, J.G. (signature not legible), Janeen Evans, Matt Howes, and Terrell Rohm.

1- WELCOME AND MEETING ORDER

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

2- DECLARATION OF CONFLICTS OF INTEREST

There were no conflicts of interest.

3- PUBLIC HEARING FOR A REZONE FOR APPROXIMATELY 1820 SOUTH SUNSET DRIVE (PARCELS #08-694-0005, 08-0-27-0009, AND 08-27-0008) FROM R-A AND A-1 TO R-1-6 WITH A PRUD OVERLAY

Community Development Director Melinda Greenwood presented an application submitted by Symphony Homes requesting a rezone of approximately 14.7 acres located at approximately 1820 South Sunset Drive. The application includes three parcels currently zoned A-1 Light Agriculture or R-A Residential Agricultural and seeks to rezone them to R-1-6 Single-Family Residential with a PRUD (Planned Residential Unit Development) overlay to allow for a mix of public and private streets. The proposed development would consist of 46 single-family lots ranging in size from approximately 6,300 square feet to over 22,000 square feet.

Ms. Greenwood explained that the property is currently largely undeveloped and that surrounding zoning includes A-1, R-1-20, and R-1-LD. She reviewed the City's 2022 General Plan, noting that the Future Land Use Map designates the subject properties for single-family residential use, making the proposed R-1-6 zoning consistent with the General Plan. She stated that the project supports the 2022 General Plan's guiding principle of providing diverse housing options through a range of lot sizes. She also cited goals from the Land Use and Placemaking, Transportation and Connectivity, and Housing and Neighborhoods chapters that support maintaining single-family neighborhoods, improving connectivity, and providing a range of

housing opportunities.

Ms. Greenwood reviewed the City's water availability analysis required under the recently adopted General Plan water chapter. She stated that the City purchases water from Weber Basin Water Conservancy District and currently holds contracts for 3,186 acre-feet of culinary water and have used an average of just over 2,400 acre-feet over the past five years. The proposed development of 46 homes is projected to require approximately 12 acre-feet of water annually, which is within the City's available capacity. She clarified that the City does not provide secondary water but confirmed that adequate culinary water is available to serve the development.

Ms. Greenwood described the proposed development agreement that would accompany the rezone and be recorded against the property. She explained that the development agreement would regulate the zoning, site layout, number of lots, and other development standards, preventing any increase in density beyond the 46 lots without City Council approval. She reviewed key provisions of the agreement, including minimum frontage standards averaging 60 feet with a minimum frontage of 50 feet, front setbacks of 20 feet, side setbacks of five feet, rear setbacks of 25 feet with covered patios holding a 10 foot setback, a maximum building height of 35 feet limited to two stories, fencing requirements, landscaping standards, and prohibition of on-street parking on private streets to ensure emergency access. She also noted that the development agreement requires compliance with fire code standards, including limiting the number of homes to 30 until a second point of ingress and egress is constructed. The development agreement also includes a provision that all intersections, including the connection to Sunset Drive, would be designed to American Association State Highway Transportation Officials (AASHTO) safety standards.

Ms. Greenwood presented a proposed change to the development agreement regarding the list of trees permitted in park strips. Based on recommendations from the City's Parks and Recreation Department and certified arborists, she recommended removing three tree species from the approved list to ensure suitability for park strips, salt tolerance, and drought resistance.

Chair Mike Packer asked for clarification regarding the project's phasing. Ms. Greenwood explained that the project would be constructed in phases, with the central portion of the development proposed as Phase One because it provides the only current access point. She stated that a temporary turnaround would be required at the end of Phase One for emergency access. Before proceeding to additional phases, Sea Biscuit Drive (550 West) would need to be improved to full right-of-way width. She noted that phasing could be adjusted based on market demand but would remain subject to the requirements in the development agreement. Ms. Greenwood reviewed the planned improvements to Sea Biscuit Drive/550 West, explaining that City Code identifies the street as a "significant local street" requiring 66 feet of right-of-way and 41 feet of asphalt, extending from Mare Drive to Angel Street. She noted that this street alignment and width requirement have been part of City Code for many years.

Ms. Greenwood summarized public comments received to date, stating that approximately 13 emails had been received, including three in support and the remainder expressing opposition or concerns. The primary concerns included traffic safety at the proposed Sunset Drive intersection, project density, loss of agricultural land, infrastructure capacity, and the Angel Street connection. Ms. Greenwood stated that staff and the City's engineers believe the Sunset Drive connection is important for connectivity and is supported by the General Plan. She explained that the intersection would only be allowed if it could be designed and constructed to meet AASHTO safety standards. She also stated that adequate sewer and water capacity exist or would be constructed as part of development and that the development agreement would limit density to 46 lots regardless of what the underlying R-1-6 zoning might otherwise allow. Regarding Angel Street, she noted that Symphony Homes does not own the property required for the road connection, but that discussions are underway between the City and the Sewer District to potentially facilitate that future connection.

Ms. Greenwood stated that staff recommends approval of the rezone based on consistency with the General Plan. She requested that if the Planning Commission chooses to recommend approval, the motion allow for staff and legal counsel to make minor non-substantive edits to the development agreement prior to City Council consideration, including possible clarification regarding the Angel Street connection and updating the tree list.

Chair Packer asked for clarification regarding the nature of potential edits. Ms. Greenwood stated that they would be limited to minor items such as the tree list and possible language related to the Angel Street connection and would not be substantive. Chair Packer reminded the Commission and the public that the Planning Commission's role is to make a recommendation to the City Council, who will make the final decision on the rezone. Ms. Greenwood added that should that happen, any changes to the development agreement would be shown as redlined revisions in the City Council packet for full transparency.

Commissioner Sommerkorn asked whether City plans contemplate the Angel Street connection. Ms. Greenwood stated that City Code in Title 8 identifies Sea Biscuit Drive/550 West as a significant local street extending from Mare Drive to Angel Street with a 66-foot right-of-way, confirming that the connection has long been part of the City's adopted street framework.

Chair Mike Packer invited the applicant to present following staff's report.

Matt Loveland, representing Symphony Homes, provided his business address at 111 South Frontage Road in Centerville, Utah. Mr. Loveland explained that the project has evolved significantly since its original application. He stated that in January of the prior year Symphony hosted a neighborhood open house to gather community feedback before beginning formal design. In May of that year, Symphony submitted an application for 297 homes across a larger area, which was heard by the Planning Commission in August. Following that process, Symphony divided the overall project into eastern and western portions, noting that Symphony owns the entirety of the eastern portion but not all of the western area. The current application is limited to the eastern portion of the original application.

Mr. Loveland explained that under the prior application, the east side included 99 homes, including 13 traditional front-loading homes and 86 rear-load smaller units. Under the revised proposal now before the Commission, the east side has been reduced to 46 traditional front-loading single-family homes on R-1-6 zoning. He stated that Symphony Homes intentionally scaled back density and adjusted the design based on prior feedback.

Mr. Loveland addressed concerns regarding R-1-6 zoning allowances, noting that although R-1-6 could allow higher density, the development agreement would restrict the site to exactly 46 homes. He presented renderings and examples of the types of homes Symphony intends to build, explaining that the yellow-coded lots would be larger and the brown-coded lots medium sized, with all lots allowing either two-car or three-car garages. He stated the overall density would be just over three units per acre. He reviewed the proposed setbacks of 20 feet in front, 25 feet in the rear, five feet on each side, and 15 feet on street corners, noting that covered patios could extend into the rear setback while remaining at least ten feet from the rear property line, allowing for 1,000 to 1,500 square feet of outdoor living space.

Mr. Loveland discussed the proposed building height of 35 feet, compared to the 30-foot limit in code, explaining that the increase would allow Symphony to use European-inspired roof designs with steeper roof pitches. He stated that all homes would remain limited to two stories and that the height increase was solely to accommodate architectural rooflines, not additional floors.

Mr. Loveland then addressed traffic and access. He explained that Symphony's traffic engineer, Hales Engineering, prepared a traffic study in August 2025 for the prior 297-unit plan. That study assumed two access points—one at Sunset Drive and one at Angel Street—and further assumed that 25 percent of traffic from the adjacent Sunset Equestrian Estates would route through the project to be conservative. It also assumed Angel Street would not connect beyond the project, forcing all traffic to exit via Sunset Drive. Based on those conservative assumptions, all Sunset Drive intersections were determined to operate at Level of Service A, including both proposed access points.

Mr. Loveland further explained the AASHTO standards for intersection design and site distance. He stated that although Sunset Drive is posted at 30 miles per hour, the engineering analysis assumed 35 miles per hour for safety. Based on AASHTO tables, minimum site distance requirements of 335 feet to the north and 390 feet to the south would apply. He stated that Symphony's engineer and the City's public works and engineering staff concluded the proposed intersection at Sunset Drive could be designed to meet those AASHTO site distance requirements.

Mr. Loveland addressed neighborhood concerns and stated that fencing along Sunset Drive had been added to the plan to provide buffering between the proposed homes and existing residences. He also discussed the Sewer District remnant parcel between the project and Angel Street, stating that Symphony would like to include it if possible but respects that it is owned by the Sewer District. He stated Symphony is willing to assist the City in any discussions related to

that property but intends to proceed with the portion of the project that Symphony controls. Mr. Loveland concluded by stating that Symphony is confident the proposed development would add value and character to the community and requested the opportunity to answer questions during public discussion.

Chair Mike Packer formally opened the public comment portion of the meeting. He explained that any person wishing to speak would be allowed up to three minutes and must state their name for the record. He advised that the Planning Commission would not engage in dialogue or answer questions during public comment in order to allow each speaker to use their full time. Speakers were permitted to pose questions, but responses would be addressed after the public comment period closed. The public comment portion of the hearing was then opened.

Paul Belnap addressed the Commission and stated that he had submitted a written letter dated December 1, 2025 outlining prior master planning efforts for West Kaysville. He stated that, beginning in the early 2000s, the City had directed neighborhood meetings involving approximately 15 homes, which resulted in a master plan establishing low-density development for the area encompassing more than 300 acres between Angel Street and the former railroad corridor. He asserted that this planning history remains relevant when evaluating whether the current proposal preserves the area's established character.

Mr. Belnap expressed concern that the current application covers only 14.7 acres of what was originally a 52-acre area, leaving approximately 38 acres without any documented zoning or development standards. He stated that the proposed community amenity area of approximately 6,000 square feet within a 632,000-square-foot development does not reflect the rural and low-density character historically established for West Kaysville.

He further stated that the development agreement available on the City's website does not include a detailed site plan or product types and that five-foot side yard setbacks, private streets, and no-parking restrictions would not be compatible with existing neighborhood patterns and could create parking issues. He expressed concern that approval of R-1-6 zoning for this portion of the property could later be extended to the remaining acreage without a complete plan.

Mr. Belnap requested that the application be denied or, at minimum, tabled until a full development plan for all remaining property is provided. He also stated that although he had been told that issues with the equestrian center had been resolved, the development agreement contained no provisions addressing that property or its role in open space planning.

Jacque Jones stated that she and her husband are residents of Kaysville and developed three lots directly across from the proposed project after moving into the area in 2007. She explained that their development was required to comply with R-1-20 zoning standards, including lot size and building height limits, and that she constructed a European-style home with steep roof pitches while remaining within the City's height restrictions.

Ms. Jones stated that Symphony Homes' request for increased building height to accommodate roof pitch was unnecessary, as similar architectural designs can be achieved through engineering solutions within existing limits. She expressed concern that regulatory standards are being relaxed for the current project beyond what prior developers were required to follow. She also discussed the Planned Residential Unit Development (PRUD) overlay, stating that it allows flexibility in housing types, open space, and amenities but can significantly affect neighborhood character, density, traffic, and livability. She stated that residents should be cautious and fully informed when PRUD zoning is used. Ms. Jones indicated that she and her neighbors worked hard to preserve the established character of the area and made development decisions that prioritized compatibility with surrounding properties, even at financial cost.

Ms. Jones expressed concern that the traffic studies relied upon were conducted between 2019 and 2023 and do not reflect current traffic conditions following completion of the I-15 and 950 West connections. She stated that residents have experienced significantly increased traffic volumes and difficulty accessing Sunset Drive.

She presented materials showing the number of homes that could ultimately be built on the full 52-acre property and stated that approximately 300 homes could be developed, regardless of whether the zoning is R-1-6 or R-1-7. She further presented a traffic count conducted by her and her daughter, reporting approximately 100 vehicles every ten minutes during peak times, or about 600 vehicles per hour, directly in front of her home.

Ms. Jones stated that the proposed development access would be located at a blind curve on Sunset Drive where accidents, a child injury, and pet fatalities have already occurred. She requested that an independent traffic study be conducted before any approval of the project.

Ms. Jones submitted a 4 page handout showing homes she believes would be affected by the development, the location of the 300 homes to be added, a Kaysville City Schedule of Zoning District Regulations, and a document showing results of a recent speed study completed by the Kaysville Police Department and an explanation for the need of a fully independent traffic study.

Keith Halls stated that he lives at 1787 South Sunset Drive at the location where the proposed road connection to Sunset Drive would be constructed. He explained that he has lived at the location for approximately 40 years and has personal experience navigating the blind curve and downhill grade at that point. He stated that entering and exiting his driveway has become increasingly difficult over time due to traffic and visibility limitations.

Mr. Halls expressed concern that the proposed development access would create a hazardous condition, particularly if fencing is installed that would further restrict sight distance. He described scenarios in which parents and school-age drivers would be required to make left-hand turns onto Sunset Drive at a blind curve, creating a high risk of serious accidents.

He stated that access through Angel Street would be significantly safer because of the existing roundabout and roadway design. He reported that in prior discussions with the applicant, Symphony Homes indicated that if Angel Street access could be obtained, the Sunset Drive access could be eliminated. He urged the Commission to prioritize Angel Street access and consider the safety of future residents and existing neighbors when evaluating the project.

Lee Sim stated that he lives north of the proposed development and is a retired civil engineer. He raised a question regarding whether the existing culinary water infrastructure, specifically the main water lines along Sunset Drive, are adequately sized to serve an additional 46 homes without negatively affecting water pressure.

Mr. Sim noted that while the City may have sufficient overall water supply, he had not heard confirmation that the existing distribution infrastructure in the area could handle the additional demand. He asked that this issue be evaluated as part of the project review.

Terrell Rohm stated that he lives on Appaloosa Drive, a few blocks east of the proposed development. He thanked Symphony Homes for meeting with neighbors and attempting to address concerns. He stated that he and others are not opposed to new construction but are opposed to the proposed R-1-6 rezoning.

Mr. Rohm explained that the surrounding neighborhood consists primarily of larger lots, approximately 0.46 acres, and that R-1-6 zoning is not compatible with the existing aesthetic or master planning for the area. He stated that many residents present were in opposition to the rezoning and asked those who shared that view to indicate their opposition. He thanked the Commission for considering community input.

Matt Howes stated that he lives on Seabiscuit Drive within the area affected by the proposed development. He explained that residents are not opposed to development but are opposed to the density being proposed. He expressed concern that the phased application does not reflect the full buildout, which he estimated could reach approximately 500 homes and generate over 1,000 to 1,500 vehicles.

Mr. Howes stated that traffic already presents significant problems at Sunset Drive and Western Drive, as well as at 950 West and Sunset Drive, with long delays at peak times. He stated that the impact of additional traffic would affect not only intersections but neighborhood streets throughout the area.

He also stated that Seabiscuit Drive was described as a major access street, but he measured the roadway and found it to be approximately 30 to 31 feet wide. He stated that Seabiscuit Drive was originally designed as a residential street and not intended to serve as a primary traffic route for a large development. He urged the Commission to consider traffic safety and the cumulative impact of the proposed density.

Tim Hirsch stated that he lives at the corner of Sunset Drive and Shepherd Road. He explained

that he moved to the area to live in a lower-density neighborhood with less traffic. He stated that traffic on Sunset Drive has increased significantly, particularly since the construction of the roundabout and as more drivers use Sunset Drive to access the freeway from surrounding communities.

Mr. Hirsch expressed that while residents value the low-density character of the area, development is being driven by financial investment rather than community preference. He stated that Symphony Homes has invested heavily in the property and is seeking to maximize its return, while the existing residents are opposed to the proposed zoning and density. He noted that the future residents of the development are not present in the discussion, as the homes have not yet been built or sold.

Dave McSwain stated that he lives directly across from the proposed development on Sunset Drive. He expressed that no portion of the project should be approved until the full development plan for the entire property is known. He stated that the zoning was in place when Symphony Homes purchased the property and that ongoing changes have created prolonged uncertainty for residents.

Mr. McSwain stated that Symphony Homes produces a high-quality product and that if the development resembled the Preserve subdivision, which is built on approximately one-third acre lots, he would not object to the zoning. He expressed concern that smaller lot sizes could negatively affect surrounding property values.

He also stated that traffic studies can be interpreted in different ways and do not reflect the current conditions on Sunset Drive. He described significant congestion and delays for left turns, including a recent instance where 13 vehicles were backed up behind a turning vehicle. He noted that there are no left-turn lanes and that traffic has increased since the opening of new regional highway connections. He stated that Angel Street and the roundabout were intended to reduce pressure on Sunset Drive and urged that the project be tabled until access through Angel Street can be secured.

Allyson Stenquist stated that she lives in the existing development adjacent to the proposed project and that she and her husband's family owned portions of the property that were sold to Symphony Homes. She stated that Symphony had previously committed to developing the area with lot sizes of one-half acre, one-third acre, or possibly one-quarter acre, and that those commitments were shared with neighboring residents at that time. She stated that those earlier plans did not generate neighborhood opposition.

Ms. Stenquist stated that she opposes the R-1-6 zoning because it is not compatible with the surrounding RA, A-1, and A-5 zoning districts and represents a significant reduction in lot size. She further stated that the proposal does not provide meaningful accommodation for agricultural uses or open space and that Kaysville is losing opportunities to preserve those community assets. She expressed concern that the proposal lacks sufficient engineering detail and roadway planning and described it as incomplete. She stated her opposition to the R-1-6

zoning request.

Jill Dredge, a Kaysville resident who does not live in the immediate project area, asked whether the proposed Symphony Homes development would be a Public Infrastructure District (PID) and requested clarification from the applicant on that point.

Mike Jensen, representing Bridled Up Hope Davis County, an equine-assisted learning facility located directly across from the proposed development, addressed the Commission. He stated that in conversations with both nearby residents and Symphony Homes, there was broad agreement that the project would function better if access were routed through Angel Street rather than Sunset Drive. He noted that discussions are already occurring between the City and the Sewer District regarding potential access solutions and that community members have expressed a willingness to participate in those discussions.

Mr. Jensen emphasized the importance of preserving the equestrian character of the area, particularly along 550 West, where multiple horse owners and facilities are located. He described the horses currently in the area and stated that how the development interfaces with the equestrian uses are an important community consideration. He concluded by urging the City to pause the current proposal and pursue a more comprehensive and mutually agreeable solution, particularly one centered on Angel Street access.

Mark Treu, who lives immediately east of the project area, stated that while he supports the property being developed for housing, his primary concern is traffic and roadway safety. He explained that Sunset Drive, Western Drive, and nearby intersections already experience significant congestion and dangerous turning movements, particularly for families with children traveling to local schools. He stated that adding a new access point onto Sunset Drive would worsen these safety issues.

Mr. Treu strongly supported resolving access through Angel Street before approving any new development, stating that if that connection were completed, he would be willing to support a residential project in the area. He also opposed the proposed R-1-6 zoning, stating that he would prefer larger-lot zoning such as R-1-8 or R-1-10, and expressed skepticism that the plans presented would ultimately reflect what is built. He concluded by emphasizing the need for a comprehensive traffic management plan along Sunset Drive before proceeding.

Kirk Assay, whose home and front yard are located at the blind corner where the proposed Sunset Drive access would occur and whose backyard would border Lot 5 of the project, expressed concerns regarding building height, zoning and density. He stated that he had previously been denied approval for a cupola, a small architectural feature on a shed, due to height limits and questioned why the development should be allowed increased height beyond existing city standards. He argued that homes should be designed to comply with current height regulations rather than modifying those standards.

Mr. Assay also objected to zoning the entire property R-1-6, stating that it creates uncertainty

for future phases and allows future density increases. He requested that any commitments regarding lot sizes or zoning be placed in binding written form rather than relying on verbal agreements, noting that prior verbal agreements had changed over time. He further stated that smaller lots in the southern portion of the project would not be affordable despite being characterized as such, and that Kaysville is not a first-time homebuyer market but is for second time homeowners.

Finally, he expressed concern that the proposed density is incompatible with the surrounding area, which is characterized by one-acre and large-lot properties and ongoing equestrian and agricultural uses, and stated that reducing lot sizes below approximately one-third of an acre was not appropriate for this area.

Sapienta Fernandez spoke about the emotional and safety impacts of increased density and traffic in the neighborhood. He stated that while traffic data and studies can be quantified, the daily stress of backing out of a driveway and worrying about children traveling to and from school cannot be measured in the same way. He explained that his family moved to Kaysville for its open, low-density character and sense of space and safety, which contrasted with high-density living environments he had previously experienced.

Mr. Fernandez emphasized that the expansiveness of the neighborhood provides a sense of security and quality of life for families and children, and he expressed concern that the proposed development would change that character. He questioned whether future residents would be fully informed about existing traffic and safety conditions on Sunset Drive and concluded by urging the Commission to consider the lived experience of residents in addition to technical analyses.

Mark Oveson, who lives directly across from the proposed Sunset Drive access, described the daily difficulty of entering and exiting his driveway with a truck and trailer for his tree care business. He stated that he already waits up to two minutes for a safe opening in traffic and that even short delays feel significant when traffic is constant.

Mr. Oveson expressed concern that traffic conditions would worsen if a new development access were added to that location. He urged the Commission to take a more deliberate, long-term approach by waiting until access options to the south are resolved so the project can be planned in a more coordinated and safe manner.

Cindy Jenkins spoke briefly after lending most of her allotted time to another speaker. She explained that in September, during the start of the school year, traffic at the Sunset Drive and Western Drive intersection was extremely heavy and unsafe. At the City's request, she conducted a manual traffic count between 7:00 and 8:00 a.m. and recorded 865 vehicles crossing the intersection during that single hour, while also witnessing multiple near-accidents involving vehicles attempting to cross.

She stated that the subsequent traffic study showed approximately 30,000 vehicles passing

through that intersection in a one-week period. While she said she was not opposed to new homes being built, she emphasized that Sunset Drive has become significantly busier since 950 West was opened and that the high volume of traffic, including many teenage drivers, makes the proposed new access point onto Sunset Drive feel unsafe.

Matthew Mann, a resident of 1795 South Sunset Drive who lives directly across from the proposed development entrance, stated that while he supports responsible and well-planned development, he formally opposed the Symphony Homes proposal as presented, including both the rezoning request and the proposed access onto Sunset Drive.

He explained that the requested change from agricultural zoning to R-1-6 represents a major and abrupt increase in residential density that is inconsistent with the Kaysville General Plan for west Kaysville, which calls for lower-density residential development with gradual transitions that align with roadway and infrastructure capacity. He said the proposal skips multiple intermediate zoning categories and introduces a level of intensity that was not planned for this area.

Mr. Mann emphasized that zoning and infrastructure cannot be separated, stating that approving the higher-density zoning would grant development entitlements that assume traffic and access issues can be resolved later, even though those issues have not yet been demonstrated to be safe or workable. He warned that once zoning is approved, the City's ability to address these constraints is significantly reduced.

He also focused on safety concerns related to the proposed access onto Sunset Drive, noting that Sunset Drive is a collector roadway that already carries heavy traffic. He cited a traffic-study conducted by Kaysville City Police Officer Logan Nichols in December 2025 near his home, which showed operating speeds between 33 and 38 miles per hour in a 30-mile-per-hour zone, or 10 to 27 percent over the posted speed limit. He said this occurs on a downhill, blind corner, where sight distance and stopping distance are already compromised.

Mr. Mann concluded that adding a development access at this location would introduce turning and stopping vehicles in a setting that is already unsafe and that these conditions cannot be adequately mitigated by signage, striping, or minor design changes. He urged the Planning Commission to deny the rezoning request and remove any access onto Sunset Drive and recommended that any future consideration of the property be deferred until a safe alternative access, such as the Shepherd–Angel Street connection, is completed and available.

Boyd Argyle, a resident who lives on 550 West near Seabiscuit, Mare Drive, and “Castration Circle” and who keeps horses in the area, stated that he is one of the few remaining residents living directly in that portion of the project area. He expressed concern that the development will further impact his access and the rural character of the area, which is currently used by hikers, horseback riders, and residents.

Mr. Argyle emphasized that 550 West needs to be better managed, particularly in terms of

traffic speed and safety, because it is used by both vehicles and people with horses. He said this is the primary road he uses to access his property and that it must be handled carefully if development proceeds.

He also raised concerns about communication from Symphony Homes. He stated that although the developer had previously approached him and said they would keep him informed, he has not heard directly from them and has instead relied on others, including Mike, for updates. He further stated that his dirt road access has not been properly maintained, particularly after prior construction activity, and that he remains concerned about how future development will affect that road.

Mr. Argyle concluded by stating that the City should not make decisions based on only a small portion of the development area. He urged the Planning Commission to require a full picture of the entire project area before acting, rather than considering only a limited “postage stamp” portion of the overall development.

Chair Mike Packer formally closed the public comment portion of the meeting after confirming that no additional speakers wished to address the Commission. He then explained the next step in the process, stating that it is standard procedure for the applicant to return to the podium to respond to issues raised during public comment before the Planning Commission begins its deliberation.

Mr. Loveland addressed the Planning Commission following the close of public comment. In response to Ms. Jill Dredge’s question, he clarified that the project is not a Public Improvement District (PID) and that a PID is not being proposed or contemplated for this development.

Regarding traffic, he stated that Symphony has relied on the findings of its traffic studies but acknowledged the emotional concerns and lived experiences expressed by residents. He noted that there are also opportunities for traffic enforcement to help address some of the issues raised.

On the question of east-versus-west access, Mr. Loveland explained that both sides present unique challenges, and Symphony is actively working to mitigate and resolve those challenges so the project can proceed responsibly. He emphasized that splitting the project into two phases is not ideal for Symphony and does not make development easier, but he believes the project can be adequately served by existing and planned infrastructure based on what is currently being proposed.

He concluded by stating that he remained open to dialogue and discussion with the Commission.

Chair Packer thanked residents for their written and in-person comments and explained that the Commission considers all feedback, even if not every issue can be directly addressed. He acknowledged concerns about the project being split into phases but clarified that the applicant

has the right to bring forward only the portion currently proposed. Any future phases would require their own full review process, including public comment, Planning Commission review, and City Council approval. He stated that the Commission would focus primarily on the proposal currently before them while still considering the broader concerns raised.

Commissioner Sommerkorn stated that the dominant concern raised by the public related to traffic, circulation, and street layout, and asked Ms. Greenwood to clarify the status of the planned connection between 550 West (Seabiscuit Drive) and Angel Street, noting that such a connection could significantly relieve pressure on Sunset Drive.

Ms. Greenwood clarified that the new portion of Seabiscuit between Mare Drive and Angel Street is planned to be a 66-foot-wide street, even though the existing street in the neighborhood to the north is currently much narrower. She acknowledged there had been confusion about this earlier.

She explained that Symphony Homes attempted last year to purchase a portion of land owned by the Sewer District to complete the 550 West to Angel Street connection, but the Sewer District declined to sell at that time. The City has since been in ongoing discussions with the Sewer District and believes that the connection is critically important for the community and future development.

Ms. Greenwood stated that the Angel Street connection has been in the City's code and long-range planning for many years, and while the City does have the authority to obtain property through condemnation (eminent domain), Symphony Homes does not have that ability. She said the City is currently attempting to resolve the issue cooperatively with the Sewer District, and while holiday schedules delayed meetings, staff is working to schedule further discussions. She emphasized that dealing with another public entity such as the Sewer District is inherently slow because their staff must work through their governing board. While she believes the Sewer District may be open to selling the necessary right-of-way, no final agreement has yet been reached.

Ms. Greenwood also explained that the City cannot require Symphony Homes to build a road across property it does not own, the development agreements can only require actions that a developer has the ability to control, the Sewer District owns the land needed for the Angel Street connection, and it remains their decision whether to sell.

She concluded by stating that she believes the Sewer District will ultimately recognize the importance of the connection for both the community and future development, but the discussions are ongoing.

Commissioner Young asked staff to show the location of the Sewer District parcels that are preventing the connection between 550 West (Seabiscuit Drive) and Angel Street.

Ms. Greenwood explained that the map being shown identifies the three parcels owned by

Symphony Homes. When the Angel Street extension was built in a previous year, it effectively split two of the Sewer District parcels into north and south portions. Between those parcels lie two parcels owned by the Sewer District, including a triangular piece of land that extends toward 550 West. This triangular Sewer District parcel is the key piece of property needed to complete the road connection from 550 West down to Angel Street.

Ms. Greenwood clarified that the 550 West to Angel Street connection cannot occur without acquiring a portion of the Sewer District's triangular shaped property.

Commissioner Young asked whether the area where 550 West would connect to Angel Street was not owned by the Sewer District, and Ms. Greenwood corrected that understanding, stating that the triangular area is indeed owned by the Sewer District and blocks the connection.

Ms. Greenwood further explained that while the parcel is relatively small—approximately 13 feet wide at its narrowest point, the full 66-foot roadway width required for the planned street would have to be obtained. Although the amount of land is small, the City cannot force the Sewer District to sell it to Symphony Homes, and she confirmed that Symphony had attempted to purchase the land, but the Sewer District declined to sell.

Commissioner Sommerkorn addressed the broader issue of traffic on Sunset Drive, noting that in rapidly growing areas, existing streets often become overwhelmed as development occurs. He explained that communities are generally left with only two options: construct additional streets or widen existing ones, and sometimes a combination of both. While additional street connections such as Angel Street are being pursued, he stated that Sunset Drive will continue to face increasing traffic pressure as growth continues both within and outside Kaysville. He noted that widening Sunset Drive would be highly disruptive, as it would require taking property from many existing homeowners, creating a difficult trade-off regardless of which option is pursued.

Ms. Greenwood reported that since the Commission last reviewed a prior proposal in August, the City secured a county grant to fund construction of the remaining portion of Angel Street, extending from the roundabout northward past the Sunset Equestrian Estates. However, she stated the City does not yet own all the land needed to build the road, as a portion of the required right-of-way crosses property owned by the Equestrian Center. While funding for construction is in place, the City must still acquire that property before the road can be completed.

Commissioner Sevy asked staff to clarify how the proposed Angel Street connection interacts with the existing Equestrian Center property and the funding that has been secured for roadway construction. Ms. Greenwood explained that the planned Angel Street extension would pass through portions of the Equestrian Center property that the City does not currently own. While the City has received county grant funding to construct the Angel Street roadway from the roundabout northward past Sunset Equestrian Estates, construction cannot proceed until the necessary private property is acquired. Ms. Greenwood stated that UDOT owns some

adjacent remnant parcels from the West Davis Corridor and will convey those to the City, but a portion of the equestrian property still remains a critical obstacle.

Ms. Greenwood further clarified that Symphony is proposing one connection to Sunset Drive as part of this phase, while the City strongly desires a second connection from 550 West (Seabiscuit) down to Angel Street. That second connection requires approximately a 66-foot-wide right-of-way, including a narrow triangular strip—about 13 feet wide—that is currently owned by the Sewer District. Symphony attempted to purchase that property, but the Sewer District declined to sell it. Ms. Greenwood stated that the City is continuing discussions with the Sewer District and believes they may be willing to sell the right-of-way needed for the 550-to-Angel connection, although the Sewer District is not currently interested in selling its remaining land. She noted that if negotiations fail, the City does have the authority to pursue eminent domain, though that would require political will.

Commissioner Young asked whether, if the Angel Street connection were completed, the City would still want a connection to Sunset Drive. Ms. Greenwood responded that the City's preference is to have both a Sunset connection and a 550/Seabiscuit connection to provide sufficient circulation and redundancy for the neighborhood.

Commissioner Sommerkorn asked whether the development would retain the Sunset connection even if Angel Street were completed, and Ms. Greenwood confirmed that it would.

Commissioner Young then asked about the purpose of several small street stubs and hammerhead turnarounds shown on the site plan near certain lots. Ms. Greenwood explained that those features relate to negotiations with the Sewer District, which has requested certain development concessions if it is to convey the needed right-of-way. Those stubs are designed to preserve future connectivity options should those negotiations succeed.

Ms. Greenwood said that while the City is actively working toward securing Angel Street and 550 connections, the City cannot require Symphony to build through land it does not own, and any commitments in the development agreement must be limited to property Symphony controls.

Commissioner Sommerkorn summarized that the Sewer District's interest in protecting the development potential of its remaining land appears to be a key factor in its negotiations, as any right-of-way dedication would need to preserve the viability of that property for future use.

Ms. Greenwood deferred to the applicant to explain the purpose of the hammerhead street layouts. Mr. Loveland explained that the hammerheads primarily function as turnarounds but also serve a dual purpose by preserving the ability to connect into Sewer District property in the future, particularly near Lot 40. He stated that Symphony intends to act as a good neighbor and pursue future connectivity where possible, but that they can only commit to what is currently within their control.

Commissioner Toller asked for clarification regarding access requirements. Ms. Greenwood confirmed that under fire code, any development exceeding 30 units must have at least two points of ingress and egress. She stated that the development could build up to 30 units with only one access point, but a second connection would be required to exceed that number. Commissioner Toller referenced the Hales Engineering traffic study, which recommended deceleration lanes on both Sunset Drive and Angel Street. He asked whether deceleration lanes were part of AASHTO standards. Ms. Greenwood confirmed that AASHTO does include standards for acceleration and deceleration lanes but stated she could not specify the exact requirements.

Commissioner Toller stated that although deceleration lanes do not currently exist on Sunset Drive, the engineering study identified them as best practice. He emphasized that any approval should account for the opportunity to implement such improvements while land is still available.

Commissioner Toller also noted that while many residents opposed any access to Sunset Drive, even if traffic were routed to Angel Street or Seabiscuit, most trips would still ultimately use Sunset Drive for southbound travel. He stated that Seabiscuit is narrower than other neighborhood streets and expressed concern about existing barriers and circulation at Mare Drive. He argued that pushing traffic onto dirt roads and through neighborhood streets toward Western Drive was not viable. He noted that the traffic study accounted for traffic draining through Kentucky Derby Drive to Western Drive and that this routing had already been analyzed.

Commissioner Toller further emphasized that the current application covers only 14.7 acres and that future development will occur regardless. He stated that adequate street connectivity and safety must be ensured now. He clarified that the approved development agreement would legally bind Symphony to the lot configuration and product types shown, and the City would retain enforcement authority. He explained that the proposal includes approximately 22 larger lots and 23 smaller lots.

Commissioner Toller stated that Symphony's proposed 0.14-acre lots were unfamiliar to him and that he would like to see an example of what that product looks like before supporting a recommendation to City Council. He concluded that he was not prepared at this time to forward the proposal for approval but was open to further evaluation.

Mr. Loveland responded to questions regarding the feasibility and precedent of the proposed smaller lots. He stated that Symphony currently builds on lots smaller than one-half acre in other communities, including projects in Lehi where lots are approximately 0.14 acres or smaller, with 50-foot frontages and 90-foot depths. He stated that the proposed Kaysville lots would be larger, with widths of approximately 60 to 70 feet and depths ranging from approximately 110 to over 160 feet. He also noted that Symphony has a comparable development in Saratoga Springs near the temple with similar lot sizes, and he offered to coordinate a field visit for commissioners to see those projects.

Commissioner Toller asked for an estimated price range for the smaller lots, specifically referencing Lots 43, 32, and 31. Mr. Loveland stated that the southern “brown” lots were anticipated to sell for approximately \$1,000,000, depending on home plan, square footage, and garage configuration. Commissioner Toller expressed astonishment that a 0.14-acre lot adjacent to the sewer plant would command that price.

Commissioner Young stated that there is precedent in Kaysville for similar-sized cottage lots, citing the Hill Farms neighborhood, where lots are approximately 6,000 square feet. She stated that those lots initially faced opposition but have since become a desirable neighborhood. She further stated that although these homes would not be affordable, increasing lot sizes would result in even larger, more expensive homes, and that increasing housing inventory on smaller lots is one of the few mechanisms available to help address housing costs.

Commissioner Sommerkorn agreed and stated that while the homes would still be expensive, increasing the supply of housing through smaller lot sizes can help moderate price pressures because land cost is a major driver of housing prices. He stated that it is not the lot size alone that determines affordability, as even homes on small lots can be very expensive. He also stated that communities across the state are being asked to take responsibility for contributing to housing supply, rather than relying only on low-density development patterns. He further noted that while the zoning proposed is R-1-6, only about 10 of the 46 lots would be at the minimum 6,000-square-foot size, with the remainder being larger, and that the development agreement would ultimately control what is built.

Ms. Greenwood clarified that the average lot size in the proposed development is over 10,000 square feet across the 46 lots. She also identified existing Kaysville developments with smaller lots that could serve as visual references, including a subdivision just south of the Pickler on Deseret Drive with lots around 5,000 square feet and Talbot Estates east of Highway 89 with lots generally between 6,000 and 8,000 square feet.

Mr. Loveland added that Symphony’s development packet included exterior elevations showing home types that would fit on the smaller lots, and Ms. Greenwood displayed those examples to the Commission.

Commissioner Sommerkorn stated that lot size alone was not persuasive as a measure of neighborhood character, noting that while smaller lots do result in more homes and therefore more traffic, that condition exists throughout many growing communities. He stated that while traffic impacts should not be ignored, widening Sunset Drive would be extremely difficult, and that a connection to Angel Street would provide meaningful relief by giving traffic additional routing options.

Chair Packer stated that he had reached similar conclusions. He explained that he could not find any legitimate planning reason why different zoning districts and lot sizes cannot exist adjacent to one another, noting that this condition already exists throughout Kaysville without degrading neighborhoods. He stated that smaller lot zoning does not inherently ruin neighborhoods and

that, although residents may prefer larger lots, personal preference is not a sufficient planning basis to deny zoning. He further stated that one of Kaysville's goals is to provide a variety of housing options and that the city currently lacks diversity in housing types.

Chair Packer acknowledged traffic as a valid concern but noted that traffic impacts exist citywide and are not unique to this area. He stated that while Sunset Drive has grown busier over time, it still serves one of the least dense areas in Kaysville, and that traffic alone should not preclude development. He concluded that, taken as a whole, the proposal could fit within Kaysville and function appropriately with mitigation measures.

Commissioner Sommerkorn added that, in lieu of widening Sunset Drive, traffic control measures such as signals, stop signs, or other traffic management tools could be considered, even though such measures may not be popular with residents.

Commissioner Burkinshaw thanked the applicant for participating in the public process and acknowledged the difficulty of receiving strong community opposition. He also thanked residents for attending and participating. He stated that although Symphony was not required to present plans for the full 52-acre site, he believed doing so would better serve both the Commission and the community. He noted that unresolved development on the remaining acreage was creating uncertainty and concern.

Commissioner Burkinshaw expressed concern about the lack of trail connectivity and the limited amount of open space proposed, particularly given the density being requested. He stated that the level of open space was not comparable to surrounding developments in the area and did not sufficiently support the character of West Kaysville. He reiterated his support for pursuing the Angel Street connection and encouraged staff to continue efforts to make that connection possible.

He further stated that the density was being pushed to a level that required the use of private streets because the street widths could not meet city standards, and he questioned whether emergency services could be adequately provided under those conditions. He noted that while the private streets technically met fire code, he believed the Fire Department would likely have concerns about emergency access and response. He also cited concerns with the proposed setbacks, particularly the five-foot side yard setbacks and reduced rear setbacks, which he stated did not preserve the open-space character residents expect in West Kaysville.

Commissioner Burkinshaw stated that public comments, emails, and community surveys consistently reflected a desire to preserve Kaysville's rural, low-density, small-town atmosphere. He concluded that the density and setbacks proposed were not consistent with those expectations and that he could not support the proposal as presented.

Chair Packer asked whether the five-foot side yard setback was an exception or was allowed under city code. Ms. Greenwood clarified that the five-foot side setback is the standard for the R-1-6 zone. Commissioner Burkinshaw stated that the reduced setback was therefore a result of

the zoning being requested.

Ms. Greenwood further explained that in all other single-family residential zones the minimum side yard setback is eight feet, and in some zones, it increases to ten feet, meaning that R-1-6 allows a total separation of ten feet between homes compared to sixteen feet in other zones. Commissioner Burkinshaw asked about rear setbacks. Ms. Greenwood initially misstated the figures and then corrected the record, explaining that R-1-6 and R-1-8 have 25-foot front yard setbacks, while R-1-10 and larger zones require 30 feet. Rear yard setbacks are 15 feet for R-1-20 and R-1-14 zones and increase to 30 feet for agricultural zones.

Commissioner Young stated that she did not have concerns with the proposed density but felt that the project lacked sufficient open space. She also expressed uncertainty about the proposed roof heights, noting that she generally preferred to let architecture dictate design but suggested that roof pitch could be adjusted to comply with standards if it became a concern. Commissioner Sommerkorn asked Ms. Greenwood whether the City's Planned Residential Unit Development (PRUD) ordinance included any standards or trade-off requirements, such as increased open space, in exchange for flexibility from zoning standards. Ms. Greenwood explained that the PRUD ordinance is largely based on flexibility and does not include specific requirements for trade-offs such as open space. She noted, however, that such conditions could be imposed through a development agreement.

Commissioner Moore stated for the record that he agreed with Commissioner Burkinshaw's concerns. He described having a "heavy" feeling about the proposal and said that he believed significant information was still missing. He stated that it would be helpful for both the Commission and the public to better understand the overall direction of the project. He expressed that the uncertainty surrounding the remainder of the property created doubt and said he was inclined toward tabling the request until a clearer and more actionable plan was presented.

Commissioner Sommerkorn asked whether Commissioner Moore's concerns related to the remainder of the property or to the overall rezone request. Commissioner Moore clarified that while the applicant had submitted a plan for the 14-acre portion, uncertainty about the remaining acreage was still hanging over the proposal and affecting public confidence.

Commissioner Young responded that no approvals were being granted for the remaining property and that any future proposals for the rest of the acreage would still be subject to full review, public comment, and Commission and City Council action. She stated that no commitments were being made beyond the current application.

Commissioner Toller agreed that phasing itself was not the primary concern. However, he stated that if the Commission were to recommend approval as presented, it would allow 46 units to be developed even though the site plan showed only one access, when two would ultimately be required. He said that moving forward under those circumstances did not feel appropriate.

Mr. Loveland stated that secondary access could and would be resolved, explaining that Symphony owns the property needed to create a second connection, although it was not included in the current planning scope. He said the project was being phased to first establish single-family zoning that would apply across the full 50 acres. He noted that this portion of the site was the only area suitable for basements, which is why this phase was being prioritized. He also clarified that three separate property owners are involved in the broader area: Ivory Homes, Symphony Homes, and the Hansons, who own the equestrian center.

Commissioner Toller asked whether the Sewer District was also involved.

Mr. Loveland confirmed that the Sewer District also controls land relevant to access but reiterated that Symphony owns the land required for the second access being referenced.

Commissioner Sommerkorn clarified that the second access referenced in the traffic study was the one located west of the equestrian center and was some distance from the current phase. Commissioner Young confirmed that the 550 West connection was planned and not dependent on the Sewer District, meaning the project would ultimately have both Sunset Drive and 550 West for access, with Angel Street being the remaining unresolved portion.

Mr. Loveland stated that Symphony owns a portion of Angel Street and the City owns the remaining portion, and that the connection could and would be completed, though timing was the issue. He explained that the development agreement included a 30-unit limit until the west connection was operational, a provision he added to ensure no more than 30 homes could be built until the second access was available. He stated that Symphony was close to resolving the remaining property ownership issues but did not want to create expectations beyond what it could control.

Mr. Loveland then asked the Commission to provide consolidated feedback if the project was not likely to receive a positive recommendation, so he could understand what changes would be needed to move the proposal forward.

Commissioner Toller responded that he appreciated the reduction in density and the revised product compared to the August proposal but said those were not the primary concerns. He stated that the unresolved traffic, access, and safety issues were the major obstacles, and that he was not comfortable proceeding without certainty that those issues would be resolved. He said he would not make a motion to forward the application to City Council and would vote against such a motion if one were made.

Chair Packer stated that he was comfortable with the proposed lot sizes and zoning, noting that the R-1-6 zone already exists in Kaysville and is used in other parts of the city. He expressed concern with the idea that this area of Kaysville should be treated differently or be reserved only for large lots, stating that he could not find any legitimate planning reason why smaller lots could not be in this area if they were acceptable in other areas of the city.

The Chair explained that when evaluating the proposal, he focused on the 14.7-acre phase that was before the Commission rather than speculating about future phases or unresolved access issues. He stated that even if the project was limited to 30 homes, he would still find the proposal acceptable.

He acknowledged that traffic is always a concern with development but stated that traffic issues exist throughout the city and that families across Kaysville regularly deal with roads that are far busier than Sunset Drive. He indicated that traffic concerns alone were not sufficient, in his view, to prevent the project from moving forward.

Based on those considerations, Chair Packer stated that he would support recommending the proposal to the City Council.

Commissioner Young stated that she felt similarly to the Chair and was generally supportive of the proposal. She indicated she would be open to recommending the project to the City Council but also would not oppose tabling the item if that would allow the Angel Street connection to be finalized. She identified open space as the primary element she felt was lacking in the current proposal and stated she would like to see more open space included. However, she said she was comfortable with the proposed density and believed the project could be a high-quality development that would not harm surrounding neighborhoods. She also noted that the density had been reduced by more than half from the original proposal and that the revised plan represented a much-improved product.

Commissioner Sevy agreed with both Chair Packer and Commissioner Young, stating that she felt the proposed density and product were appropriate. She characterized the project as a higher-end development that would bring a consistent buyer market into the area and said the applicant had made significant concessions since the original proposal, including substantial reductions in density. She stated she did not have concerns with the zoning and believed the development would ultimately blend into the surrounding area as it became established.

Commissioner Sommerkorn stated that he also did not have a problem with the lot sizes or zoning, noting that the proposal remained a single-family residential development, which aligns with the General Plan. He said the project could be done in this location. However, he expressed interest in potentially tabling the application to apply pressure toward resolving the 550/Angel Street connection, which he viewed as an important long-term circulation improvement. He also noted that, since the project was being processed as a Planned Residential Unit Development (PRUD), he would like to see additional community benefits, such as increased open space, included as a trade-off for the flexibility provided by the overlay. Finally, he expressed concern about the use of private streets, explaining that in his experience they often become long-term maintenance problems for neighborhoods and frequently lead to residents later asking the city to assume responsibility for them.

Chair Packer asked the applicant to clarify whether the use of private streets was driven primarily by size constraints or by another purpose.

Mr. Loveland responded that the private streets were partly intended to differentiate between the two product types in the development, with one portion designed to be elevated relative to the other. He stated that private streets were also part of the prior development plans for the property and that Symphony had become accustomed to incorporating them as part of the overall project concept.

Commissioner Burkinshaw offered to restate his concerns and requested confirmation that the applicant had captured his detailed feedback. Mr. Loveland confirmed that he had taken detailed notes and understood the concerns that had been expressed.

Chair Packer then stated that the Commission generally understood where each member stood on the proposal and asked the Commission what direction it wanted to take next, given the range of views expressed.

Following extended discussion among the Planning Commission regarding the proposed rezone and development, Commissioner Sommerkorn stated that based on the concerns raised—particularly regarding traffic circulation, access, connectivity, open space, and unresolved infrastructure issues—he believed additional work and clarification were needed before the Commission could forward a recommendation to the City Council. He indicated that the discussion had provided meaningful direction to the applicant and staff regarding areas requiring further refinement.

Commissioner Sommerkorn then made a formal motion to table the rezone request currently before the Commission, to allow time for additional information, revisions, and alternative approaches to be developed and considered. Commissioner Toller seconded the motion, and the vote was unanimous in favor of the motion (7-0).

Commissioner Packer: Yay
Commissioner Burkinshaw: Yay
Commissioner Young: Yay
Commissioner Sommerkorn: Yay
Commissioner Toller: Yay
Commissioner Moore: Yay
Commissioner Sevy: Yay

Following the motion to table, Chair Packer stated that the agenda item was now tabled and asked how the Commission should proceed regarding when the matter would be put on another meeting agenda. He questioned whether the item would automatically be placed on a future agenda or whether it would come back to Planning Commission once additional information was available.

Commissioner Sommerkorn indicated that the item should be brought back when there was more clarity and progress on the outstanding issues.

Ms. Greenwood explained that staff would work to coordinate discussions with the Sewer District and with the applicant to attempt to resolve the connectivity and access issues, particularly related to the proposed Angel Street and 550 West connection. She noted that the Sewer District meets only once per month, which could slow the timeline. Because of this, she did not anticipate the item returning at the next meeting and stated that it might not be ready even for the following meeting. She encouraged members of the public to sign up for City agenda notifications using the QR code provided so they would be alerted when the item was scheduled again.

Mr. Loveland stated that Symphony Homes would be prepared to return in approximately two meetings and expressed a desire to establish a general timeline so that both the applicant and the community would know when the item was expected to come back. He also noted that the Sewer District's position on selling right-of-way property was a key variable, since if the Sewer District declined to sell, the Commission would still be faced with similar access issues.

Commissioner Sommerkorn commented that he hoped pressure could be applied to the Sewer District to help move the issue forward.

Chair Packer clarified that the application would not appear on the next January agenda and likely would not appear at the first meeting in February, but that the same application would return once it was ready. He also noted that since a public hearing had already been held, it would not typically be reopened when the item returned.

4- APPROVAL OF THE MINUTES FROM DECEMBER 11, 2025 PLANNING COMMISSION MEETING

Commissioner Sevy made a motion to approve the minutes from the December 11, 2026 Planning Commission meeting. Commissioner Young seconded the motion, and the vote was unanimous in favor of the motion (7-0).

- Commissioner Packer: Yay
- Commissioner Burkinshaw: Yay
- Commissioner Young: Yay
- Commissioner Sommerkorn: Yay
- Commissioner Toller: Yay
- Commissioner Moore: Yay
- Commissioner Sevy: Yay

5- OTHER MATTERS THAT PROPERLY COME BEFORE THE PLANNING COMMISSION

Ms. Greenwood encouraged Commissioners to participate in the upcoming Kaysville University training program, which is intended to help elected and appointed officials better understand city operations and departments. She noted that Commissioner Young had already expressed interest and emphasized that even attending a few sessions would be beneficial. Ms. Greenwood stated she would resend the information and confirmed that the program would be held on Wednesday evenings.

There was discussion among Commissioners regarding the start date, with clarification that the program would begin on January 21. Chair Packer confirmed that a flyer was available with the correct date. Commissioners Toller, Moore, and Sevy indicated interest in attending, and Ms. Greenwood stated she would notify the City Manager.

Ms. Greenwood also advised the Commission that amendments to the Planning Commission bylaws may be forthcoming. She explained that the City Council is currently addressing an issue involving individuals circulating clipboards at public meetings, which has caused confusion among residents who may believe they are providing information directly to the City when they are not. She said similar provisions may be added to the Planning Commission bylaws to prevent misleading practices and protect the public from unintentionally sharing personal information.

Ms. Greenwood informed the Commission that staff has been working on rezoning several City-owned properties, particularly parks that are currently zoned residential, to a Public Use zoning designation. She explained that this change would not alter how the properties function but would align the zoning with their actual public use and provide more accurate zoning statistics for the City. Staff intends to bring these rezonings forward at a future meeting when the agenda is lighter, noting that little public comment is expected because no functional changes would occur.

Commissioner Toller thanked staff for intervening earlier in the meeting regarding the yielding of public comment time, noting that the City Council bylaws prohibit speakers from transferring their allotted time to others.

City Attorney Katie Ellis confirmed that the City Council's rules prohibit yielding time and explained that, while Robert's Rules of Order may be referenced, the Commission is not required to follow them, and the Chair has authority over procedural matters.

9- ADJOURNMENT

Chair Packer adjourned the meeting at 9:58 pm.

Kaysville City Planning Commission Meeting Minutes
February 26, 2026

MINUTES EXCERPT

The Planning Commission meeting was held on Thursday, February 26, 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 Wilf Sommerkorn, Erin Young, Paul Toller, Megan Sevy, Jeramy Burkinshaw, David Moore and Eries Cornelius

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

Public Attendees: City Councilmembers Abbi Hunt and Joshua McBride, Bruce Robison, Matt Loveland, Alexis Larson, Mitchell Larson, Jacquie Jones, Keith Halls, Rick Jones, Brian Kartchner, Davis McSwain, Paul Belnap, Boyd Argyle, Lee Stenquist, Tim Hirschi, Janeen Evans, Krysten Wheeler, Gary Pierce, Kathy Pierce, and Courtney Cornelius

5- PUBLIC CONSIDERATION OF A REZONE FOR APPROXIMATELY 1820 SOUTH SUNSET DRIVE (PARCELS #08-694-0005, 08-027- 0009, AND 08-027-0008) FROM R-A AND A-1 TO R-1-6 WITH A PRUD OVERLAY (CONTINUED FROM JANUARY 8, 2026)

Ms. Greenwood presented a continued item originally heard approximately six weeks earlier regarding a rezone request for approximately 14.7 acres located near 1820 South Sunset Drive. The property is currently undeveloped. Ms. Greenwood explained that the original application requested rezoning to R-1-6 with a Planned Residential Unit Development (PRUD) overlay. Although the agenda language remained unchanged because the item was continued from the previous meeting, the applicant has since modified the request. The revised proposal would designate a portion of the property as R-1-10, with the remainder zoned R-1-6 with a PRUD overlay.

Ms. Greenwood displayed aerial imagery and zoning maps illustrating the surrounding area, which includes R-A, A-5, and other residential zoning districts. She also reviewed the City's Future Land Use Map, noting the area is designated for single-family residential use. She clarified that the City's current General Plan, adopted in 2022, identifies the area for single-family housing but does not specify a particular density range or lot sizes. Therefore, both R-1-6 and R-1-10 zoning designations are considered consistent with the General Plan's single-family designation.

Ms. Greenwood explained that the revised site plan proposes two zoning areas within the development, with R-1-10 lots and R-1-6 lots utilizing a PRUD overlay to allow private streets. She noted the applicant adjusted the internal road alignment from the previous plan in response to concerns raised by residents along Sunset Drive. The modified alignment moves the

connection point approximately 100 feet south and introduces curvature to provide traffic-calming benefits and improve the relationship to nearby homes.

Several additional modifications were made following the January presentation. The total number of lots was reduced from 46 to 45. Proposed lot sizes would range from approximately 6,300 square feet to 20,060 square feet, with an average lot size of about 11,100 square feet. Additional open space was incorporated into the design, including a trail and approximately 15,000 square feet of open space area. The applicant also withdrew a previous request to increase maximum building height from 30 feet to 35 feet. Parking spaces were added near the open space and trail area to accommodate overflow parking for the private street.

Ms. Greenwood reviewed proposed Development Agreement provisions that would accompany the rezone. She explained that a Development Agreement is recorded against the property and establishes binding development standards that run with the land. The agreement would limit the project to 45 lots and require development to follow the approved site plan layout and lot configuration. For the R-1-6 portion of the development, the applicant proposed a frontage reduction allowing a minimum lot frontage of 50 feet provided the overall project maintains an average frontage of at least 60 feet. No frontage modifications are proposed for the R-1-10 lots. The proposed development standards include a 20-foot front setback, side setbacks of six and eight feet in the R-1-10 area and five feet in the R-1-6 area, and a 25-foot rear setback. Covered patios would be permitted to encroach into the rear setback provided they remain at least 10 feet from the rear property line. The agreement also includes fencing provisions requested by neighboring property owners, a prohibition on parking along private streets to maintain emergency access, landscaping standards including approved tree species for park strips based on guidance from the City's arborist, and a restriction limiting development to 30 units until a secondary access is constructed.

Ms. Greenwood also addressed roadway connectivity issues discussed in the prior meeting. Staff supports the road connection to Sunset Drive, noting that connectivity is supported by the General Plan and recommended by public safety, engineering, and planning staff. The revised alignment improves sight distance and would be designed to American Association of State Highway and Transportation Officials (AASHTO) standards to ensure safety.

She further reported that the City Council recently discussed the long-planned road connection between 550 West, Mare Drive, and Angel Street. The Council expressed strong support for completing that connection, which has been identified in City code for many years. While the applicant previously attempted to acquire necessary right-of-way from the sewer district and was unsuccessful, the City is continuing to pursue acquisition. If an agreement cannot be reached voluntarily, the Council indicated it may consider using eminent domain as a last resort to secure the needed right-of-way.

Ms. Greenwood stated that additional public comments had been received since the previous meeting and had been distributed to the Commission. Staff recommended that the Planning Commission forward a recommendation of approval to the City Council based on the proposal's

consistency with the 2022 General Plan.

She noted that if the Commission wishes to support the applicant's request to include both R-1-10 and R-1-6 zoning areas within the property, a legal description would need to be added to the Development Agreement identifying the boundaries of each zone. Because applying two zoning districts to a single parcel is not standard practice, the legal description would serve as a temporary solution until the subdivision process creates individual lots with a single zoning designation. Ms. Greenwood concluded by noting that the applicant was present and prepared to present additional information regarding the proposed changes.

Commissioner Sommerkorn asked for clarification regarding the zoning designation included in the application. He noted that the staff report referenced an R-1-6 zoning request and asked whether the current proposal included both R-1-6 and R-1-10 zoning districts.

Ms. Greenwood confirmed that the revised proposal includes both R-1-10 and R-1-6 zoning areas. She explained that the agenda and staff report language referenced only the R-1-6 designation because the item was continued from the January 8 meeting and staff retained the same wording to avoid confusion. She noted that the revised request and supporting materials included in the staff report describe the applicant's request to incorporate a portion of the property as R-1-10 while retaining the remainder as R-1-6 with a PRUD overlay.

Commissioner Toller asked for clarification regarding the zoning request before the Commission. He stated his understanding that the application being considered included two zoning districts, R-1-10 and R-1-6 with a Planned Residential Unit Development (PRUD) overlay, as described in the staff report.

Ms. Greenwood confirmed that interpretation and referred to the site plan illustration showing the two proposed zoning areas. She explained that while the application was originally submitted as R-1-6 with a PRUD overlay, the applicant later proposed incorporating a portion of the property as R-1-10. Ms. Greenwood noted that the change was intended to reflect the range of lot sizes being proposed and to respond to public comments received after the January presentation.

Ms. Greenwood further explained that the overall lot sizes proposed in the development have not significantly changed from the previous submission. Rather, the revised zoning labels were intended to better correspond with the variety of lot sizes shown in the plan. She noted that zoning districts establish minimum lot sizes, but larger lots may still be created within a zone. She also observed that many properties in the city, particularly on the east side, are zoned for smaller minimum lot sizes than their actual lot sizes, illustrating that zoning classifications do not always directly reflect the final size of individual parcels. She indicated that the applicant could provide additional explanation regarding the revised zoning approach during their presentation.

Matthew Loveland, representing Symphony Homes, addressed the Commission and provided

an overview of revisions made to the proposal since the previous Planning Commission meeting. Mr. Loveland stated that the development team had worked with City staff, the City Council, and members of the community to address concerns raised during prior discussions. He explained that the revised application proposes incorporating a portion of the property as R-1-10 zoning while maintaining the remainder as R-1-6 with a PRUD overlay. He stated the adjustment was intended to better reflect the range of lot sizes within the development and respond to feedback from the public.

Mr. Loveland reviewed several topics discussed during earlier meetings, including zoning, setbacks, building height, traffic impacts, roadway access, and open space. He noted that the number of proposed lots had been reduced from the prior proposal and that the revised site plan includes 45 lots. He highlighted that the most significant design change involved relocating the proposed Sunset Drive access approximately 100 feet to the south to improve alignment and sight distance and to address concerns raised by nearby residents.

Mr. Loveland described the development standards associated with the two zoning areas. Within the R-1-6 portion of the development, homes would generally be constructed on lots ranging between approximately 6,000 and 10,000 square feet with five-foot side yard setbacks consistent with the zoning district standards. In the R-1-10 portion, the development agreement would establish side setbacks of six and eight feet, for a total minimum separation of 14 feet between structures. He noted the eight-foot setback would be placed on the garage side of homes to improve functionality. Mr. Loveland confirmed that the applicant had removed the previously requested building height increase and would comply with the City's 30-foot height limit.

Mr. Loveland also addressed traffic-related concerns raised in prior public comments. He stated that the revised road alignment increased sight distance at the Sunset Drive intersection and that updated traffic impact analysis conducted by Hales Engineering incorporated more recent crash data. The study concluded that the intersection would operate at Level of Service "A" and did not identify additional mitigation requirements beyond standard design. Mr. Loveland reiterated the proposed intersection would meet AASHTO design standards.

He also discussed the potential future road connection between 550 West, Mare Drive, and Angel Street. Mr. Loveland acknowledged that right-of-way acquisition from the sewer district had not yet been successful but expressed optimism regarding ongoing discussions with the City. He noted that the possibility of eminent domain, as discussed by the City Council, could provide a path forward if negotiations are unsuccessful.

Mr. Loveland then described proposed open space features within the development, including landscaped entrance monumentation, enhanced landscaping like nearby Symphony developments, and a trail connection integrated into the site design. He stated that revisions to the road layout created an opportunity to include additional open space and trail connectivity between different portions of the neighborhood. Additional parking spaces were also incorporated near the open space area to address concerns regarding parking on the private

roadway.

Mr. Loveland concluded by stating that the proposal reflects approximately eighteen months of discussion and revisions and that the development team believes the plan balances community concerns with the project's objectives.

Commissioner Toller asked the applicant about the ownership of the property located immediately north of the proposed development area, specifically referencing the parcels adjacent to Lots 1 through 5 shown on the site plan. He asked whether Symphony Homes owned that property and whether it could be included within the current application.

Mr. Loveland responded that the referenced property is owned by Merrill Sheriff and is not owned or controlled by Symphony Homes. He stated that because the applicant does not have ownership or development control of that parcel, it was not included as part of the proposed application.

Commissioner Sevy asked for clarification regarding the Planned Residential Unit Development (PRUD) overlay and whether it would apply to the entire subdivision or only to the lots served by the proposed private roadway.

Mr. Loveland explained that the PRUD overlay was intended primarily to allow the private road serving approximately 30 to 40 of the lots. Ms. Greenwood clarified that the intent of the PRUD overlay was specifically to allow the private street configuration and that the remaining streets within the development would be constructed as public roads.

Commissioner Birkenshaw thanked the applicant for the revisions made to the proposal and asked for additional clarification regarding the open space area included in the plan. He asked whether the space would be programmed with amenities or simply landscaped.

Mr. Loveland responded that the proposal includes approximately one-eighth acre of open space that would initially be landscaped with sod. He stated that additional amenities had been discussed but were not currently proposed. He noted that if amenities were included in the future, they would more likely be features such as pickleball courts rather than a playground based on the anticipated homeowner demographic.

Commissioner Birkenshaw also asked the applicant to explain the need for a private road within the development and why the roadway was not proposed to meet public street standards.

Mr. Loveland stated that the applicant preferred to maintain the roadway within the homeowners association as a private road to accommodate the proposed site layout and the project boundaries. He indicated the current design had been reviewed with staff and was submitted as part of the application. Mr. Loveland acknowledged that if additional property were acquired to the south of the project boundary, the roadway design could potentially change and the applicant would be open to converting the road to a public street if

appropriate.

Commissioner Birkenshaw asked whether the private road configuration was necessary due to constraints in lot sizes and site layout. Mr. Loveland responded that a public road could be constructed but would require a wider right-of-way, which would reduce the lot sizes within the subdivision.

Chair Packer thanked the applicant and invited Commission discussion.

Commissioner Toller asked staff to clarify earlier discussions regarding the private road and whether converting the roadway to a public street would require widening the right-of-way and adjusting the lot layout.

Ms. Greenwood confirmed that a public street would require additional right-of-way width, which would reduce the size of the adjacent lots and potentially require redesign of the subdivision layout.

Commissioner Toller noted that several elements of the proposal involved deviations from standard zoning requirements. He identified three areas where the proposal differed from existing code standards, including reduced setbacks, allowances related to covered patios under the PRUD overlay, and other minor variations from typical zoning provisions. Commissioner Toller characterized these as relatively minor modifications but stated they represented departures from the standard code requirements.

Commissioner Toller then raised a broader concern regarding development density and roadway connectivity, particularly whether it would be prudent to approve the rezone with a provision allowing construction of up to 30 homes prior to completion of the 550 West roadway connection between Angel Street and Mayor Drive. He asked staff to confirm whether the Development Agreement would prohibit construction of more than 30 homes until a second access connection is completed.

Ms. Greenwood confirmed that the Development Agreement includes a provision limiting the project to no more than 30 homes until a second point of ingress and egress is established. She explained that this requirement is consistent with fire code, which require two access points once a development exceeds 30 units. She noted that the restriction is included in the Development Agreement to ensure that both the City and the applicant clearly understand that additional building permits or certificates of occupancy would not be issued beyond that threshold until the second access is constructed.

Commissioner Toller asked whether development could effectively stop at 30 homes if the second access connection were not completed.

Ms. Greenwood responded that such situations can occur in phased developments where temporary access arrangements exist until additional phases are constructed and additional

roadway connections are completed.

Commissioner Sommerkorn asked whether a future connection along 550 West to Mare Drive could eventually serve as the required second access.

Ms. Greenwood explained that under the current application, the only confirmed point of access is the connection to Sunset Drive. The potential 550 West connection does not currently exist as a dedicated public right-of-way and therefore cannot be counted as a second access point at this time. She noted that while a connection could occur in the future if surrounding properties develop or if right-of-way is acquired, it is not currently available.

Ms. Greenwood further clarified that the City owns a portion of property along the 550 West alignment but that it is not dedicated as a public street and has not been improved. The City has intentionally avoided constructing the roadway in advance of development in order to allow future development projects to construct the improvements rather than requiring City taxpayers to fund them. She added that the current alignment functions informally as an agricultural access route and is not maintained as a public roadway.

Commissioner Birkenshaw expressed appreciation for the revisions made to the proposal and indicated he could support the R-1-10 portion of the development. However, he expressed concern regarding the proposed R-1-6 portion, stating he believed it created a higher density than appropriate for the area. He noted that the need for a private road within the development suggested the layout was being constrained by density. Commissioner Birkenshaw also expressed concern regarding long-term maintenance of private roads. Based on his experience, he stated that private roads often fall into disrepair when homeowners associations are unable to adequately fund maintenance, which can eventually lead to requests for the City to assume responsibility for roads not built to City standards. He further expressed concern that roadway connectivity issues, particularly the unresolved connection to Angel Street via 550 West, had not yet been resolved and suggested the development might be premature until those access issues were addressed. He added that even if a connection to Mare Drive were eventually completed, traffic traveling north could still be directed through existing residential neighborhoods not originally designed to accommodate that level of traffic.

Commissioner Sommerkorn stated he shared some of Commissioner Birkenshaw's concerns, particularly regarding private streets and roadway connectivity. He expressed appreciation for the applicant's proposal to include R-1-10 zoning for a portion of the project, stating it helped address concerns raised by members of the public regarding lot size. However, he indicated he did not have significant concerns about the proposed R-1-6 zoning. Commissioner Sommerkorn noted that the City's current General Plan designates the area for single-family residential use without specifying density levels and that the proposed development would consist of single-family homes consistent with that designation. He further stated that housing affordability and economic conditions have changed over time, making large-lot developments increasingly difficult to achieve, and that smaller lot sizes can contribute to housing supply, though they do not necessarily result in lower home prices.

Commissioner Sommerkorn added that in his experience as an urban planner, private streets can present challenges over time because homeowners associations often underestimate the cost of long-term maintenance. When maintenance costs arise, homeowners may request that the City assume responsibility for roads that were not constructed to City standards. He expressed concern that approving a private street could create future obligations for the City. Commissioner Sommerkorn also emphasized the importance of completing the planned roadway connection between 550 West and Angel Street. He stated that the lack of connectivity in nearby areas has already created transportation challenges and cautioned that approving the development without resolving the roadway connection could lead to similar issues in the future. While he did not object to the proposed lot sizes, he indicated that roadway design and connectivity remained significant concerns.

Commissioner Sevy asked staff whether there were existing examples of private roads within Kaysville and whether the City had prior experience managing issues related to them.

Ms. Greenwood confirmed that several subdivisions within Kaysville utilize private roads. She cited Talbot Estates, located east of Highway 89, as an example of a subdivision entirely served by private streets. Ms. Greenwood noted that while private roads are permitted within Kaysville, other municipalities she has worked for have prohibited them. She also acknowledged that, in her professional experience, homeowners associations occasionally request that cities assume responsibility for privately maintained infrastructure such as roads or detention basins. However, she stated that the City typically declines such requests unless the infrastructure is first upgraded to meet City construction standards.

Commissioner Sevy then asked for clarification regarding the difference between private and public street standards. Ms. Greenwood explained that public streets require a wider right-of-way, generally a minimum of approximately 55 feet, which accommodates roadway width, parking, and utilities. Private roads may be constructed with narrower asphalt widths because the City does not provide services such as snow removal or maintenance. She noted that private streets typically do not allow on-street parking and require homeowners associations to arrange services such as trash collection.

Ms. Greenwood further stated that private streets can reduce the long-term maintenance burden on the City because they are not maintained with public funds. She explained that residential property taxes generally do not fully offset the cost of municipal services such as public safety, road maintenance, and parks. From a policy standpoint, she noted that allowing private streets can reduce infrastructure obligations for the City. Ms. Greenwood added that the City Council has determined that private street subdivisions are permitted within Kaysville and that such developments exist throughout the community.

Chair Mike Packer expressed appreciation for the efforts made by the applicant, Symphony Homes, to revise the proposal in response to prior feedback. He noted improvements such as the adjusted entrance alignment and other modifications that had been incorporated since the

project was first presented to the Planning Commission. While acknowledging the work done by the applicant, Chair Packer stated that he shared some of the concerns expressed by other commissioners regarding the use of private roads. He indicated that he did not have concerns about the proposed lot sizes and appreciated the applicant's willingness to make adjustments to the project. Chair Packer emphasized the importance of securing a secondary access point but stated that he had confidence in the safeguards within City regulations, particularly the limitation that no more than 30 homes could be constructed without a second point of ingress and egress. He stated that he would be comfortable recommending approval of the project even if some aspects remained unresolved, provided the existing code limitations were followed.

Commissioner Young stated that she would also be comfortable with approval under similar conditions. She explained that the 30-home limitation provided a clear stopping point should the additional access connection fail to materialize as anticipated.

Commissioner Young indicated that she did not have extensive experience with private roads and therefore tended to rely on the perspectives of Commissioners who had encountered related issues. However, she noted that private roads already exist in Kaysville and that precedent for such developments is established. She stated she feels the proposal represented a quality project and acknowledged the length of time the applicant had worked with the City and the Commission to refine the plan.

Chair Packer then indicated he would be willing to entertain a motion but invited any additional comments from the Commission.

Commissioner Sevy asked staff to confirm that the areas proposed for the two different zoning classifications—R-1-6 and R-1-10—would require separate legal descriptions if the Commission recommended approval with both zones applied.

Ms. Greenwood confirmed that if the Commission recommended approval with both zoning districts, staff would prepare an exhibit and legal description identifying the boundaries of each zone. She explained that this could be incorporated into the development agreement prior to the item being forwarded to the City Council. Ms. Greenwood stated that staff would complete the necessary documentation before placing the item on a future council agenda.

Commissioner Sommerkorn stated he could support the rezone under certain conditions. He indicated that he would prefer the private roads within the development be converted to public roads and that the connection between the project and Angel Street be established as part of the development. Commissioner Sommerkorn acknowledged that the property needed for that road connection was not currently owned by either the applicant or the City, which could make formal conditions difficult to enforce. However, he emphasized that the connection was an important component of the overall transportation network and that he believed it should occur in conjunction with the development.

Chair Packer asked staff to provide insight regarding the timing and feasibility of acquiring the right-of-way necessary to complete the connection to Angel Street.

Ms. Greenwood explained that if the City and the Sewer District could reach an agreement for the needed property, the acquisition process could move forward relatively quickly once appraisals and documentation were completed. If the Sewer District was unwilling to sell the property, the City could pursue acquisition through condemnation and eminent domain, though that process could take significantly longer and would require compliance with federal and state laws governing right-of-way acquisition, including fair market compensation.

Ms. Greenwood noted that condemnation could potentially take a year or longer to complete, although if needed, the City could request a court order allowing entry and construction before the final resolution of the condemnation case. She explained that such an approach is sometimes used when timing is critical. However, she also noted that this particular situation involved only a single parcel with no structures, which could simplify the process. She further stated that City leadership preferred to maintain positive working relationships with the Sewer District and therefore hoped an agreement could be reached without litigation.

Chair Packer responded that the explanation addressed his questions and stated that he supported the concept of requiring the connection as part of the development if feasible.

Commissioner Paul Toller made a motion to recommend approval of the rezone request applying two zoning designations—R-1-10 and R-1-6—with a Planned Residential Unit Development (PRUD) overlay. The motion included the frontage width and setback variations outlined in the staff report and development agreement. Commissioner Toller further proposed that the Planning Commission’s recommendation to the City Council include, as a condition, completion of the road connection along 550 West to both Angel Street and Mare Drive.

Chair Mike Packer asked if there was a second to the motion. No second was offered. Following the lack of a second, Chair Packer asked whether another Commissioner wished to present an alternative motion.

Commissioner Sommerkorn made a motion to recommend approval of the rezone request with modifications to the development proposal. His motion proposed approval of the R-1-10 and R-1-6 zoning designations as presented but required that all streets within the development be constructed as public rights-of-way rather than private streets. He further included a recommendation that a road connection be established between the development and Angel Street via 550 West and the connection at Sunset Drive.

Chair Packer asked for clarification to ensure the motion was properly understood. Ms. Greenwood noted that the original proposal included a Planned Residential Unit Development (PRUD) overlay to allow the use of private roads. Because Commissioner Sommerkorn’s motion required public roads instead, she explained that the PRUD overlay would no longer be necessary. Commissioner Sommerkorn agreed and restated the motion to recommend

approval of the R-1-10 and R-1-6 zoning designations without the PRUD overlay, with all internal streets constructed as public rights-of-way meeting City standards and with the connection to Angel Street and Sunset Drive be provided.

Further discussion clarified that the motion required a connection from the development to Angel Street but did not require the connection north to Mare Drive because the property needed for that connection is not currently owned by the applicant.

Commissioners discussed that if the development ultimately proceeded as proposed, the subdivision would have two access points: the primary connection to Sunset Drive and a connection through Angel Street.

Staff noted that converting the private road to a public street would likely require adjustments to the site plan, including changes to roadway width, lot sizes, and the hammerhead turnaround configuration.

Commissioner Sommerkorn acknowledged that those design modifications would likely occur if the streets were required to meet public road standards.

Mr. Loveland, addressed the Commission and explained that converting the private road to a public right-of-way would likely result in a cul-de-sac configuration rather than the hammerhead turnaround shown in the plan. He also expressed concern about requiring the Angel Street connection as a condition tied directly to the development because the applicant does not control the property necessary for that road connection. He stated that the Development Agreement already contemplated the need for two access points but did not specify the exact location of the second connection.

Commissioner Sommerkorn acknowledged the applicant's concern but reiterated his belief that the Angel Street connection was an important part of the transportation network in the area.

Ms. Greenwood further clarified that the Planning Commission's motion would serve as a recommendation to the City Council and that the Council would have the authority to modify or remove conditions as part of its final decision.

Chair Packer then confirmed that the Commission had a motion on the floor and again asked whether any Commissioner wished to second the motion or present an alternative motion. Commissioner Paul Toller summarized the differences between his earlier motion and Commissioner Sommerkorn's motion, noting that the primary distinctions involved requiring public streets instead of private streets and removing the previously suggested connection requirement to Mare Drive while retaining the recommendation for the Angel Street connection. Ms. Greenwood reiterated that the Planning Commission's action would ultimately serve as a recommendation for consideration by the City Council.

Commissioner Young seconded the motion following the second, Chair Packer opened the floor

for final discussion. He reiterated that the proposed road connection to Angel Street involved property that the applicant, Symphony Homes, did not currently control. Chair Packer stated that while the connection was an important objective, it might be unreasonable to fully condition the project on an action outside of the applicant's authority. He emphasized the importance of clearly communicating to the City Council that the connection is a significant priority.

Commissioner Birkenshaw suggested that one alternative could be to continue the item until the issue of the road connection was resolved. Chair Packer acknowledged that continuing the item was an option but noted that the applicant had requested a decision from the Commission at the current meeting and that the Commission appeared prepared to move forward with a recommendation.

Commissioner Sommerkorn stated that he preferred forwarding the item to the City Council rather than continuing the discussion at the Planning Commission level. He indicated that the Council would ultimately determine how to address the conditions and whether to approve or modify the proposal.

Ms. Greenwood noted that the City Council's decision regarding the rezone could influence whether the City pursued acquisition of the right-of-way needed for the Angel Street connection. She explained that if the Council were not inclined to approve the rezone, they might also choose not to pursue the acquisition. Ms. Greenwood stated that determining whether to acquire the property was ultimately a policy decision made by the City Council.

Commissioner Sommerkorn agreed that moving the recommendation forward to the Council was appropriate. He noted that if the development were modified to require public streets instead of private streets, the resulting roadway design would likely require a slightly larger right-of-way, which could reduce the size of some lots, though likely not significantly.

Chair Packer opened up the vote to the Planning Commissioners and the vote was 4-3 in favor of the motion.

Commissioner Packer: Yay
Commissioner Young: Yay
Commissioner Sommerkorn: Yay
Commissioner Moore: Nay
Commissioner Toller: Nay
Commissioner Sevy: Yay
Commissioner Burkinshaw: Nay

6- PUBLIC CONSIDERATION OF AMENDING THE PLANNING COMMISSION BYLAWS AND RULES OF PROCEDURE (CONTINUED FROM FEBRUARY 12, 2026)

Ms. Greenwood introduced the next agenda item regarding proposed updates to the Planning Commission bylaws and rules of procedure. She explained that the item had been discussed at

a prior meeting, but because only four members of the Planning Commission were present at that time, the Commission chose to defer the discussion until a meeting when the full commission could participate.

Ms. Greenwood explained that the proposed bylaws had been reformatted to closely mirror the structure and format used by the City Council's rules of procedure. She stated that aligning the formatting would assist the City's parliamentarian and create consistency between governing bodies. Because the bylaws had been substantially reformatted, staff was unable to present the document with redline edits. As a result, staff recommended that the Planning Commission formally repeal the existing 2024 bylaws and replace them with the newly proposed bylaws and rules of procedure.

Ms. Greenwood outlined several key updates included in the proposed document. One change addressed public conduct during meetings, particularly the use of signs, clipboards, and sign-up sheets that had recently been circulated among audience members during public meetings. She explained that these activities had created confusion among attendees and occasionally disrupted the proceedings. The proposed rules would allow individuals to bring signs into the meeting provided they remain with their signs. Any petitions, sign-up sheets, or information-gathering efforts would need to occur outside the council chambers and be clearly staffed by the individuals requesting the information so it is evident the activity is not being conducted by the City.

Ms. Greenwood explained that City Council rules do not allow speakers to transfer or combine their allotted speaking time with others. Staff recommended adopting a similar rule for Planning Commission meetings. She explained that situations could arise where individuals bring multiple individuals who may not wish to speak but instead transfer their time to a single speaker, significantly extending that individual's speaking time. The proposed rule would limit each speaker to their individual time allotment, although the Commission could temporarily modify the rule during a meeting if desired. Ms. Greenwood noted that the Planning Commission typically allows three minutes for public comment but retains the ability to adjust speaking times depending on the number of speakers.

Commissioner Toller asked whether the document displayed was the same version he had previously reviewed and provided comments on. Ms. Greenwood confirmed that it was the same version and that no additional changes had been made since his review. Commissioner Toller explained that his earlier comments focused on two areas. First, he expressed concern about prohibiting the sharing of speaking time. He noted that applicants or residents sometimes bring professionals such as architects or builders to assist in presenting information and suggested there should be flexibility to allow speakers to share their allotted time if desired. He acknowledged that the chair could potentially accommodate such requests through procedural adjustments during the meeting.

Commissioner Toller also raised a concern about the section addressing electronic participation in meetings. He stated that the language appeared to require the declaration of an emergency

in order for a Commissioner to attend a meeting electronically. He suggested that the Commission should have the ability to allow electronic participation when necessary to achieve a quorum or accommodate unavoidable conflicts without needing to declare an emergency.

Ms. Greenwood responded that the Commission had previously discussed the possibility of modifying that language and that the rule allowing procedural rules to be suspended by a majority vote could also provide flexibility in those situations.

Commissioner Sommerkorn agreed that the Commission could technically suspend the rule if needed but stated that he preferred Commissioner Toller's suggestion to simply allow electronic participation when appropriate without requiring the declaration of an emergency.

Commissioner Toller clarified that his suggestions were intended as minor improvements to the document and asked whether staff had originally brought the bylaw revisions forward primarily to improve consistency with parliamentary procedures and existing council rules.

Commissioner Toller asked City Attorney Katie Ellis whether the proposed bylaw revisions had been brought forward primarily to improve consistency with parliamentary procedures and to align with Robert's Rules of Order and existing City Council procedures.

Ms. Ellis confirmed that this was one of the goals of the update. She further explained that the City already has an ordinance addressing electronic meetings and remote participation. She noted that the bylaws reference City Code, which governs how electronic participation is allowed.

Ms. Ellis explained that the City Council had recently reviewed the issue of remote participation and chose to require that a quorum be physically present at meetings while still allowing individual members to participate electronically when appropriate. Commissioner Toller asked whether similar language could be incorporated into the Planning Commission bylaws to maintain consistency with the Council's approach.

Ms. Ellis suggested that the language referencing participation during emergencies could simply be removed and replaced with language stating that electronic participation may occur when allowed by law and City policy, since the governing authority already exists in City Code.

Commissioner Birkenshaw asked whether it was necessary to include language about electronic meetings in the bylaws if the matter was already addressed in City Code.

Ms. Ellis responded that it may not be necessary and that the Commission could simply rely on the provisions contained in the Open and Public Meetings Act and City Code.

Commissioner Toller indicated that his primary concerns had been addressed through the discussion and suggested that striking the emergency requirement would resolve the issue.

Commissioner Sevy expressed concern about language suggesting that remote participation could be used to establish a quorum, stating that she preferred maintaining the expectation that a quorum should generally be present in person.

Commissioner Sommerkorn noted that maintaining consistency with City Council procedures would be appropriate.

Commissioner Young also supported maintaining a requirement that a quorum be present in person, stating that while remote participation could be useful in limited circumstances, it should not replace in-person attendance for conducting the City's business.

Ms. Ellis suggested removing the language regarding emergencies and instead referencing the authority provided in the Open and Public Meetings Act and City Code Section 2-2-4.

Ms. Greenwood indicated that the bylaws could include a reference to the City Code section to make the policy clear for future reference.

Commissioner Sevy confirmed that such changes would require a majority vote of the Commission.

Chair Packer stated that he had reviewed the proposed bylaws carefully to ensure they did not restrict the public's ability to provide comments during meetings. He indicated that the revisions primarily clarified procedures related to petitions, signs, and other activities that had previously created confusion during meetings.

Commissioner Young agreed and noted that the provisions regarding speaking time would help maintain fairness and decorum during public comment periods.

Chair Packer also stated that aligning the Planning Commission procedures with those used by the City Council would provide consistency and clarity.

Commissioner Moore then made a motion to repeal the January 2024 Planning Commission bylaws and replace them with the proposed Planning Commission bylaws and rules of procedure as discussed, including the revisions made during the meeting and Commissioner Toller second the motion and the vote was unanimous in favor of the motion (7-0).

Commissioner Packer: Yay
Commissioner Young: Yay
Commissioner Sommerkorn: Yay
Commissioner Moore: Yay
Commissioner Toller: Yay
Commissioner Sevy: Yay
Commissioner Burkinshaw: Yay

Horizon

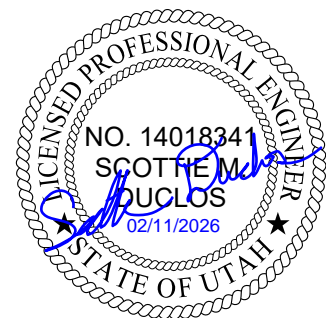
Traffic Impact Study



Kaysville, Utah

February 11, 2026

UT24-2901



EXECUTIVE SUMMARY

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

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

Table ES-1: Peak Hour Level of Service Results

| Intersection | | Level of Service | | | | | | | |
|--------------|------------------------------|------------------|----|--------------|----|---------------|----|--------------|----|
| | | Existing (2025) | | | | Future (2030) | | | |
| | | Background | | Plus Project | | Background | | Plus Project | |
| | | AM | PM | AM | PM | AM | PM | AM | PM |
| 1 | Burton Lane / Sunset Drive | a | a | a | a | a | a | a | a |
| 2 | Angel Street / Sunset Drive | A | A | A | A | A | A | A | A |
| 3 | Shephard Lane / Sunset Drive | a | a | a | a | a | a | a | a |
| 4 | Sunset Drive / 950 North | b | b | b | c | b | c | c | d |
| 5 | East Access / Sunset Drive | - | - | a | a | - | - | a | a |
| 6 | 550 West / Angel Street | - | - | a | a | - | - | a | a |

1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)

Source: Hales Engineering, February 2026

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

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

TABLE OF CONTENTS

EXECUTIVE SUMMARY i

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS ii

TABLE OF CONTENTS iii

LIST OF TABLES iv

LIST OF FIGURES iv

I. INTRODUCTION 1

A. Purpose..... 1

B. Scope..... 1

C. Analysis Methodology 2

D. Level of Service Standards..... 2

II. EXISTING (2025) BACKGROUND CONDITIONS..... 4

A. Purpose..... 4

B. Roadway System..... 4

C. Crash Data Summary 4

D. Traffic Volumes 5

E. Level of Service Analysis..... 6

F. Queuing Analysis..... 6

G. Mitigation Measures..... 6

III. PROJECT CONDITIONS 9

A. Purpose..... 9

B. Project Description..... 9

C. Trip Generation 9

D. Trip Distribution and Assignment..... 10

E. Access 11

F. Auxiliary Lanes..... 11

IV. EXISTING (2025) PLUS PROJECT CONDITIONS 16

A. Purpose..... 16

B. Traffic Volumes..... 16

C. Level of Service Analysis..... 16

D. Queuing Analysis..... 19

E. Mitigation Measures..... 19

V. FUTURE (2030) BACKGROUND CONDITIONS..... 20

A. Purpose..... 20

B. Roadway Network..... 20

C. Traffic Volumes..... 20

D. Level of Service Analysis..... 20

E. Queuing Analysis..... 20

F. Mitigation Measures..... 20

VI. FUTURE (2030) PLUS PROJECT CONDITIONS..... 24

A. Purpose..... 24

B. Traffic Volumes..... 24

C. Level of Service Analysis..... 24

D. Queuing Analysis..... 27

E. Mitigation Measures..... 27

F. Recommended Storage Lengths 27

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

LIST OF TABLES

Table 1: Level of Service Description 3

Table 2: Crash Severity by Intersection..... 5

Table 3: Crash Type by Intersection..... 5

Table 4: Existing (2025) Background Peak Hour LOS 6

Table 5: Project Land Uses..... 9

Table 6: Trip Generation 10

Table 7: New Trip Distribution..... 10

Table 8: Existing (2025) Plus Project Peak Hour LOS 16

Table 9: Future (2030) Background Peak Hour LOS 23

Table 10: Future (2030) Plus Project Peak Hour LOS 24

Table 11: Recommended Storage Lengths..... 27

LIST OF FIGURES

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

Figure 2: Existing (2025) background peak hour traffic volumes 7

Figure 3: Trip assignment for the peak hours..... 12

Figure 4: Existing (2025) plus project peak hour traffic volumes 17

Figure 5: Future (2030) background peak hour traffic volumes 21

Figure 6: Future (2030) plus project peak hour traffic volumes..... 25

I. INTRODUCTION

A. Purpose

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

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



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

B. Scope

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

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

C. Analysis Methodology

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

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







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

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

D. Level of Service Standards

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

Table 1: Level of Service Description

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

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

II. EXISTING (2025) BACKGROUND CONDITIONS

A. Purpose

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

B. Roadway System

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

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

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

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

C. Crash Data Summary

Hales Engineering obtained crash data within 250 feet of the study intersections. At least 7 years of crash data were collected between January 1, 2019, and February 9, 2026, and the data is summarized by crash severity in Table 2 and by crash type in Table 3. As shown, there were a total of 9 crashes within the study area. Many of the roadways and intersections have been newly constructed within the last year and may not have any reported crash data. The detailed crash data reports are provided in Appendix E. Due to the use of crash data, this report may be protected by 23 USC 407.

There have been an increase in recent crashes at the new roundabout at the Sunset Drive / Angel Street intersection. However, there were no identifiable trends in the crashes. Therefore, no mitigations are recommended based on the crash data.

Table 2: Crash Severity by Intersection

| Intersection | Crash Severity | | | | | Total Crashes at Intersection |
|-----------------------------|----------------|--------------------------|------------------------|-----------------|----------------------|-------------------------------|
| | Fatal | Suspected Serious Injury | Suspected Minor Injury | Possible Injury | Property Damage Only | |
| Burton Lane / Sunset Drive | 0 | 0 | 0 | 2 | 0 | 2 |
| Angel Street / Sunset Drive | 0 | 0 | 1 | 0 | 4 | 5 |
| Shepard Lane / Sunset Drive | 0 | 0 | 0 | 0 | 1 | 1 |
| Sunset Drive / 950 North | 0 | 0 | 1 | 0 | 0 | 1 |
| TOTAL | 0 | 0 | 0 | 3 | 1 | 9 |

Source: UDOT Numetric AASHTOWare, February 2026

Table 3: Crash Type by Intersection

| Intersection | Crash Type | | | | | Total Crashes at Intersection |
|-----------------------------|---------------|----------------|----------|-----------|----------|-------------------------------|
| | Front to Rear | Single Vehicle | Angle | Sideswipe | Other | |
| Burton Lane / Sunset Drive | 2 | 0 | 0 | 0 | 0 | 2 |
| Angel Street / Sunset Drive | 0 | 5 | 0 | 0 | 0 | 5 |
| Shepard Lane / Sunset Drive | 1 | 0 | 0 | 0 | 0 | 1 |
| Sunset Drive / 950 North | 0 | 0 | 1 | 0 | 0 | 1 |
| TOTAL | 3 | 5 | 1 | 0 | 0 | 9 |

Source: UDOT Numetric AASHTOWare, February 2026

D. Traffic Volumes

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

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

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

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

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

E. Level of Service Analysis

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

Table 4: Existing (2025) Background Peak Hour LOS

| Intersection | | LOS (Sec. Delay / Veh.) / Movement ¹ | |
|-----------------------------|------------|---|----------------|
| Description | Control | Morning Peak | Evening Peak |
| Burton Lane / Sunset Drive | WB Stop | a (8.1) / WBL | a (8.0) / WBL |
| Angel Street / Sunset Drive | Roundabout | A (3.8) | A (3.2) |
| Shepard Lane / Sunset Drive | WB Stop | a (9.2) / WBL | a (6.8) / WBL |
| Sunset Drive / 950 North | SE Stop | b (12.5) / SEL | b (14.2) / SEL |

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
 2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, February 2026

F. Queuing Analysis

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

G. Mitigation Measures

No mitigation measures are recommended.





III. PROJECT CONDITIONS

A. Purpose

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

B. Project Description

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

Table 5: Project Land Uses

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

C. Trip Generation

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

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

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

Table 6: Trip Generation

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

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 11th Edition, 2021.
SOURCE: Hales Engineering, February 2026

D. Trip Distribution and Assignment

Trip distribution percentages for new trips were based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection were also used to establish these distribution percentages, especially near the site. A future Angel Street connection is planned before 2030, so a separate trip assignment was made for the future (2030) analysis. The assumed distribution of new trips during the morning and evening peak hour is shown in Table 7.

Table 7: New Trip Distribution

| Direction | % To/From Project | |
|----------------------|-------------------|------|
| | 2025 | 2030 |
| North (Sunset Drive) | 25% | 15% |
| North (Angel Street) | 0% | 10% |
| West (950 North) | 30% | 30% |
| East (950 North) | 15% | 15% |
| East (Burton Lane) | 15% | 15% |
| East (Shepard Lane) | 15% | 15% |

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

E. Access

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

Sunset Drive:

- The east project access will be located approximately 550 feet north of the Angel Street / Sunset Drive intersection. It will access the project on the west side of Sunset Drive. It is anticipated that the access will be stop-controlled. There are no anticipated sight distance issues at the proposed access location with the existing speed limits and alignment.

Angel Street:

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

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

Angel Street may be connected from the Sunset Drive roundabout to the existing Angel Street northwest of the project but this connection was not assumed until the future (2030) analysis.

F. Auxiliary Lanes

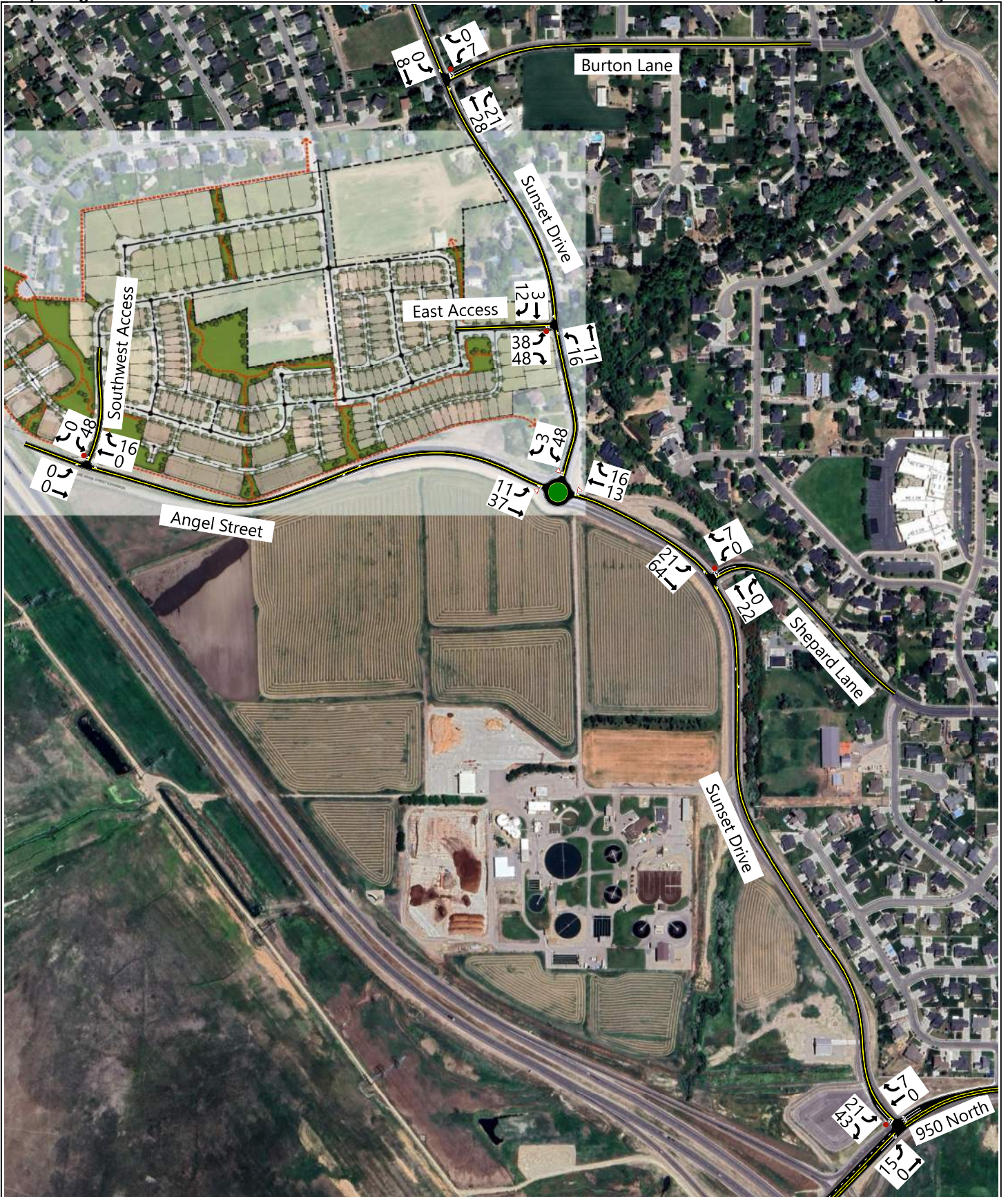
Auxiliary lanes are deceleration (ingress) or acceleration (egress) turn lanes that provide for safe turning movements that have less impact on through traffic. These lanes are sometimes needed at accesses or roadway intersections if right- or left-turn volumes are high enough.

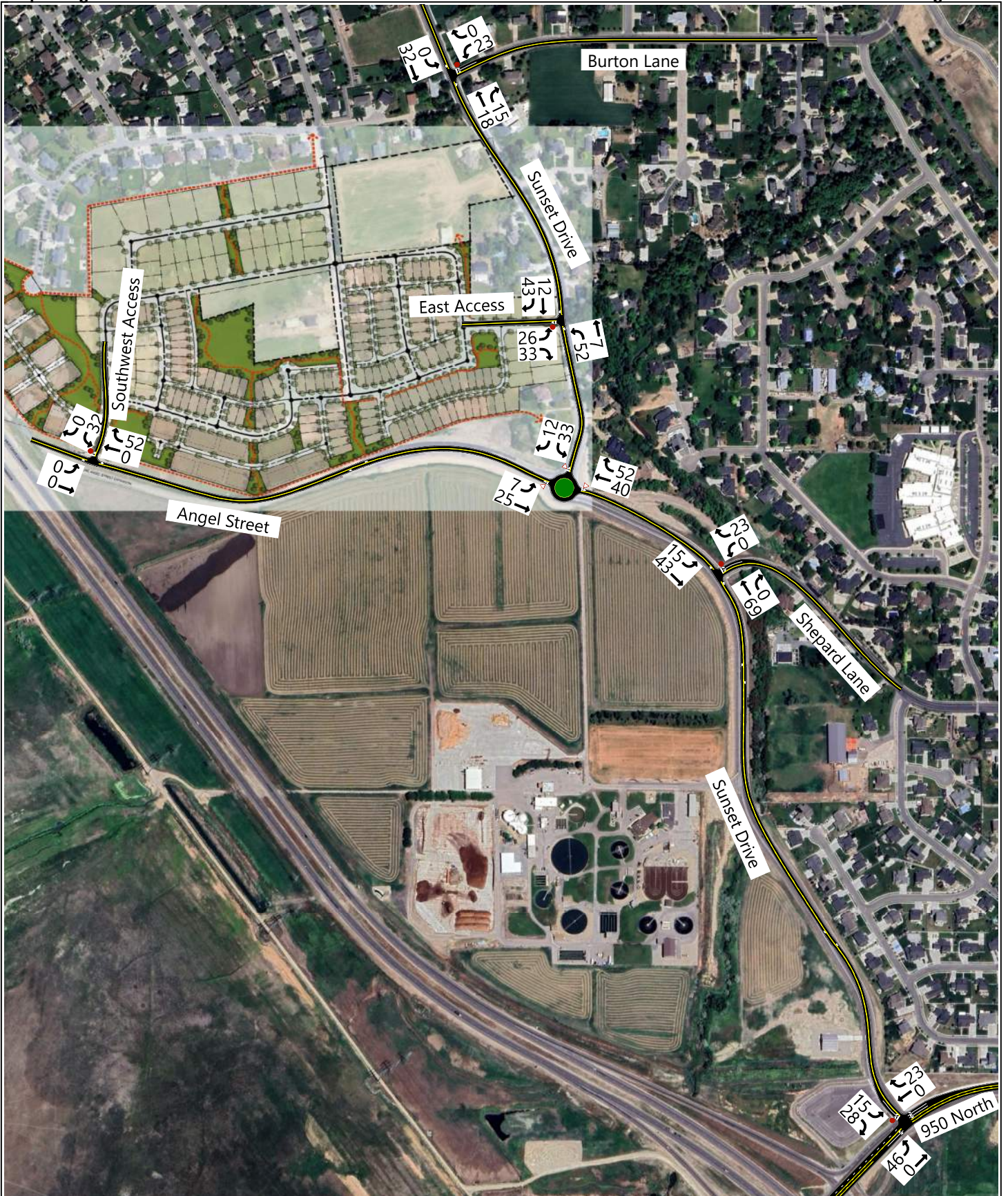
Deceleration (ingress) lanes are generally needed when there are at least 50 right-turn vehicles or 25 left-turn vehicles in an hour. These guidelines were used for the City roadways in the study area.

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

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

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









IV. EXISTING (2025) PLUS PROJECT CONDITIONS

A. Purpose

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

B. Traffic Volumes

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

C. Level of Service Analysis

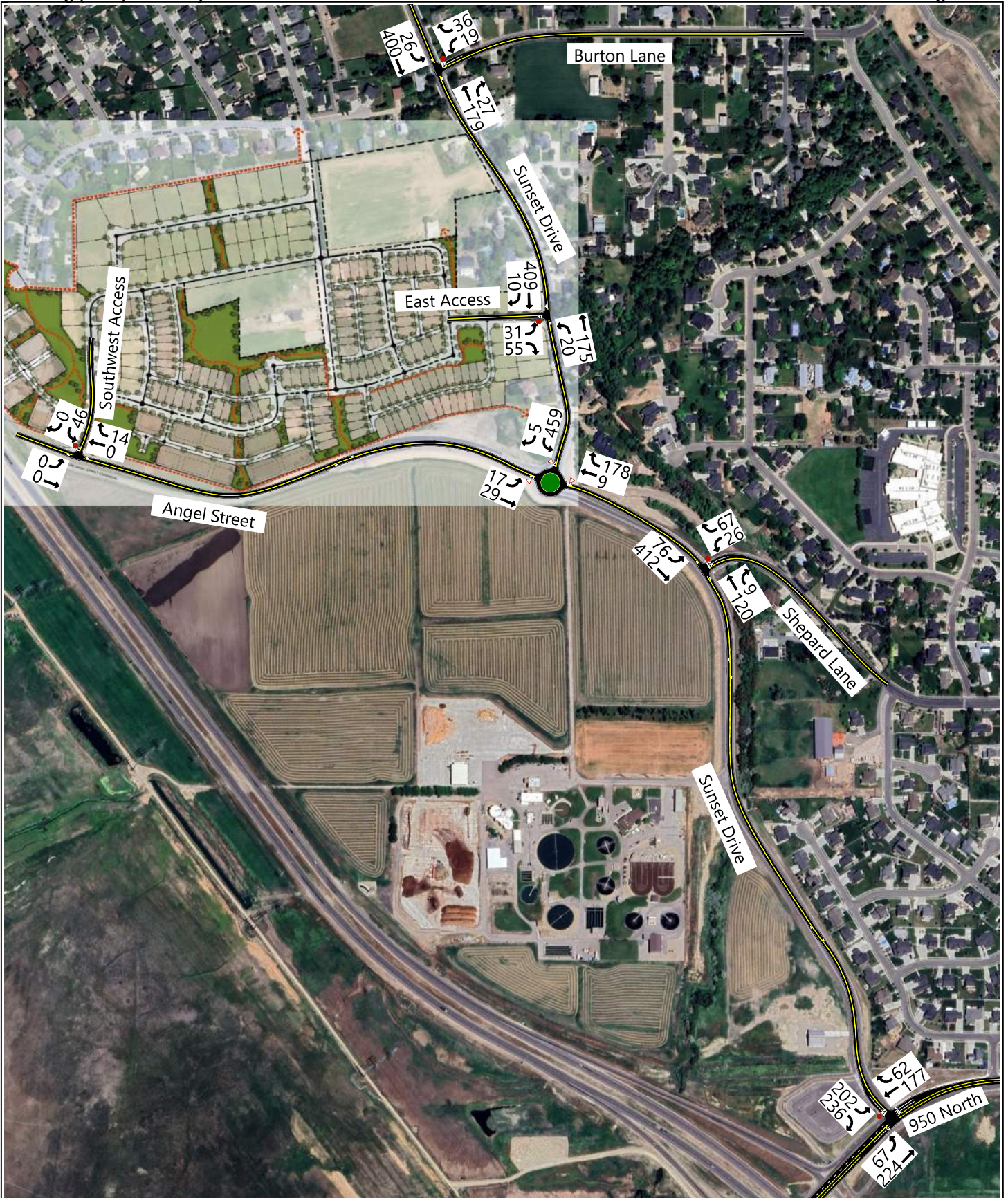
Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours with project traffic added, as shown in Table 8.

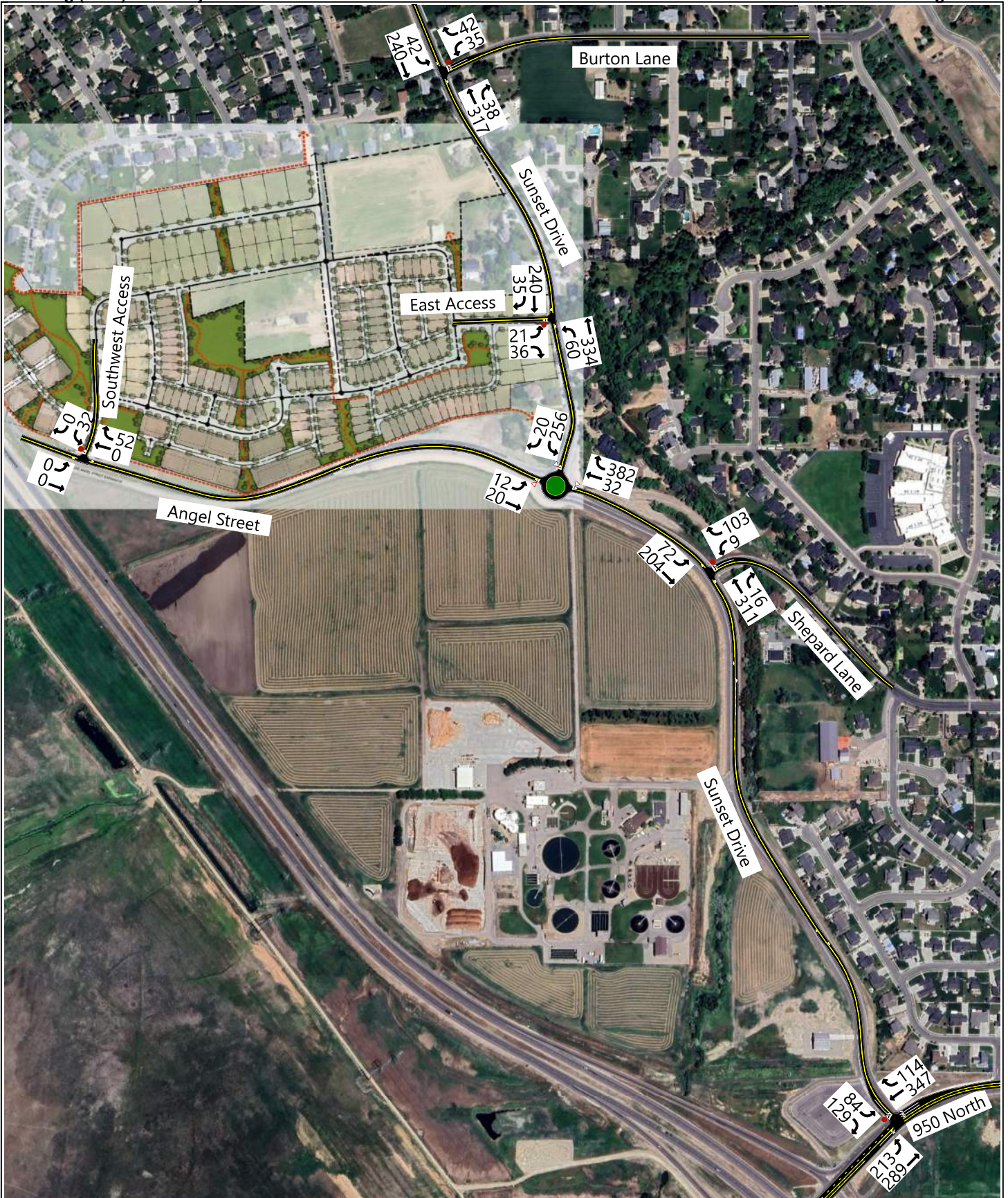
Table 8: Existing (2025) Plus Project Peak Hour LOS

| Intersection | | LOS (Sec. Delay / Veh.) / Movement ¹ | |
|---------------------------------|------------|---|----------------|
| Description | Control | Morning Peak | Evening Peak |
| Burton Lane / Sunset Drive | WB Stop | a (8.2) / WBL | a (8.2) / WBL |
| Angel Street / Sunset Drive | Roundabout | A (3.7) | A (3.5) |
| Shepard Lane / Sunset Drive | WB Stop | a (9.4) / SWL | a (9.0) / SWL |
| Sunset Drive / 950 North | SE Stop | b (11.8) / SEL | c (18.2) / SEL |
| East Access / Sunset Drive | EB Stop | a (8.5) / EBL | a (8.1) / EBL |
| Southwest Access / Angel Street | SB Stop | a (4.4) / SBL | a (4.2) / SBL |

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, February 2026





D. Queuing Analysis

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

E. Mitigation Measures

No mitigation measures are recommended.

V. FUTURE (2030) BACKGROUND CONDITIONS

A. Purpose

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

B. Roadway Network

According to the Wasatch Front Regional Council (WFRC) Regional Transportation Plan, Angel Street is planned to be connected from Western Drive to the roundabout at Sunset Drive before 2030. Therefore, this change was made to the roadway network for the future (2030) analysis.

C. Traffic Volumes

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

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

D. Level of Service Analysis

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

E. Queuing Analysis

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

F. Mitigation Measures

No mitigation measures are recommended.





Table 9: Future (2030) Background Peak Hour LOS

| Intersection | | LOS (Sec. Delay / Veh.) / Movement ¹ | |
|-----------------------------|------------|---|----------------|
| Description | Control | Morning Peak | Evening Peak |
| Burton Lane / Sunset Drive | WB Stop | a (7.8) / WBL | a (7.5) / WBL |
| Angel Street / Sunset Drive | Roundabout | A (3.8) | A (3.5) |
| Shepard Lane / Sunset Drive | WB Stop | a (8.0) / SWL | a (8.3) / SWL |
| Sunset Drive / 950 North | SE Stop | b (14.8) / SEL | c (24.6) / SEL |

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
 2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, February 2026

VI. FUTURE (2030) PLUS PROJECT CONDITIONS

A. Purpose

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

B. Traffic Volumes

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

C. Level of Service Analysis

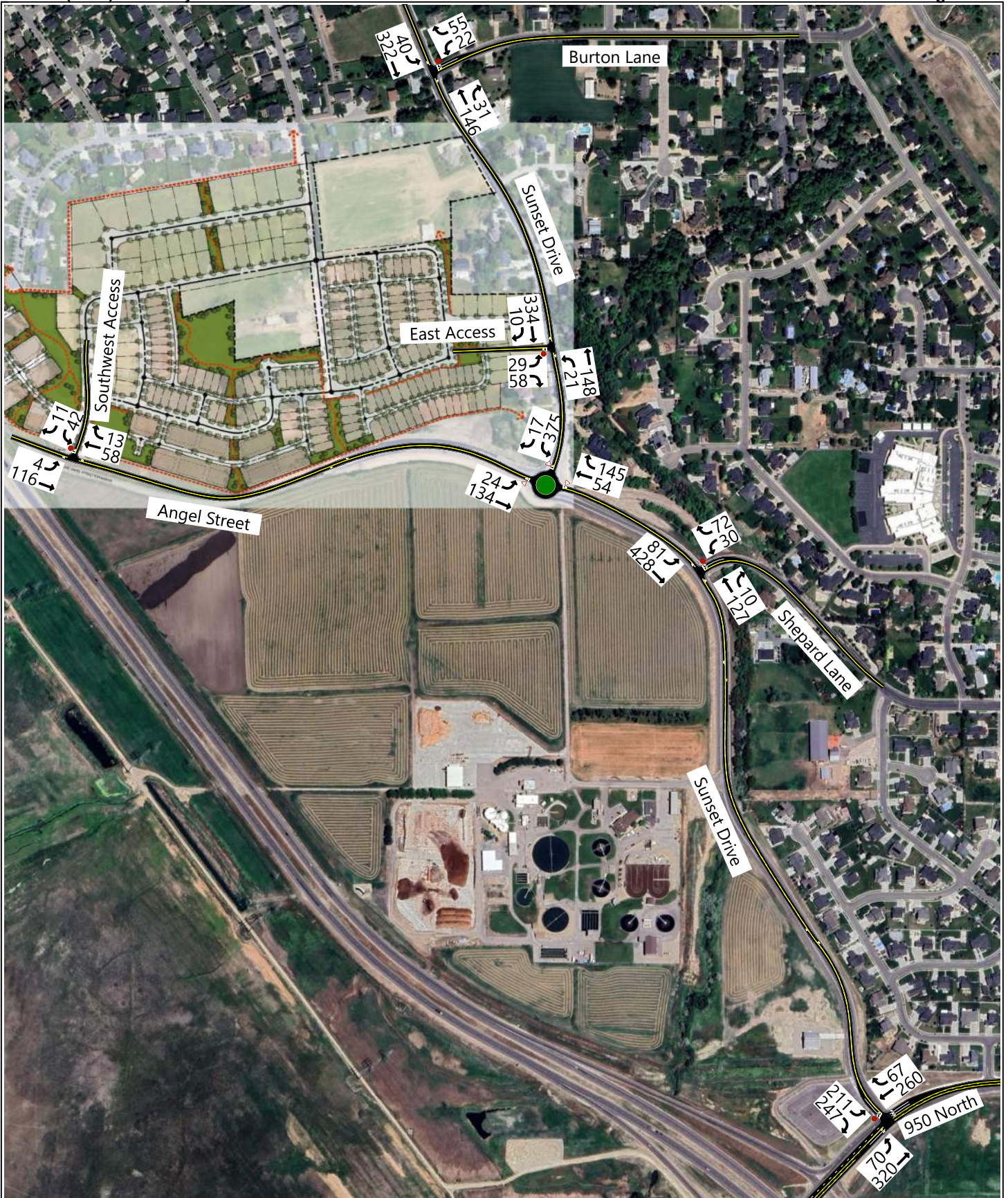
Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2030) plus project conditions, as shown in Table 10.

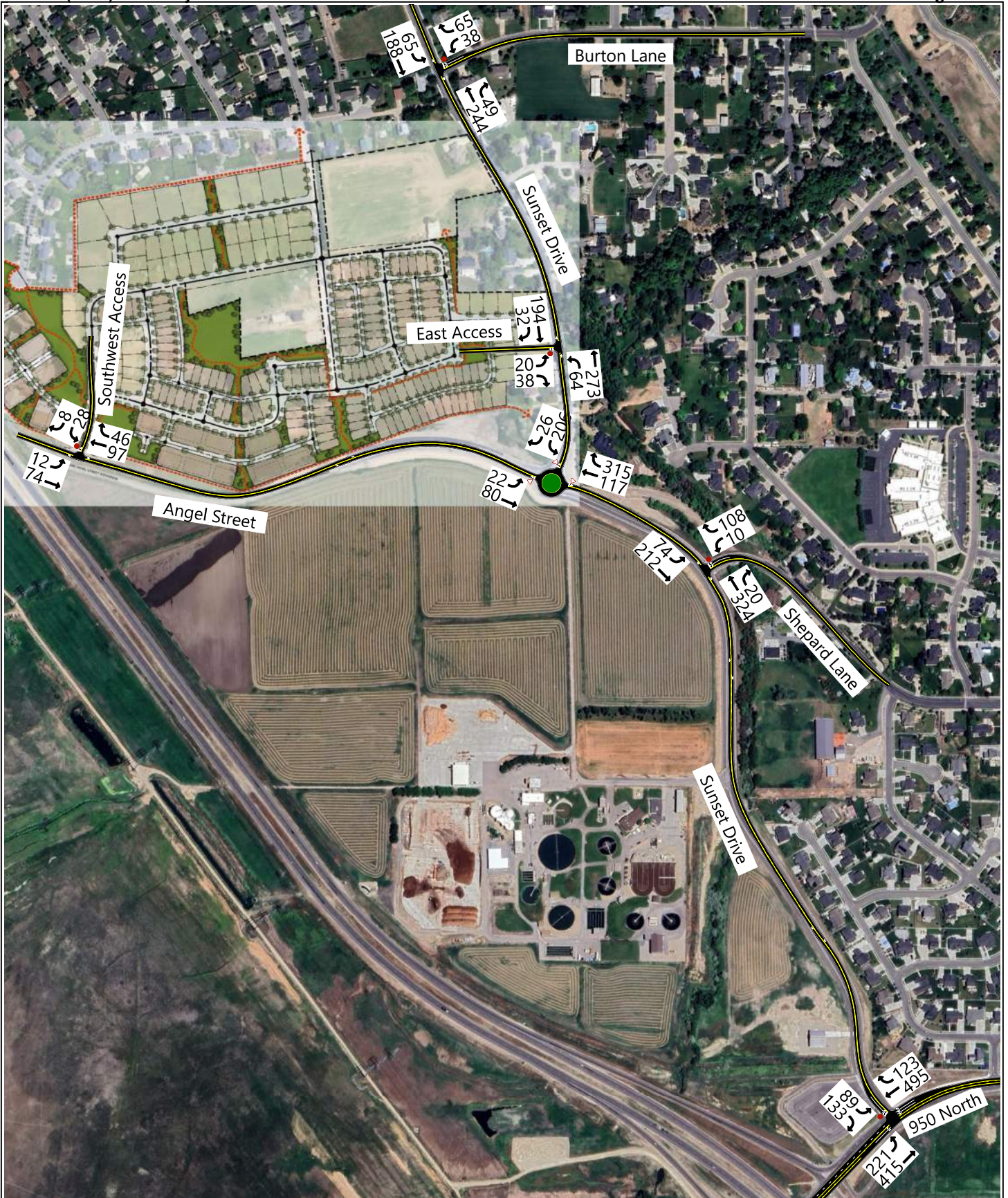
Table 10: Future (2030) Plus Project Peak Hour LOS

| Intersection | | LOS (Sec. Delay / Veh.) / Movement ¹ | |
|-----------------------------|------------|---|----------------|
| Description | Control | Morning Peak | Evening Peak |
| Burton Lane / Sunset Drive | WB Stop | a (7.1) / WBL | a (8.1) / WBL |
| Angel Street / Sunset Drive | Roundabout | A (3.9) | A (3.7) |
| Shepard Lane / Sunset Drive | WB Stop | a (10.0) / SWL | a (9.6) / SWL |
| Sunset Drive / 950 North | SE Stop | c (15.5) / SEL | d (31.6) / SEL |
| East Access / Sunset Drive | EB Stop | a (7.3) / EBL | a (9.0) / EBL |
| 550 West / Angel Street | SB Stop | a (5.2) / SBL | a (5.4) / SBL |

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, February 2026





D. Queuing Analysis

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

E. Mitigation Measures

No mitigation measures are recommended.

F. Recommended Storage Lengths

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

Table 11: Recommended Storage Lengths

| Intersection | Recommended Storage Lengths (feet) | | | | | | | | | | | | | | | | |
|---|------------------------------------|---|----|---|------------|-----|-----|---|-----------|---|----|---|-----------|---|----|-----|---|
| | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | |
| | LT | | RT | | LT | | RT | | LT | | RT | | LT | | RT | | |
| | E | P | E | P | E | P | E | P | E | P | E | P | E | P | E | P | |
| 4 | Sunset Drive / 950 North | | | | | | | | | | | | | | | | |
| | - | - | - | - | 100 | 125 | 100 | - | 100 | - | - | - | - | - | - | 100 | - |
| 1. Storage lengths are based on 2030 95th percentile queue lengths and do not include required deceleration / taper distances 2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable Source: Hales Engineering, February 2026 | | | | | | | | | | | | | | | | | |

APPENDIX A

Site Plan



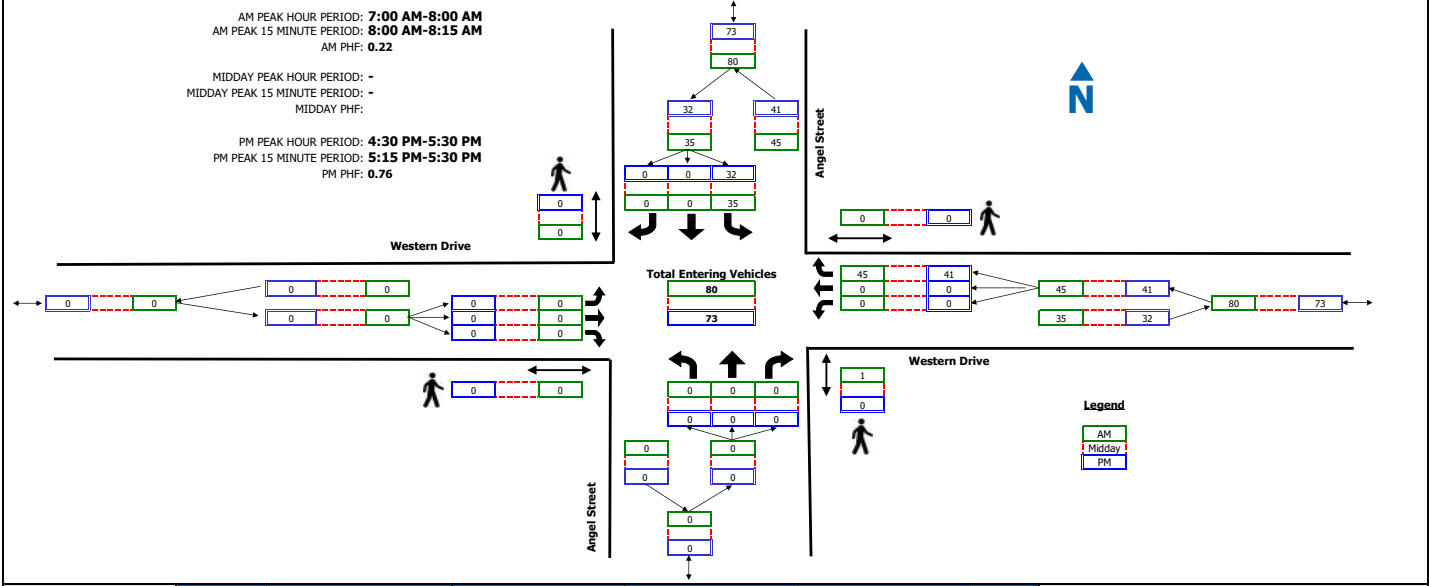
APPENDIX B

Turning Movement Counts

Intersection Turning Movement Summary

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

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

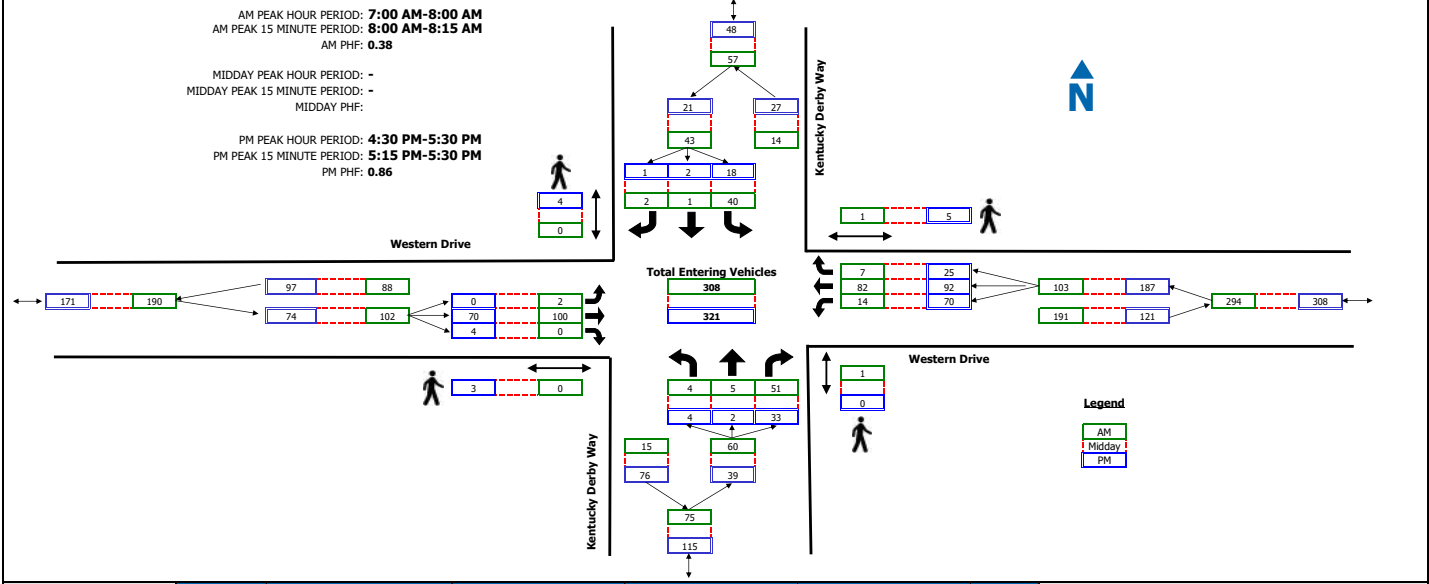


| COUNT SUMMARY | Angel Street Northbound | | | | Angel Street Southbound | | | | Western Drive Eastbound | | | | Western Drive Westbound | | | | TOTAL |
|-----------------------------|-------------------------|------|-------|------|-------------------------|------|-------|------|-------------------------|------|-------|------|-------------------------|------|--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

Intersection Turning Movement Summary

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

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

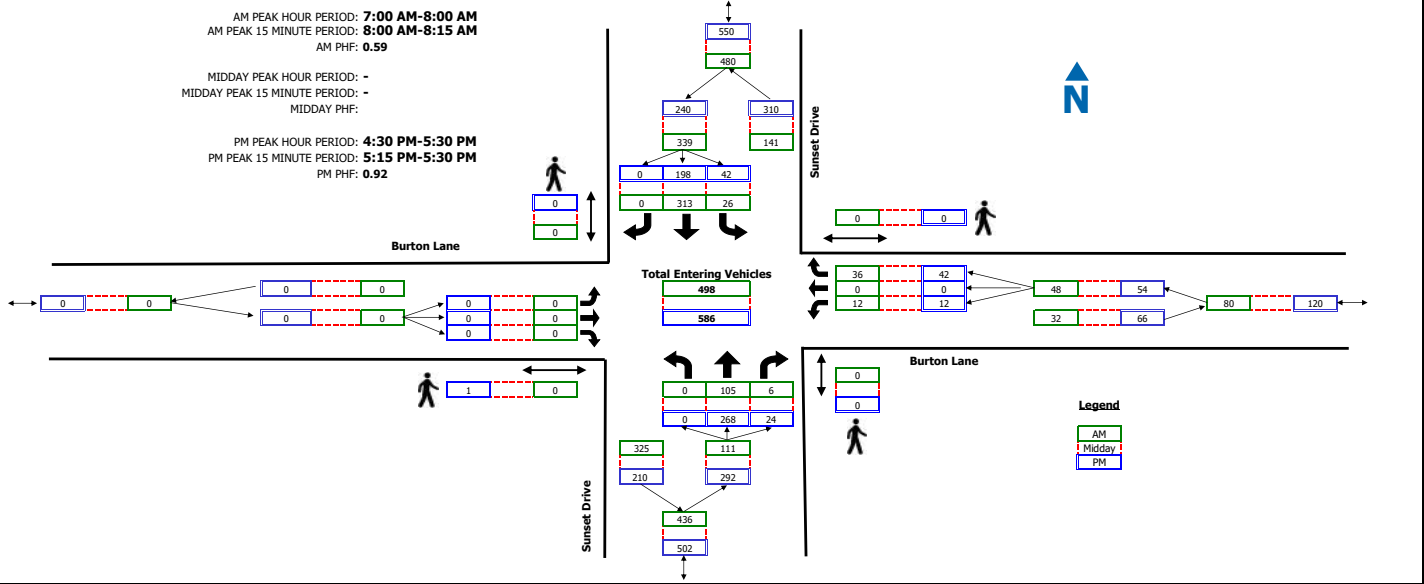


| COUNT SUMMARY | Kentucky Derby Way Northbound | | | | Kentucky Derby Way Southbound | | | | Western Drive Eastbound | | | | Western Drive Westbound | | | | TOTAL |
|-----------------------------|-------------------------------|------|-------|------|-------------------------------|------|-------|------|-------------------------|------|-------|------|-----------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

Intersection Turning Movement Summary

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

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

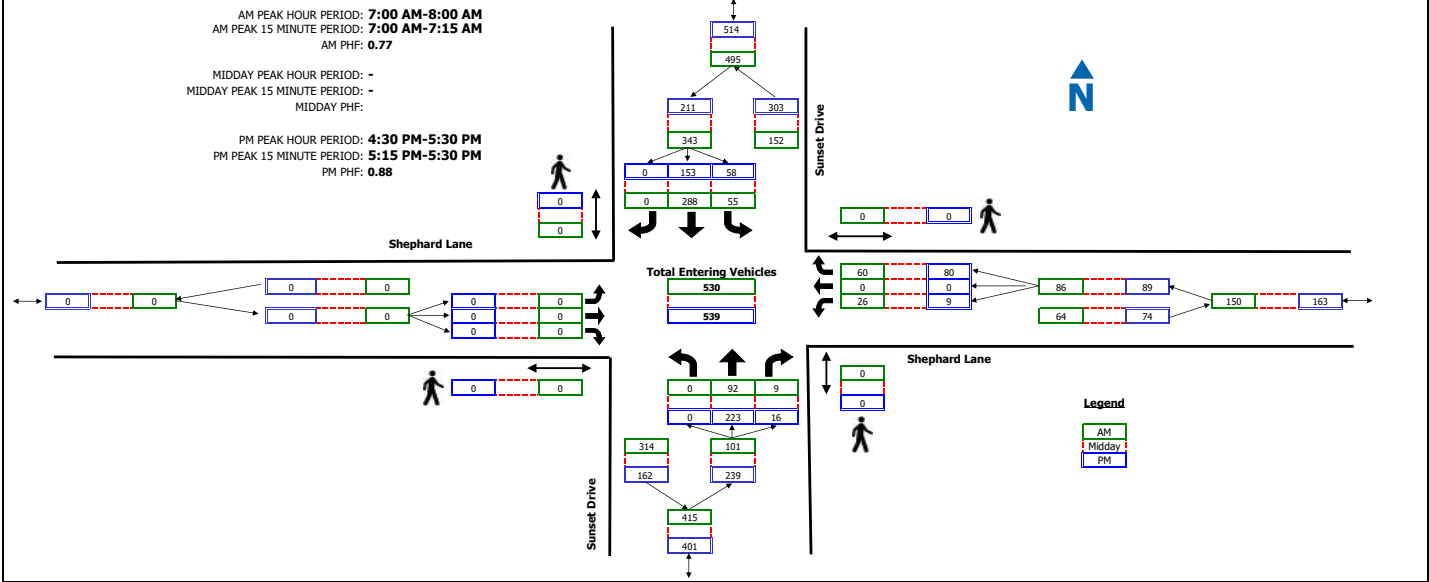


| COUNT SUMMARY | Sunset Drive Northbound | | | | Sunset Drive Southbound | | | | Burton Lane Eastbound | | | | Burton Lane Westbound | | | | TOTAL |
|-----------------------------|-------------------------|------|-------|------|-------------------------|------|-------|------|-----------------------|------|-------|------|-----------------------|------|-------|--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

Intersection Turning Movement Summary

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

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

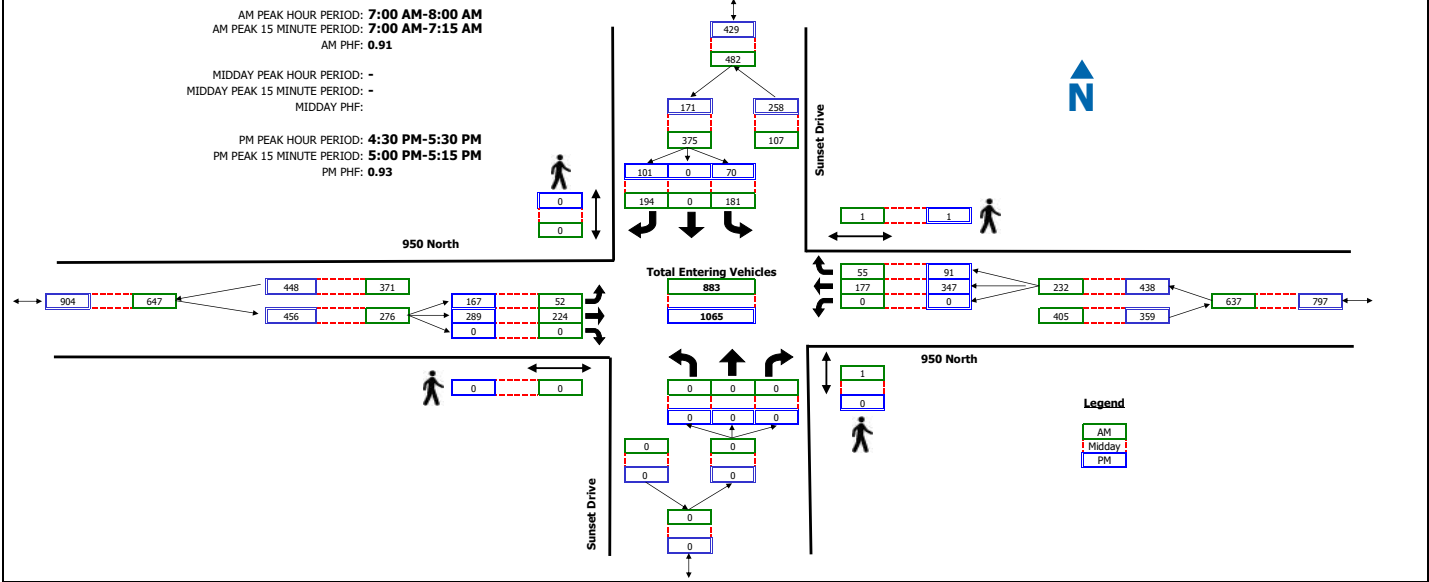


| COUNT SUMMARY | Sunset Drive Northbound | | | | Sunset Drive Southbound | | | | Shephard Lane Eastbound | | | | Shephard Lane Westbound | | | | TOTAL |
|-----------------------------|-------------------------|------|-------|------|-------------------------|------|-------|------|-------------------------|------|-------|------|-------------------------|------|--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

Intersection Turning Movement Summary

Intersection: Sunset Drive / 950 North
North/South Road: Sunset Drive
East/West Road: 950 North
Jurisdiction: Kaysville
Project Title: Horizon TIS
Project No: UT24-2901
Weather: Clear

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



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

APPENDIX C

LOS Results

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Existing (2025) Background
Time Period: Morning Peak Hour **Project #: UT24-2901**

Intersection: Sunset Drive & Burton Lane
Type: Unsignalized

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

Intersection: Angel Street & Sunset Drive
Type: Roundabout

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

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Existing (2025) Background
Time Period: Morning Peak Hour **Project #: UT24-2901**

Intersection: Sunset Drive & Shephard Ln
Type: Unsignalized

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

Intersection: 950 North & Sunset Drive
Type: Unsignalized

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

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Existing (2025) Background
Time Period: Evening Peak Hour **Project #: UT24-2901**

Intersection: Sunset Drive & Burton Lane
Type: Unsignalized

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

Intersection: Angel Street & Sunset Drive
Type: Roundabout

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

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Existing (2025) Background
Time Period: Evening Peak Hour **Project #: UT24-2901**

Intersection: Sunset Drive & Shephard Ln
Type: Unsignalized

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

Intersection: 950 North & Sunset Drive
Type: Unsignalized

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

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Existing (2025) Plus Project
Time Period: Morning Peak Hour **Project #: UT24-2901**

Intersection: Sunset Drive & Burton Lane
Type: Unsignalized

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

Intersection: Angel Street & Sunset Drive
Type: Roundabout

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

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Existing (2025) Plus Project
Time Period: Morning Peak Hour **Project #: UT24-2901**

Intersection: Sunset Drive & Shepard Lane
Type: Unsignalized

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

Intersection: 950 North & Sunset Drive
Type: Unsignalized

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

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Existing (2025) Plus Project
Time Period: Morning Peak Hour **Project #: UT24-2901**

Intersection: Sunset Drive & East Access
Type: Unsignalized

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

Intersection: Angel Street & Southwest Access
Type: Unsignalized

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

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Existing (2025) Plus Project
Time Period: Evening Peak Hour **Project #: UT24-2901**

Intersection: Sunset Drive & Burton Lane
Type: Unsignalized

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

Intersection: Angel Street & Sunset Drive
Type: Roundabout

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

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Existing (2025) Plus Project
Time Period: Evening Peak Hour **Project #: UT24-2901**

Intersection: Sunset Drive & Shepard Lane
Type: Unsignalized

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

Intersection: 950 North & Sunset Drive
Type: Unsignalized

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

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Existing (2025) Plus Project
Time Period: Evening Peak Hour **Project #: UT24-2901**

Intersection: Sunset Drive & East Access
Type: Unsignalized

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

Intersection: Angel Street & Southwest Access
Type: Unsignalized

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

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Future (2030) Background
Time Period: Morning Peak Hour **Project #:** UT24-2901

Intersection: Sunset Drive & Burton Lane
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | T | 125 | 119 | 95 | 0.6 | A |
| | R | 10 | 12 | 117 | 0.7 | A |
| | Subtotal | 135 | 131 | 97 | 0.6 | A |
| SB | L | 40 | 40 | 99 | 3.3 | A |
| | T | 315 | 327 | 104 | 0.9 | A |
| | Subtotal | 355 | 367 | 103 | 1.2 | A |
| WB | L | 15 | 14 | 92 | 7.8 | A |
| | R | 55 | 52 | 95 | 4.2 | A |
| | Subtotal | 70 | 66 | 94 | 5.0 | A |
| Total | | 561 | 564 | 101 | 1.5 | A |

Intersection: Angel Street & Sunset Drive
Type: Roundabout

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| SB | L | 320 | 328 | 103 | 3.9 | A |
| | T | 1 | 1 | 133 | 1.0 | A |
| | R | 10 | 11 | 107 | 4.1 | A |
| | Subtotal | 331 | 340 | 103 | 3.9 | A |
| EB | L | 10 | 10 | 98 | 3.8 | A |
| | T | 105 | 104 | 99 | 4.7 | A |
| | Subtotal | 115 | 114 | 99 | 4.6 | A |
| WB | T | 45 | 43 | 95 | 3.7 | A |
| | R | 125 | 122 | 98 | 2.9 | A |
| | Subtotal | 170 | 165 | 97 | 3.1 | A |
| Total | | 616 | 619 | 100 | 3.8 | A |

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Future (2030) Background
Time Period: Morning Peak Hour
Project #: UT24-2901

Intersection: Sunset Drive & Shepard Lane
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | T | 106 | 103 | 97 | 0.4 | A |
| | R | 10 | 13 | 127 | 0.1 | A |
| | Subtotal | 116 | 116 | 100 | 0.4 | A |
| SB | L | 60 | 56 | 93 | 3.3 | A |
| | T | 366 | 377 | 103 | 1.1 | A |
| | Subtotal | 426 | 433 | 102 | 1.4 | A |
| SW | L | 30 | 30 | 100 | 8.0 | A |
| | R | 65 | 62 | 95 | 3.9 | A |
| | Subtotal | 95 | 92 | 97 | 5.2 | A |
| Total | | 637 | 641 | 101 | 1.8 | A |

Intersection: 950 North & Sunset Drive
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| EB | L | 55 | 53 | 97 | 3.6 | A |
| | T | 320 | 322 | 101 | 0.9 | A |
| | Subtotal | 375 | 375 | 100 | 1.3 | A |
| WB | T | 260 | 253 | 97 | 0.3 | A |
| | R | 60 | 62 | 103 | 0.2 | A |
| | Subtotal | 320 | 315 | 98 | 0.3 | A |
| SE | L | 190 | 198 | 104 | 14.8 | B |
| | R | 205 | 208 | 102 | 5.9 | A |
| | Subtotal | 395 | 406 | 103 | 10.2 | B |
| Total | | 1,089 | 1,096 | 101 | 4.3 | A |

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Future (2030) Background
Time Period: Evening Peak Hour **Project #:** UT24-2901

Intersection: Sunset Drive & Burton Lane
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | T | 231 | 235 | 102 | 1.1 | A |
| | R | 35 | 37 | 106 | 0.8 | A |
| | Subtotal | 266 | 272 | 102 | 1.1 | A |
| SB | L | 65 | 66 | 102 | 3.6 | A |
| | T | 165 | 166 | 101 | 1.0 | A |
| | Subtotal | 230 | 232 | 101 | 1.7 | A |
| WB | L | 15 | 14 | 92 | 7.5 | A |
| | R | 65 | 61 | 94 | 4.9 | A |
| | Subtotal | 80 | 75 | 94 | 5.4 | A |
| Total | | 576 | 579 | 101 | 1.9 | A |

Intersection: Angel Street & Sunset Drive
Type: Roundabout

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| SB | L | 170 | 168 | 99 | 3.2 | A |
| | R | 10 | 12 | 117 | 3.2 | A |
| | Subtotal | 180 | 180 | 100 | 3.2 | A |
| EB | L | 10 | 10 | 98 | 2.7 | A |
| | T | 60 | 61 | 102 | 3.9 | A |
| | Subtotal | 70 | 71 | 101 | 3.7 | A |
| WB | T | 85 | 85 | 100 | 4.3 | A |
| | R | 255 | 261 | 102 | 3.4 | A |
| | Subtotal | 340 | 346 | 102 | 3.6 | A |
| Total | | 591 | 597 | 101 | 3.5 | A |

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Future (2030) Background
Time Period: Evening Peak Hour
Project #: UT24-2901

Intersection: Sunset Drive & Shepard Lane
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | T | 255 | 255 | 100 | 0.7 | A |
| | R | 20 | 23 | 116 | 0.3 | A |
| | Subtotal | 275 | 278 | 101 | 0.7 | A |
| SB | L | 60 | 59 | 99 | 3.7 | A |
| | T | 170 | 170 | 100 | 1.1 | A |
| | Subtotal | 230 | 229 | 100 | 1.8 | A |
| SW | L | 10 | 11 | 107 | 8.3 | A |
| | R | 85 | 90 | 106 | 4.7 | A |
| | Subtotal | 95 | 101 | 106 | 5.1 | A |
| Total | | 600 | 608 | 101 | 1.8 | A |

Intersection: 950 North & Sunset Drive
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| EB | L | 175 | 173 | 99 | 6.8 | A |
| | T | 415 | 415 | 100 | 1.3 | A |
| | Subtotal | 590 | 588 | 100 | 2.9 | A |
| WB | T | 495 | 491 | 99 | 0.6 | A |
| | R | 100 | 107 | 107 | 0.5 | A |
| | Subtotal | 595 | 598 | 101 | 0.6 | A |
| SE | L | 75 | 73 | 97 | 24.6 | C |
| | T | 1 | 1 | 133 | 0.1 | A |
| | R | 105 | 106 | 101 | 4.7 | A |
| | Subtotal | 181 | 180 | 99 | 12.7 | B |
| Total | | 1,366 | 1,366 | 100 | 3.2 | A |

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Future (2030) Plus Project
Time Period: Morning Peak Hour **Project #:** UT24-2901

Intersection: Sunset Drive & Burton Lane
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | T | 146 | 140 | 96 | 1.1 | A |
| | R | 31 | 30 | 97 | 0.7 | A |
| | Subtotal | 177 | 170 | 96 | 1.0 | A |
| SB | L | 40 | 43 | 107 | 3.4 | A |
| | T | 322 | 322 | 100 | 0.9 | A |
| | Subtotal | 362 | 365 | 101 | 1.2 | A |
| WB | L | 22 | 21 | 97 | 7.1 | A |
| | R | 55 | 56 | 102 | 4.3 | A |
| | Subtotal | 77 | 77 | 100 | 5.1 | A |
| Total | | 616 | 612 | 99 | 1.6 | A |

Intersection: Angel Street & Sunset Drive
Type: Roundabout

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| SB | L | 375 | 377 | 100 | 3.8 | A |
| | T | 1 | 1 | 133 | 1.0 | A |
| | R | 17 | 17 | 101 | 3.8 | A |
| | Subtotal | 393 | 395 | 101 | 3.8 | A |
| EB | L | 24 | 21 | 88 | 4.2 | A |
| | T | 135 | 139 | 103 | 4.9 | A |
| | Subtotal | 159 | 160 | 101 | 4.8 | A |
| WB | T | 55 | 55 | 100 | 3.7 | A |
| | R | 145 | 140 | 97 | 3.0 | A |
| | Subtotal | 200 | 195 | 98 | 3.2 | A |
| Total | | 751 | 750 | 100 | 3.9 | A |

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Future (2030) Plus Project
Time Period: Morning Peak Hour
Project #: UT24-2901

Intersection: Sunset Drive & Shepard Lane
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | T | 127 | 124 | 97 | 0.4 | A |
| | R | 10 | 10 | 98 | 0.2 | A |
| | Subtotal | 137 | 134 | 98 | 0.4 | A |
| SB | L | 81 | 81 | 100 | 3.4 | A |
| | T | 429 | 434 | 101 | 1.4 | A |
| | Subtotal | 510 | 515 | 101 | 1.7 | A |
| SW | L | 30 | 29 | 97 | 10.0 | A |
| | R | 72 | 71 | 98 | 4.1 | A |
| | Subtotal | 102 | 100 | 98 | 5.8 | A |
| Total | | 750 | 749 | 100 | 2.0 | A |

Intersection: 950 North & Sunset Drive
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| SE | L | 211 | 205 | 97 | 15.5 | C |
| | R | 247 | 257 | 104 | 6.2 | A |
| | Subtotal | 458 | 462 | 101 | 10.3 | B |
| NE | L | 70 | 68 | 97 | 3.6 | A |
| | T | 320 | 314 | 98 | 1.0 | A |
| | Subtotal | 390 | 382 | 98 | 1.5 | A |
| SW | T | 260 | 266 | 102 | 0.7 | A |
| | R | 67 | 66 | 98 | 0.3 | A |
| | Subtotal | 327 | 332 | 102 | 0.6 | A |
| Total | | 1,175 | 1,176 | 100 | 4.7 | A |

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Future (2030) Plus Project
Time Period: Morning Peak Hour **Project #:** UT24-2901

Intersection: Sunset Drive & East Access
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 21 | 18 | 87 | 3.6 | A |
| | T | 148 | 144 | 97 | 0.4 | A |
| | Subtotal | 169 | 162 | 96 | 0.8 | A |
| SB | T | 334 | 334 | 100 | 1.4 | A |
| | R | 10 | 10 | 98 | 1.0 | A |
| | Subtotal | 344 | 344 | 100 | 1.4 | A |
| EB | L | 29 | 28 | 97 | 7.3 | A |
| | R | 58 | 60 | 103 | 5.2 | A |
| | Subtotal | 87 | 88 | 101 | 5.9 | A |
| Total | | 600 | 594 | 99 | 1.9 | A |

Intersection: Angel Street & Southwest Access
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| SB | L | 42 | 44 | 104 | 5.2 | A |
| | R | 11 | 11 | 98 | 3.8 | A |
| | Subtotal | 53 | 55 | 104 | 4.9 | A |
| EB | L | 4 | 3 | 75 | 2.2 | A |
| | T | 116 | 116 | 100 | 0.1 | A |
| | Subtotal | 120 | 119 | 99 | 0.2 | A |
| WB | T | 58 | 56 | 96 | 0.4 | A |
| | R | 13 | 15 | 113 | 0.2 | A |
| | Subtotal | 71 | 71 | 100 | 0.4 | A |
| Total | | 245 | 245 | 100 | 1.3 | A |

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Future (2030) Plus Project
Time Period: Evening Peak Hour **Project #:** UT24-2901

Intersection: Sunset Drive & Burton Lane
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | T | 245 | 244 | 100 | 1.7 | A |
| | R | 49 | 52 | 107 | 1.3 | A |
| | Subtotal | 294 | 296 | 101 | 1.6 | A |
| SB | L | 65 | 64 | 98 | 3.7 | A |
| | T | 188 | 186 | 99 | 1.0 | A |
| | Subtotal | 253 | 250 | 99 | 1.7 | A |
| WB | L | 38 | 37 | 97 | 8.1 | A |
| | R | 65 | 64 | 98 | 5.1 | A |
| | Subtotal | 103 | 101 | 98 | 6.2 | A |
| Total | | 650 | 647 | 100 | 2.4 | A |

Intersection: Angel Street & Sunset Drive
Type: Roundabout

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| SB | L | 206 | 204 | 99 | 3.2 | A |
| | T | 1 | 2 | 200 | 0.2 | A |
| | R | 26 | 26 | 100 | 3.2 | A |
| | Subtotal | 233 | 232 | 100 | 3.2 | A |
| EB | L | 22 | 24 | 110 | 3.2 | A |
| | T | 80 | 81 | 101 | 4.1 | A |
| | Subtotal | 102 | 105 | 103 | 3.9 | A |
| WB | T | 117 | 117 | 100 | 4.6 | A |
| | R | 315 | 318 | 101 | 3.8 | A |
| | Subtotal | 432 | 435 | 101 | 4.0 | A |
| Total | | 767 | 772 | 101 | 3.7 | A |

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Future (2030) Plus Project
Time Period: Evening Peak Hour **Project #:** UT24-2901

Intersection: Sunset Drive & Shepard Lane
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | T | 324 | 327 | 101 | 0.8 | A |
| | R | 20 | 19 | 96 | 0.4 | A |
| | Subtotal | 344 | 346 | 101 | 0.8 | A |
| SB | L | 74 | 71 | 96 | 4.1 | A |
| | T | 212 | 214 | 101 | 1.2 | A |
| | Subtotal | 286 | 285 | 100 | 1.9 | A |
| SW | L | 10 | 11 | 107 | 9.6 | A |
| | R | 108 | 108 | 100 | 5.6 | A |
| | Subtotal | 118 | 119 | 101 | 6.0 | A |
| Total | | 748 | 750 | 100 | 2.1 | A |

Intersection: 950 North & Sunset Drive
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| SE | L | 89 | 89 | 100 | 31.6 | D |
| | T | 1 | 1 | 133 | 0.5 | A |
| | R | 133 | 135 | 102 | 5.0 | A |
| | Subtotal | 223 | 225 | 101 | 15.5 | C |
| NE | L | 221 | 224 | 101 | 6.4 | A |
| | T | 415 | 406 | 98 | 1.5 | A |
| | Subtotal | 636 | 630 | 99 | 3.2 | A |
| SW | T | 495 | 486 | 98 | 1.4 | A |
| | R | 123 | 121 | 99 | 0.8 | A |
| | Subtotal | 618 | 607 | 98 | 1.3 | A |
| Total | | 1,478 | 1,462 | 99 | 4.3 | A |

SimTraffic LOS Report

Project: Kaysville Horizon TIS
Analysis Period: Future (2030) Plus Project
Time Period: Evening Peak Hour **Project #:** UT24-2901

Intersection: Sunset Drive & East Access
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 64 | 69 | 107 | 3.2 | A |
| | T | 273 | 274 | 100 | 0.8 | A |
| | Subtotal | 337 | 343 | 102 | 1.3 | A |
| SB | T | 195 | 196 | 101 | 1.1 | A |
| | R | 32 | 29 | 90 | 0.8 | A |
| | Subtotal | 227 | 225 | 99 | 1.1 | A |
| EB | L | 20 | 21 | 106 | 9.0 | A |
| | R | 38 | 36 | 94 | 4.5 | A |
| | Subtotal | 58 | 57 | 98 | 6.2 | A |
| Total | | 623 | 625 | 100 | 1.7 | A |

Intersection: Angel Street & Southwest Access
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| SB | L | 28 | 26 | 93 | 5.4 | A |
| | R | 8 | 10 | 121 | 3.3 | A |
| | Subtotal | 36 | 36 | 100 | 4.8 | A |
| EB | L | 12 | 14 | 114 | 2.3 | A |
| | T | 74 | 78 | 106 | 0.1 | A |
| | Subtotal | 86 | 92 | 107 | 0.4 | A |
| WB | T | 98 | 98 | 101 | 0.7 | A |
| | R | 46 | 45 | 98 | 0.6 | A |
| | Subtotal | 144 | 143 | 99 | 0.7 | A |
| Total | | 266 | 271 | 102 | 1.1 | A |

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Kaysville Horizon TIS

Analysis: Existing (2025) Background

Time Period: Morning Peak Hour

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



Project #: UT24-2901

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

SimTraffic Queueing Report



innovative transportation solutions

Project: Kaysville Horizon TIS

Analysis: Existing (2025) Background

Time Period: Evening Peak Hour

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

Project #: UT24-2901

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

SimTraffic Queueing Report

Project: Kaysville Horizon TIS

Analysis: Existing (2025) Plus Project

Time Period: Morning Peak Hour

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



Project #: UT24-2901

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

SimTraffic Queuing Report

Project: Kaysville Horizon TIS

Analysis: Existing (2025) Plus Project

Time Period: Evening Peak Hour

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



Project #: UT24-2901

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

SimTraffic Queueing Report

Project: Kaysville Horizon TIS

Analysis: Future (2030) Background

Time Period: Morning Peak Hour

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



Project #: UT24-2901

| Intersection | NB | | SB | | SE | | SW | | EB | | WB | |
|---------------------------------|----|----|----|-----|-----|---|----|----|----|---|----|----|
| | TR | LR | LT | L | R | L | R | L | LT | L | R | TR |
| 01: Sunset Drive & Burton Lane | | | 50 | | | | | | | | 50 | 75 |
| 02: Angel Street & Sunset Drive | | 50 | | | | | | | 75 | | | |
| 03: Sunset Drive & Shepard Lane | | | 50 | | | | 50 | 75 | | | | |
| 04: 950 North & Sunset Drive | | | | 125 | 100 | | | | 50 | | | |

SimTraffic Queueing Report

Project: Kaysville Horizon TIS

Analysis: Future (2030) Background

Time Period: Evening Peak Hour

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



Project #: UT24-2901

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

SimTraffic Queueing Report

Project: Kaysville Horizon TIS

Analysis: Future (2030) Plus Project

Time Period: Morning Peak Hour

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



Project #: UT24-2901

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

SimTraffic Queueing Report

Project: Kaysville Horizon TIS

Analysis: Future (2030) Plus Project

Time Period: Evening Peak Hour

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

Project #: UT24-2901

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

APPENDIX E

Crash Data Reports

Kaysville Horizon

Created on February 9, 2026

Created by Scottie Duclos

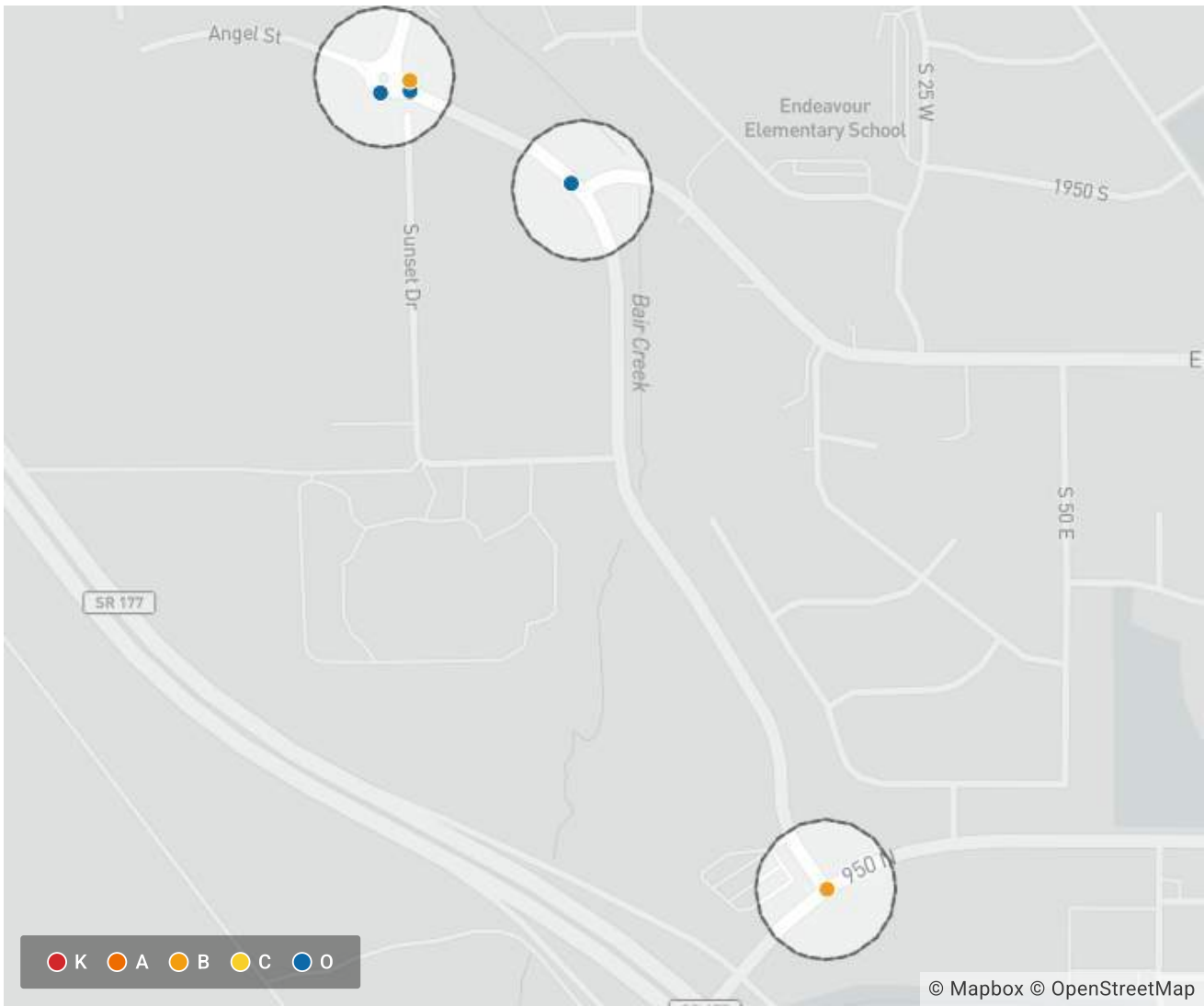
Requested by Hales Engineering

Data extents: January 1, 2019 to February 9, 2026



Applied Filters

- Shape: Circle 250 ft
- Shape: Circle 250 ft
- Shape: Circle 250 ft
- Shape: Circle 250 ft



| | | | |
|---------------|---|---------------|---|
| Total Crashes | 9 | Fatal Crashes | 0 |
|---------------|---|---------------|---|

| UDOT Crash Summary | Crash_View | |
|----------------------|------------|---------|
| Total Crashes | 9 | 100.00% |
| Intersection Related | 5 | 55.56% |
| Roadway Departure | 4 | 44.44% |

| | | |
|--------------------|---|--------|
| Distracted Driving | 1 | 11.11% |
| Speed Related | 1 | 11.11% |
| + 7 more | 0 | 0% |

| Crash Verified | Crash_View | |
|----------------|------------|--------|
| True | 7 | 77.78% |
| False | 2 | 22.22% |

| Crash Severity | Crash_View | |
|------------------------|------------|--------|
| No injury/PDO | 5 | 55.56% |
| Possible injury | 2 | 22.22% |
| Suspected Minor Injury | 2 | 22.22% |
| + 3 more | 0 | 0% |

| Injury Level | Person_View | |
|------------------------|-------------|--------|
| No injury | 9 | 56.25% |
| Suspected Minor Injury | 4 | 25.00% |
| Possible injury | 3 | 18.75% |
| + 4 more | 0 | 0% |

| Manner of Collision | Crash_View | |
|-------------------------------|------------|--------|
| Not Applicable/Single Vehicle | 5 | 55.56% |
| Front to Rear | 3 | 33.33% |
| Angle | 1 | 11.11% |
| + 9 more | 0 | 0% |

| Crash Date Time (Year) | Crash_View | |
|------------------------|------------|--------|
| 2026 | 2 | 22.22% |
| 2025 | 2 | 22.22% |
| 2024 | 1 | 11.11% |
| 2023 | 1 | 11.11% |
| 2022 | 2 | 22.22% |
| 2019 | 1 | 11.11% |
| + 11 more | 0 | 0% |

| V1 & V2 Movement & Direction (Crash Level Only) | Crash_View | |
|--|------------|--------|
| Straight Ahead (Northbound) & Slowing in Traffic Lane (Northbound) | 1 | 11.11% |
| Straight Ahead (Southbound) & Stopped in Traffic Lane (Southbound) | 1 | 11.11% |
| Straight Ahead (Southbound) & Turning Left (Southbound) | 1 | 11.11% |

| | | |
|--|---|--------|
| Turning Left (Southbound) & Straight Ahead (Westbound) | 1 | 11.11% |
| + 996 more | 0 | 0% |

| Roadway Surface Condition | Crash_View | |
|---------------------------|------------|--------|
| Dry | 6 | 66.67% |
| Dirt | 1 | 11.11% |
| Snow | 1 | 11.11% |
| Wet | 1 | 11.11% |
| + 11 more | 0 | 0% |

| Weather Condition | Crash_View | |
|-------------------|------------|--------|
| Clear | 7 | 77.78% |
| Rain | 1 | 11.11% |
| Snowing | 1 | 11.11% |
| + 10 more | 0 | 0% |

| Most Harmful Event | Vehicle_View | |
|---|--------------|--------|
| Collision With Other Motor Vehicle in Transport | 8 | 61.54% |
| Curb | 1 | 7.69% |
| Ditch | 1 | 7.69% |
| Fence | 1 | 7.69% |
| Overturn/Rollover | 1 | 7.69% |
| Tree/Shrubbery | 1 | 7.69% |
| + 52 more | 0 | 0% |

| Light Condition | Crash_View | |
|--------------------|------------|--------|
| Daylight | 5 | 55.56% |
| Dark - Not Lighted | 3 | 33.33% |
| Dark - Lighted | 1 | 11.11% |
| + 6 more | 0 | 0% |

| Countermeasures | Crash_View | |
|---|------------|--------|
| Countermeasure: Pave Or Widen Shoulder | 3 | 33.33% |
| Countermeasure: Horizontal Curve Improvements | 2 | 22.22% |
| Countermeasure: Left Turn Lane | 2 | 22.22% |
| Countermeasure: Clear Zone Improvements | 1 | 11.11% |
| Countermeasure: Intersection Lighting | 1 | 11.11% |
| Countermeasure: Roundabout or Signal | 1 | 11.11% |
| + 9 more | 0 | 0% |

ORDINANCE NO. 26-XX-XX

AN ORDINANCE REZONING PROPERTY AT APPROXIMATELY 1820 SOUTH SUNSET DRIVE, A CERTAIN 14.7 ACRE PORTION OF KAYSVILLE CITY KNOWN BY PARCEL IDENTIFICATION NUMBERS 08-694-0005, 08-027-0009, AND 08-027-0008 TO THE R-1-6 AND R-1-10 ZONING DISTRICT; HEREINAFTER FULLY DESCRIBED; APPROVING A DEVELOPMENT AGREEMENT; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, on February 26, 2026, the Kaysville City Planning Commission, after notice and public hearing as required by law, reviewed a proposal to rezone 14.7 acres located at approximately 1820 South Sunset Drive and known as Parcel IDs 08-694-0005, 08-027-0009, and 08-027-0008 from R-A Residential Agricultural and A-1 Light Agricultural Districts to single-family R-1-10 and R-1-6 Districts subject to a proposed development agreement; and

WHEREAS, the Planning Commission voted 4-3 to recommend approval of the rezone to the City Council; and

WHEREAS, the Kaysville City Council has concluded it is in the best interest of the City that said R-1-10 and R-1-6 rezone subject to the attached development agreement be approved.

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

SECTION I: Rezone. The real property at approximately 1820 South Sunset Drive, and known by Parcel Identification Numbers 08-694-0005, 08-027-0009, and 08-027-0008, containing 14.7 acres of land, shall be rezoned and the Zoning Map amended to R-1-10 and R-1-6 Districts; and

SECTION II: Development Agreement. The attached development agreement hereby states appropriate standards and allowed uses for the development. The Development Agreement and project approved in conjunction with this rezone ordinance shall become zoning legislation and as specified, will replace, augment or supersede existing regulations and requirements for the project.

SECTION III: Effective Date. This Ordinance shall take effect upon execution of the ordinance.

PASSED AND ADOPTED by the City Council of Kaysville City, Utah, this 19th day of March, 2026.

Signatures on following page.

ORDINANCE NO. 26-XX-XX

Tamara Tran
Mayor

ATTEST:

Annemarie Plaizier
City Recorder