



## AMENDED MEETING NOTICE AND AGENDA

Notice is hereby given that the Kaysville City Council will hold a regular council meeting on **Thursday, January 16, 2025**, 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](http://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](mailto: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 Mayor Tami Tran
- 2) CALL TO THE PUBLIC (3 MINUTE LIMIT, MUST SIGN UP IN PERSON)
- 3) PRESENTATIONS AND AWARDS
  - a) Employee of the Quarter Award Presented to Kimberly Buck
  - b) Firefighter of the Year 2024 Award Presented to Mitch Probert
  - c) UTA's Five-Year Service Plan and the Davis-Salt Lake City Connector – Beth Holbrook, UTA Trustee
- 4) DECLARATION OF ANY CONFLICTS OF INTEREST
- 5) CONSENT ITEMS
  - a) Approval of minutes from the December 19, 2024 Council Meeting
  - b) Approval of minutes from the January 2, 2025 Council Meeting
- 6) ACTION ITEMS
  - a) An Ordinance enacting Title 17, Chapter 38, "Car Wash Standards," of the Kaysville City Code
  - b) An Ordinance adopting the Kaysville City Center Community Reinvestment Plan and Budget
  - c) Approval of an Interlocal Agreement between the Kaysville Redevelopment Agency and Kaysville City for the Kaysville City Center Community Reinvestment Plan and Budget (Tabled Item)
- 7) COUNCIL MEMBERS REPORTS
- 8) CITY MANAGER REPORT
- 9) ADJOURNMENT

### **KAYSVILLE REDEVELOPMENT AGENCY BOARD MEETING**

*The agenda shall be as follows:*

- 1) OPENING
- 2) APPROVAL OF MINUTES FROM THE JANUARY 2, 2025 REDEVELOPMENT AGENCY BOARD MEETING
- 3) A RESOLUTION ADOPTING THE KAYSVILLE CITY CENTER REINVESTMENT AREA PLAN AND BUDGET
- 4) APPROVAL OF AN INTERLOCAL AGREEMENT BETWEEN THE KAYSVILLE REDEVELOPMENT AGENCY AND DAVIS COUNTY FOR THE KAYSVILLE CITY CENTER REINVESTMENT AREA (TABLED ITEM)
- 5) APPROVAL OF AN INTERLOCAL AGREEMENT BETWEEN THE KAYSVILLE REDEVELOPMENT AGENCY AND KAYSVILLE CITY FOR THE KAYSVILLE CITY CENTER REINVESTMENT AREA (TABLED ITEM)
- 6) 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](http://www.kaysville.gov), and the Utah Public Notice website at [www.utah.gov/pmn](http://www.utah.gov/pmn). Posted on January 10, 2025.



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Annemarie Plaizier  
City Recorder



# Beth Holbrook

## Trustee, Utah Transit Authority

### Presentation to Kaysville City Council



UTA 

# 2025-2029 FIVE-YEAR SERVICE PLAN

# April 2025 - April 2029 Service Changes "At a Glance"

## UTA Five-Year Service Plan Final Draft – At a Glance

Modified New Discontinued

| April 2025                                                                                                                                                                          | April 2026                                                                                                                                                                                                                                                                              | April 2027                                                                                                                                                                                                                                                 | April 2028                                                                                                                                                                                                                                            | April 2029                                                                  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|
| <b>Weber/Davis/Box Elder</b><br><b>417 470 <del>626</del> 627 628 640 642</b><br><br><b>Salt Lake</b><br><b>39 126 201 217 218 219 703</b><br><br><b>Utah</b><br><b>581 823 871</b> | <b>Weber/Davis/Box Elder</b><br><b>455 562 563 <del>601</del> 604 610 612 <del>625</del> 628 630 <del>F638</del> 640 645</b><br><br><b>Salt Lake</b><br><b><del>2</del> 2A 2B 4 45 54 62 72 205 220 223 502 720</b><br><br><b>Utah</b><br><b>582 583 <del>806</del> 846 850 860 862</b> | <b>Weber/Davis/Box Elder</b><br><b>604 613 <del>F618</del> <del>F620</del> 642</b><br><br><b>Salt Lake</b><br><b>17 26 31 35 39 45 47 50X 203 205 208 223 227 236 240 <del>509</del> 513 551 <del>F590</del></b><br><br><b>Utah</b><br><b>584 830X 833</b> | <b>Weber/Davis/Box Elder</b><br><b>400 417 <del>455</del> <del>470</del> 473 470X 600 609 <del>667</del></b><br><br><b>Salt Lake</b><br><b>126 200 <del>201</del> 217 <del>218</del> 219 256 <del>F556</del></b><br><br><b>Utah</b><br><b>585 871</b> | <b>Salt Lake</b><br><b>62 <del>72</del> 209 213 <del>F264</del> 503 504</b> |



# April 2025 Davis County

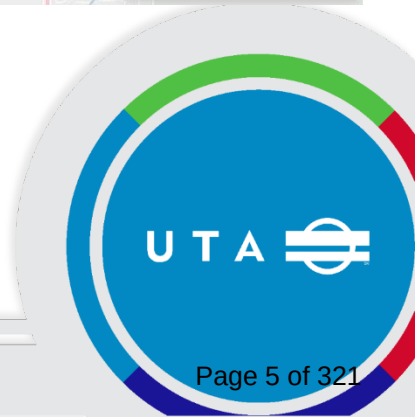
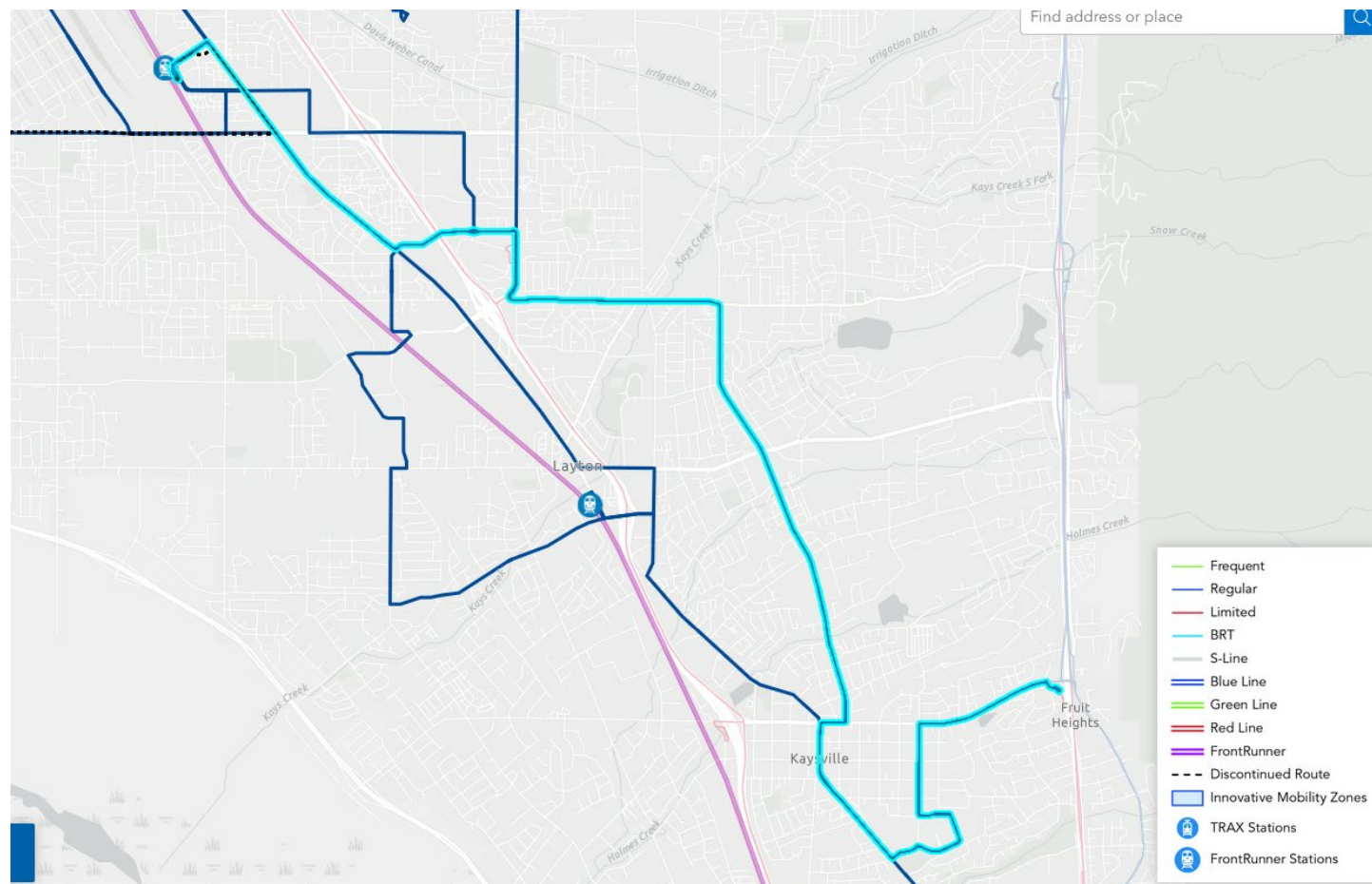
## Modified Routes: 627

### Proposed change:

- Route 627 will be modified to serve Main Street between Clearfield Station and 1350 North; Route modified to serve DTC via Main St, 500 East; Route will be extended on the south end to Fruit Heights Park & Ride.

### Reason for change:

- Maintain coverage on Main St Reduce duplication with 470 at DTC and remove inefficient routing in Kaysville
- Create new connection with routes 455 and 473 at Fruit Heights Park & Ride



# April 2025 Davis County

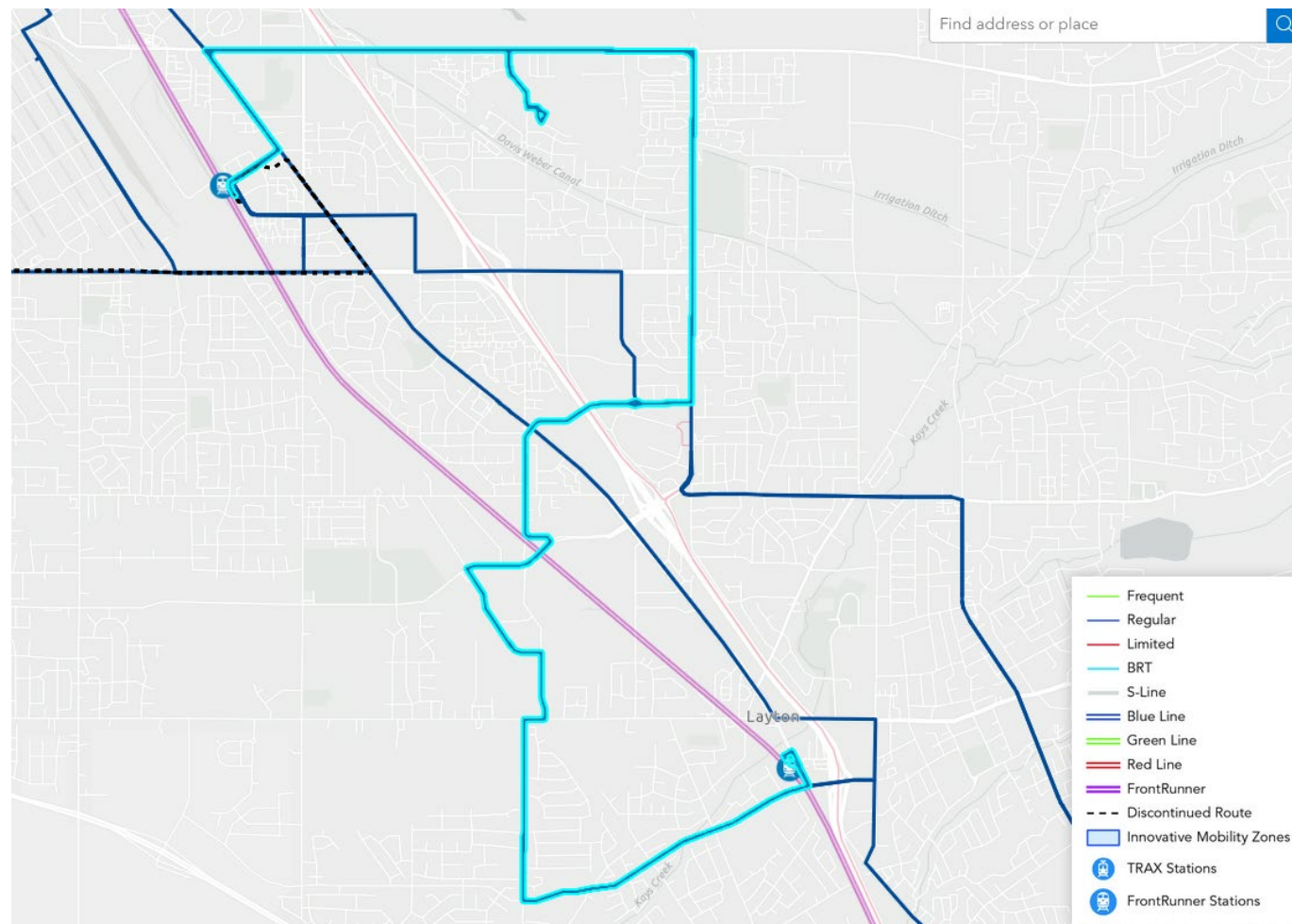
## Modified Routes: 628

### Proposed change:

- Route 628 will be modified to travel between Clearfield and Layton Station via 700 South, WSU Davis/NUAMES, Hillfield Road, 1425/1300/1350 North, 1100 West, Hillfield Road, Marshall Way, Sugar St, Gentile St, Layton Parkway. NOTE: new service pattern will be integrated into Route 640 in 2026.

### Reason for change:

- Replace Mldtown Trolley with regular bus service
- Increase coverage in west Layton
- Optimize and improve connections between Clearfield Station and WSU Davis/NUAMES



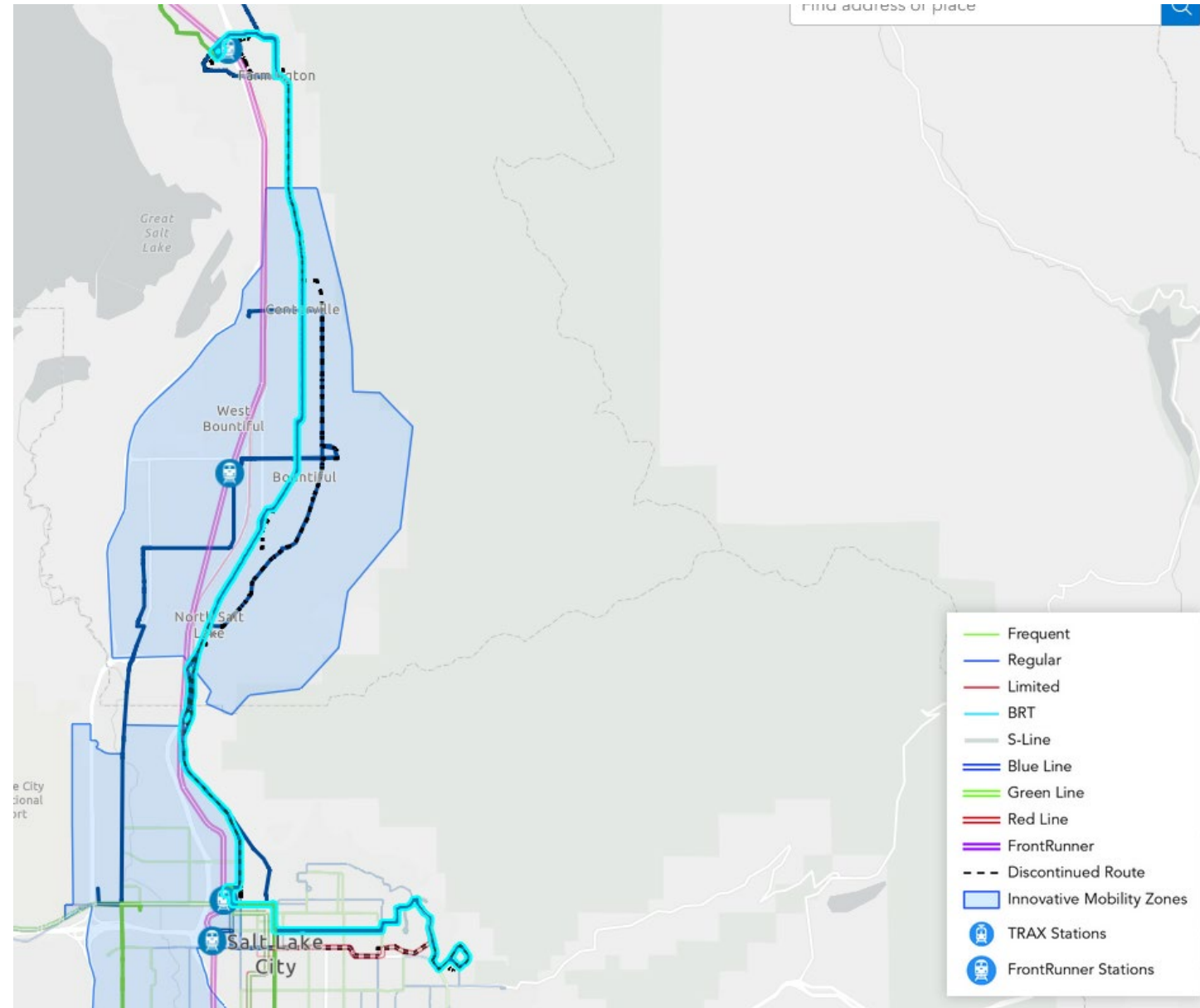
## New Routes: 470X

## Proposed change:

- Route 470X, Davis-SLC Community Connector, will provide all-day 15-minute service between Farmington FrontRunner Station and Research Park at the University of Utah.

### Reason for change:

- This change in service has been planned as part of the Davis-Salt Lake connector project to improve connectivity between Davis and Salt Lake Counties.



# April 2028 Davis County

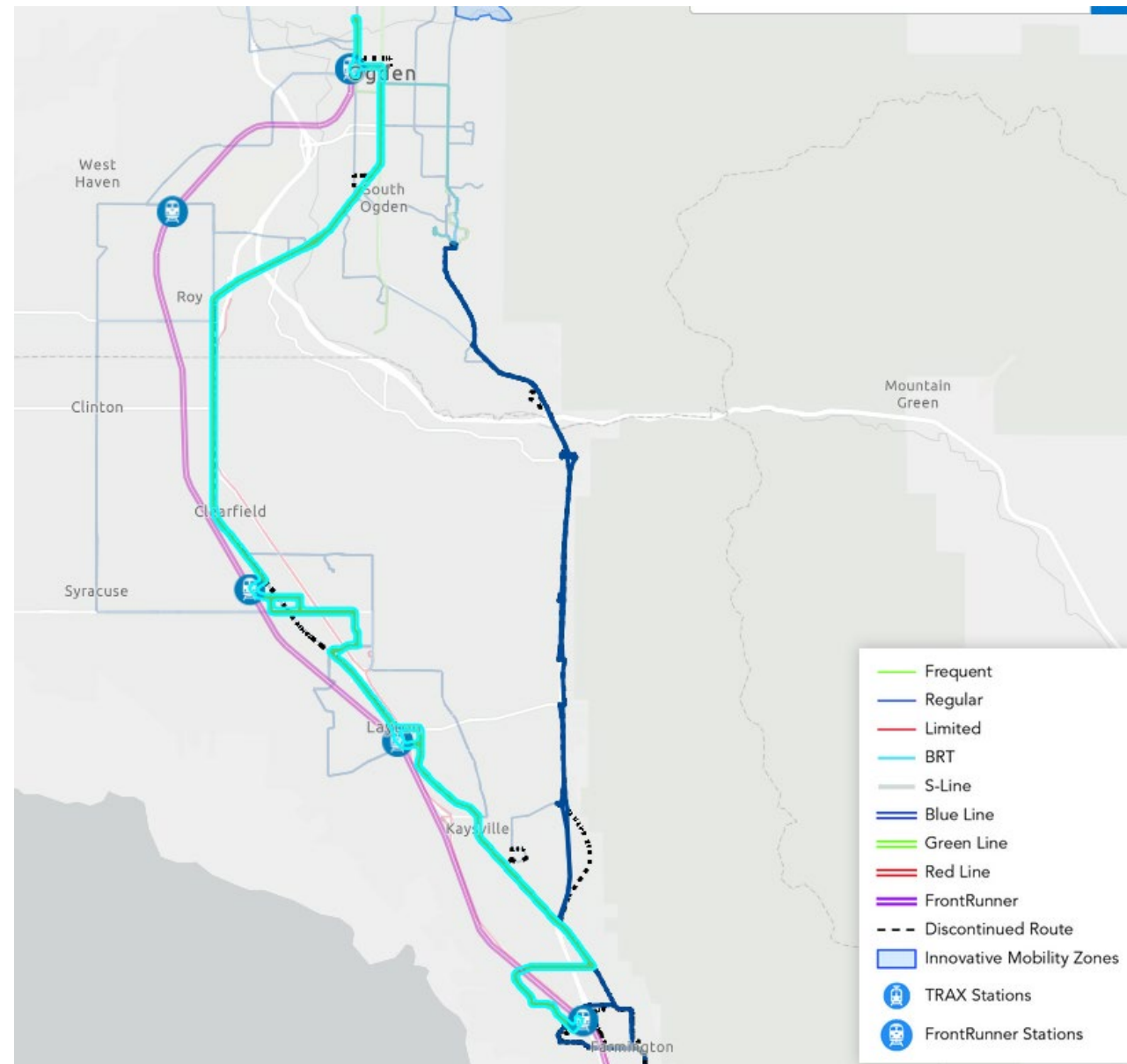
## New Routes: 600

### Proposed change:

- Route 600 will replace the northern part of Route 470, with high frequency service connecting Farmington to Ogden via all communities in between.

### Reason for change:

- This route is part of the service reorganization which will take place as part of implementation of Davis Salt Lake community connector.
- With more resources, UTA can better serve northern Davis County with higher frequency.





# April 2028 Davis County

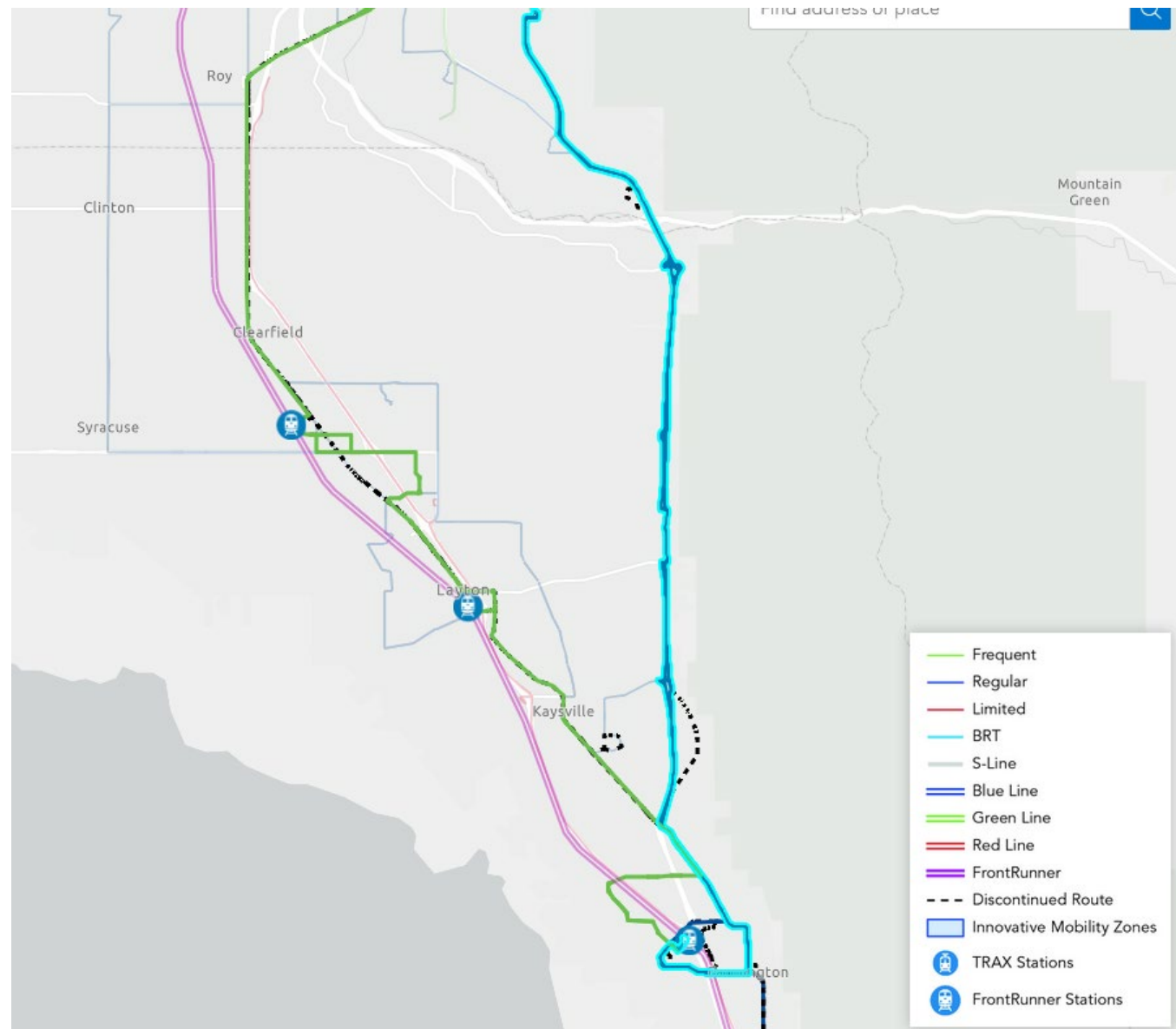
## New Routes: 609

### Proposed change:

- Route 609 will provide 30-minute service freeway-based service connecting the to the Park-n-rides along US-89, Dee Event Center and Farmington Station.

### Reason for change:

- This route is part of the service reorganization which will take place as part of implementation of Davis Salt Lake community connector.



# April 2028 Davis County

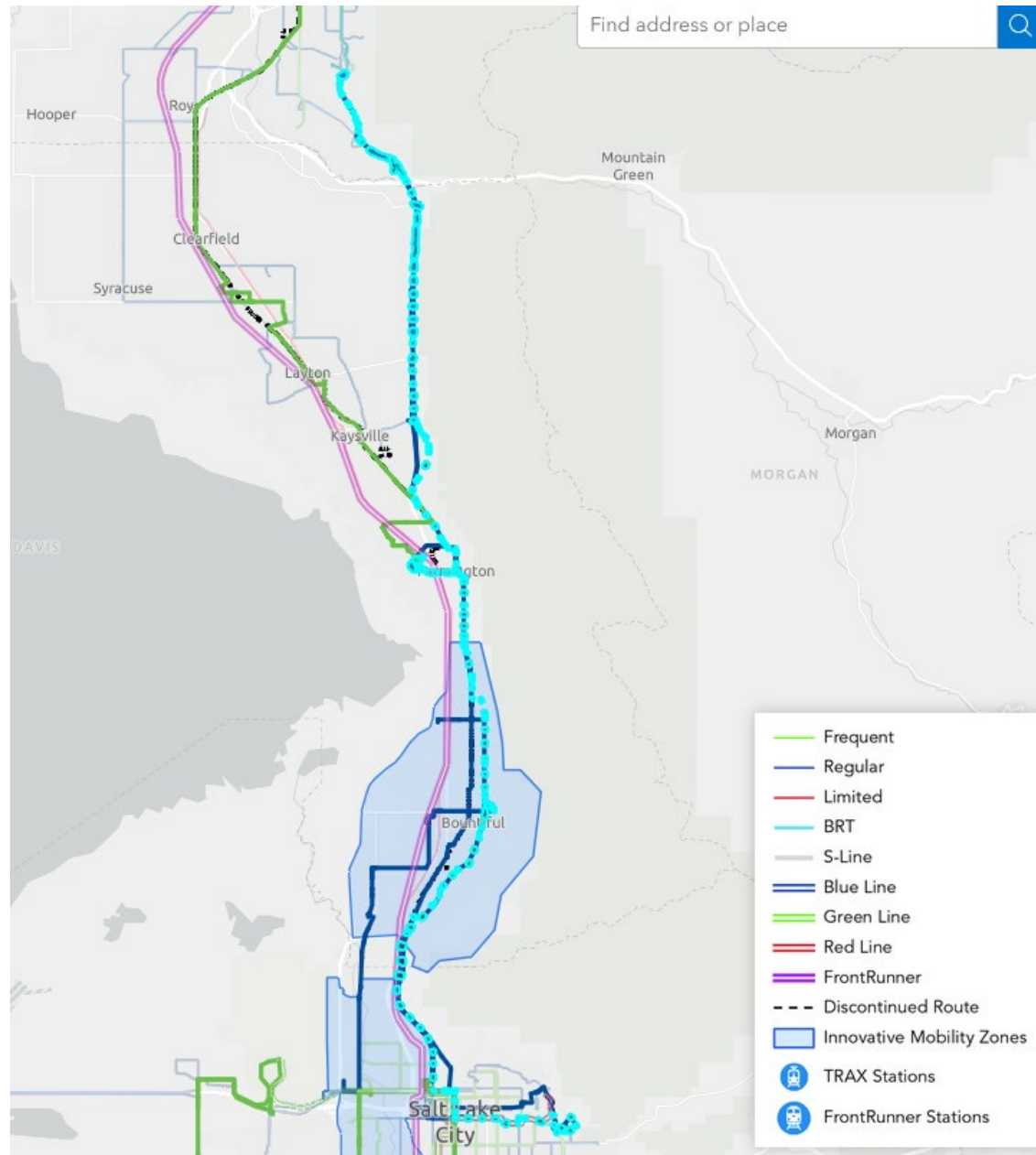
## Discontinued Routes: 455

### Proposed change:

- Route 455 will be discontinued with the implementation of Route 470X. Coverage of portions of the corridor will be provided by Routes 400, 417, 470X and 609.

### Reason for change:

- With the implementation of Route 470X, the connection between the University of Utah and Southern Davis County will be provided by UTA Rapid Service. Thus, there is an opportunity to use the resources of Route 455 connect the East Bench of Davis County using other routes that improve local connectivity.





# April 2028 Davis County

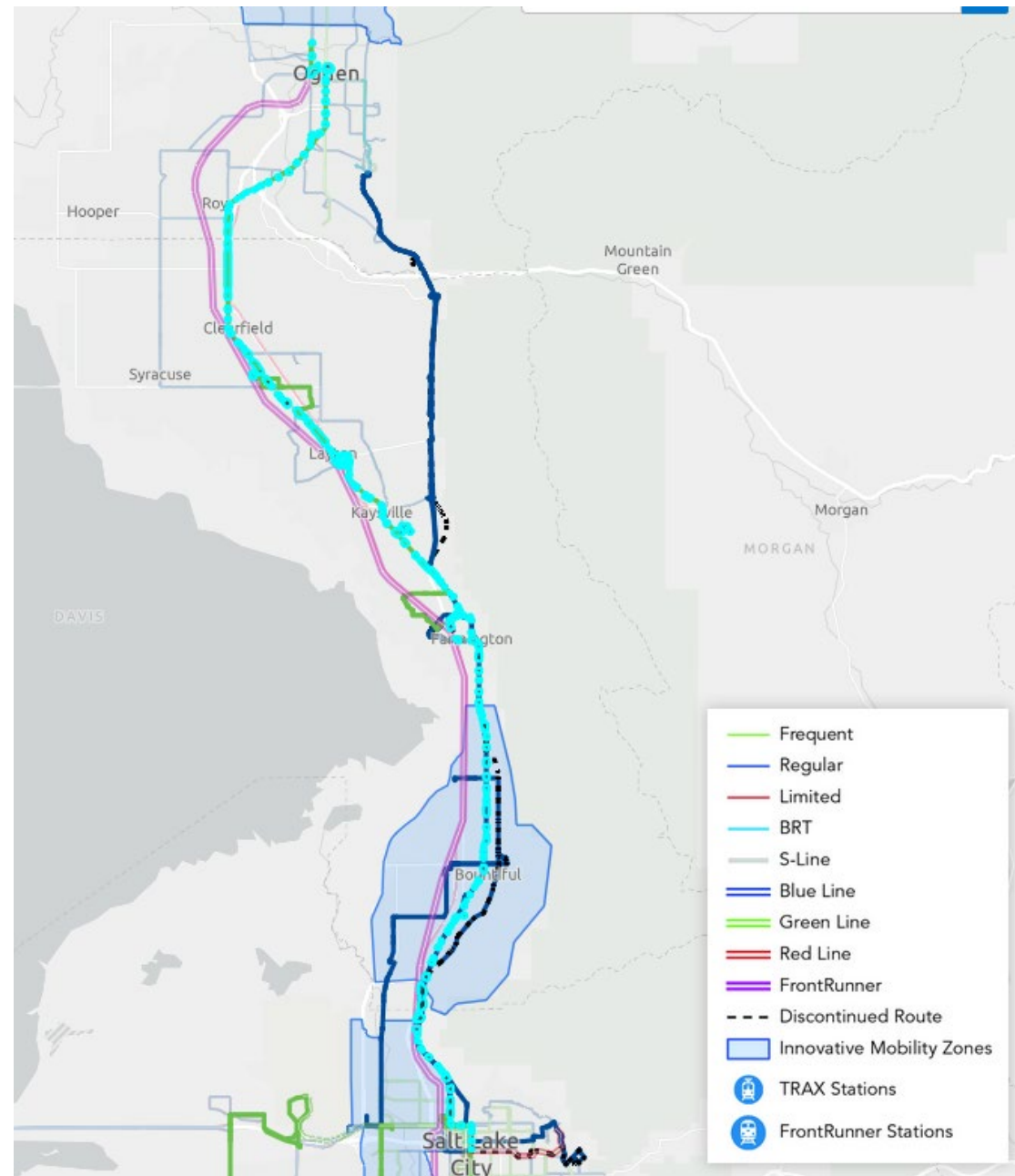
## Discontinued Routes: 470 and 473

### Proposed change:

- Service on regular route 470 and 473 will be discontinued and replaced with service on Route 470X and Route 600.

### Reason for change:

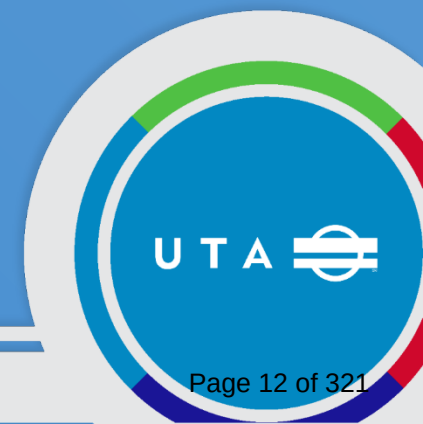
- Implementation of Davis Salt Lake community connector.



# Questions & Discussion



Trustee Beth Holbrook  
bholbrook@rideuta.com  
Tel: 801-867-5552





# DAVIS-SALT LAKE CITY COMMUNITY CONNECTOR

The Davis-Salt Lake City Community Connector is a proposed bus rapid transit system that connects communities in southern Davis County to northern Salt Lake County. UTA leads this project in collaboration with local cities, Davis and Salt Lake counties, UDOT, WFRC, and the University of Utah. The Davis-Salt Lake City Community Connector improves public transportation, and offers better access to employment, entertainment, and recreational areas. It aligns with broader transportation plans for the area, building on the success of existing routes and focusing on increased mobility and corridor revitalization.

## GOALS



## ELEMENTS

**26-mile route** links Farmington FrontRunner Station to Research Park

**Transit Signal Priority**

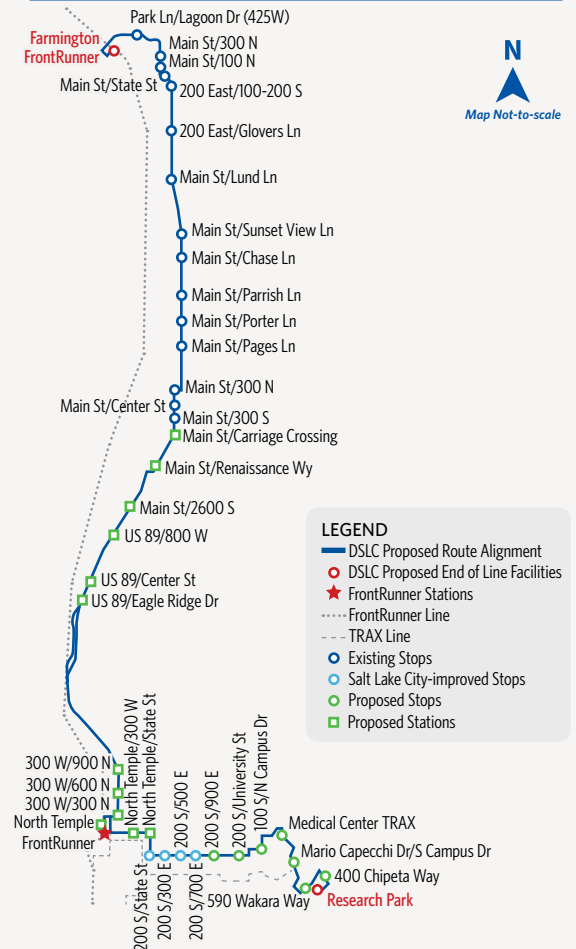
**Direct service** to key destinations

**15-min service**

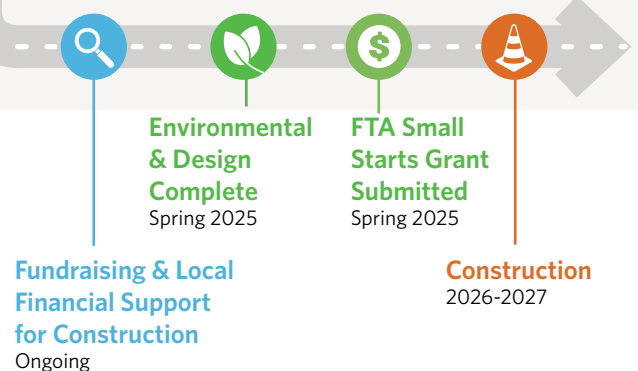
**Includes improved amenities** at stops

**Includes 18 battery electric buses**

## Davis-Salt Lake City Connector Map



## SCHEDULE *(Subject to Change)*





KAYSVILLE CITY COUNCIL  
December 19, 2024

Minutes of a regular Kaysville City Council meeting held on December 19, 2024, at 7:00 p.m. in the Council Chambers at Kaysville City Hall at 23 East Center Street, Kaysville, UT.

Council Members present: Mayor Tamara Tran, Council Member John Swan Adams, Council Member Mike Blackham, Council Member Abbigayle Hunt, Council Member Nate Jackson, and Council Member Perry Oaks

Others Present: City Manager Jaysen Christensen, Finance Director Dean Storey, City Attorney Nic Mills, City Recorder Annemarie Plaizier, Community Development Director Melinda Greenwood, Assistant Finance Director Maryn Nelson, Information Systems Manager Ryan Judd, Lucas S. Hill, Bronco Maxfield, Addi Matthews, Val Starkey, Laurene Starkey, Nedra Saunders, Jill Dredge, Paul Toller, Audrey Toller, Jason Largey, Aaron Hixson

**OPENING**

Council Member Hunt provided opening remarks and led the audience in the Pledge of Allegiance.

**CALL TO THE PUBLIC**

Jill Dredge emphasized the importance of government accountability to the people. She expressed concerns about trends in Utah governance, including the influence of organizations like Envision Utah and the National League of Cities, which she felt align with global agendas rather than local values. Ms. Dredge questioned whether residents had been adequately consulted on changes such as high-density developments and public-private partnerships, emphasizing Kaysville's unique identity, which has historically prioritized single-family homes and a small-town feel, contrasting it with nearby cities. She voiced concerns about state-imposed mandates on cities to build high-density housing and adopt urban planning models like walkable cities. She questioned whether these initiatives were practical for Utah's climate and diverse population. Ms. Dredge concluded by urging the council to prioritize residents' values and desires, warning against reliance on external funding sources that might undermine local control and Kaysville's character.

Jason Largey addressed the council to express concerns about the timing of significant topics being brought forward during periods when public participation is likely to be low. He referenced the recent Planning Commission meeting, where the moderate-income housing overlay was discussed and is now being rushed to the council agenda tonight for approval right before the holidays. He criticized this last-minute approach, noting that many residents are on vacation or unavailable during this time, which limits public input. Mr. Largey highlighted the upcoming CRA (Community Reinvestment Area) discussion scheduled for the city council meeting on January 2, when many residents may still be out of town. He questioned whether this timing was a result of poor planning or an intentional effort to limit public engagement. Mr. Largey urged the city to improve the timing and planning of controversial or important topics, suggesting that more

meetings and earlier discussions could allow for greater public input and feedback. He concluded by emphasizing the importance of transparency and thoughtful scheduling to ensure resident involvement in critical decisions.

## **PRESENTATIONS AND AWARDS**

### **DAVIS HIGH SCHOOL MILITARY MEMORIAL WALL FUNDRAISER – DAVIS HIGH STUDENT GOVERNMENT**

Mayor Tran introduced a presentation by members of Davis High School's Student Body, Bronco Maxfield, Addi Matthews, and Luke Hill, who shared details about their fundraising project for a military memorial wall at the school. The wall aims to honor Davis High alumni and community members who have served in the military from World War I to the present. The project will include names, pictures, and stories to celebrate their contributions.

The students explained their fundraising efforts, aiming to raise \$50,000 through their Sub for Santa initiative, though the wall itself requires \$6,000. Additional funds would support related projects, such as the American Heroes Project. Initially envisioned as an outdoor memorial requiring a larger budget of \$15,000–\$20,000, the project plans were adjusted based on the \$17,000 raised so far. Their goal is to complete the project by spring 2025, pending further fundraising and research to gather names for the wall.

The council asked how they could support the project, and the students requested help in spreading awareness, conducting research, and assisting with fundraising. Donations are being collected through a school-managed fund.

Mayor Tran and the council expressed enthusiasm for the project, commended the students for their efforts, and offered support in promoting the initiative. The presentation concluded with the mayor thanking the students for their work.

### **ANNUAL FISCAL YEAR 2024 INDEPENDENT AUDIT REPORT**

Finance Director Dean Storey opened the presentation by explaining the audit's purpose: to ensure the accuracy of financial statements and compliance with federal and state regulations. He thanked the Finance Department staff, particularly Assistant Finance Director Maryn Nelson, for their contributions in preparing the report.

Aaron Hixson, of HBME, LLC, summarized the audit findings, noting that Kaysville City received a clean opinion—the highest rating possible. He commended the city's financial operations, internal controls, and department-level budget management. He highlighted compliance with the state requirement for the general fund's rainy-day reserve, which was at 34.9%, just below the 35% maximum. Mr. Hixson also mentioned minor budgetary findings related to the allocation of funds between capital outlay and operations in the general fund and capital projects fund, emphasizing that these issues were not significant and had been addressed.

Mr. Hixson described the audit process, including a review of internal controls, policies, and compliance with Utah State Audit standards. He reported that city staff demonstrated a strong understanding of their responsibilities and operated effectively within established procedures. He reassured the council that the city's internal controls were well-designed and functioning as intended.

Council Member Blackham inquired about the city's fiscal health.

Aaron Hixon confirmed that Kaysville appears to be in a strong financial position with adequate reserves to manage unexpected costs, while cautioning that no entity can fully prepare for every contingency. He also noted the importance of periodic fee assessments to ensure they remain sufficient and appropriately allocated.

Dean Storey provided additional clarification regarding fund allocations, emphasizing that the 35% reserve requirement applies only to the general fund. He noted that other funds in the budget also need to be regularly reviewed and addressed.

Aaron Hixon concluded by stating that the city's adherence to state guidelines and regular assessments indicated sound financial practices.

Mayor Tran and the council thanked Hixson for his report.

#### **DECLARATION OF ANY CONFLICTS OF INTEREST**

No conflicts of interest were disclosed.

#### **CONSENT ITEMS**

Council Member Adams made a motion to remove Consent Item (B) – Appointment of Paul Toller as Planning Commission Alternate, as he is present here tonight, and approve Consent Item (A) – Approval of minutes from the December 5, 2024, Council Meeting. Council Member Oaks seconded the motion.

The vote on the motion was as follows:

Council Member Adams, Yea  
Council Member Hunt, Yea  
Council Member Jackson, Yea  
Council Member Oaks, Yea  
Council Member Blackham, Yea

The motion passed unanimously.

#### **5B. APPOINTMENT OF PAUL TOLLER AS PLANNING COMMISSION ALTERNATE**

Community Development Director Melinda Greenwood explained that Krista Keetch recently

vacated her seat as Planning Commission Alternate. Per Ordinance 17-4-1(2), Mayor Tran has chosen to appoint Paul Toller as Planning Commission Alternate to fill the remainder of Ms. Keetch's term, which will end on June 30, 2026.

Council Member Adams expressed enthusiasm for Paul Toller's professional expertise and willingness to volunteer, highlighting the value of having qualified individuals serve on the Planning Commission.

Paul Toller thanked the mayor and council for the opportunity and shared his background in public service. He noted his prior experience as a city council member and his intention to reengage in public service as he approaches retirement. Mr. Toller emphasized his commitment to thoughtfully and responsibly applying city ordinances and the Master Plan while providing reasonable recommendations to the council.

Council Member Hunt made a motion to approve Consent Item (B) – Appointment of Paul Toller as Planning Commission Alternate. Council Member Blackham seconded the motion.

The vote on the motion was as follows:

Council Member Hunt, Yea  
Council Member Jackson, Yea  
Council Member Oaks, Yea  
Council Member Blackham, Yea  
Council Member Adams, Yea

The motion passed unanimously.

### **ACTION ITEMS**

#### **CONSIDERATION OF ENACTING A NEW TITLE OF KAYSVILLE CITY CODE 17-37 MODERATE INCOME HOUSING OVERLAY**

Community Development Director Melinda Greenwood presented an ordinance proposal in response to state requirements for municipalities to include moderate-income housing provisions in their general plans. She explained that this ordinance, aligned with Kaysville's 2022 General Plan, aims to create zoning incentives for moderate-income housing in new developments. Ms. Greenwood emphasized that the ordinance is designed to provide flexibility while adhering to state regulations and offering opportunities for developers to incorporate moderate-income housing.

The proposed ordinance introduces an overlay zone applicable to residential and mixed-use zones. Developers seeking to apply for this overlay would need to follow the rezone process, which includes public hearings and council approval. Ms. Greenwood outlined requirements for submitting applications, including development agreements with detailed concept plans, alignment with the general plan, and considerations for amenities, building materials, and project contributions to moderate-income housing. Quality assurance mechanisms, such as deed restrictions and HOA requirements, were proposed to ensure housing affordability and longevity.



Ms. Greenwood highlighted potential zoning incentives like reduced lot sizes, setbacks, and density bonuses. For example, developers could exceed base density in exchange for offering moderately priced units, with a minimum of 10% of housing in a project meeting moderate-income standards. She stressed the need for flexibility to address varying project types and creative approaches while maintaining quality and alignment with city goals.

The ordinance also addresses challenges in implementing moderate-income housing within Kaysville, given community preferences and existing development patterns. Ms. Greenwood acknowledged that while achieving true affordability may be difficult, the ordinance offers a basic framework for compliance with state mandates and allows specifics to be negotiated through development agreements. If the Council adopts this new zone, the process for rezoning a property to the Moderate Income Housing Overlay would be fully discretionary and would require public noticing and public hearings like any other rezone application.

At their December 12, 2024, meeting, the Planning Commission considered adopting a new chapter of the city's land use code, Title 17, Chapter 37 Moderate Income Housing Overlay. A public hearing was held, during which one citizen expressed their lack of support for subsidized housing, citing concerns about the government taking a communist role and changing the nature of the city. No other comments were received on this item. After discussion, the Planning Commission voted unanimously (6-0) to recommend that the City Council adopt the new chapter of the land use code, 17-37 Moderate Income Housing Overlay.

Ms. Greenwood noted that the proposed ordinance avoids overregulation, opting instead for a simpler approach with details determined during project negotiations. She concluded by emphasizing the importance of maintaining an open and adaptable process for developers proposing moderate-income housing projects.

Mayor Tran asked for public comment on this item.

Jason Largey clarified his opposition to the ordinance, emphasizing concerns about government overreach and its implications for private property rights. He specifically criticized the concept of deed restrictions, which he likened to government-imposed control over landowners' rights and their ability to fully participate in the real estate market. Referring to his comments at the Planning Commission meeting, he argued that such restrictions, along with income-based housing requirements, resemble a form of communism or socialism. He explained that these measures would shift control from individuals to the government, undermining free-market principles. Mr. Largey questioned the practicality and long-term sustainability of maintaining properties as moderate-income housing, arguing that market forces inevitably drive up property values over time. Citing his own experience with property appreciation, he pointed out that homes initially classified as moderate-income often increase in value beyond affordability. He concluded that moderate-income housing ownership conflicts with natural market dynamics and would be challenging to implement effectively in Kaysville.

Val Starkey asked if Kaysville City anticipates citizen involvement for each Moderate Income Housing Overlay rezone application and questioned whether such proposals would undermine

current zoning laws, making them easily implemented in any or all zones. He argued that this could shift decision-making power away from elected officials, who are accountable to the public, to city staff or the Planning Commission. Mr. Starkey expressed skepticism about the intent behind the overlay, suggesting it aligns with state and federal government mandates that prioritize external pressures over the values and desires of Kaysville residents. He emphasized that zoning laws should provide stability and clarity for property owners and developers, rather than being easily overridden by discretionary overlays. He voiced concerns that the proposal could fundamentally change Kaysville's character and erode trust in the city's governing processes. Mr. Starkey urged the council to reject the proposal, stressing the importance of protecting Kaysville's established zoning and ensuring meaningful citizen input in critical decisions.

Laurene Starkey voiced opposition to the ordinance, criticizing its potential connection to organizations like the United Nations and the Utah League of Cities and Towns, which she suggested influence government mandates that prioritize broad, external agendas over local interests. She expressed concerns about government overreach, warning that such mandates could infringe on property rights, undermine the integrity of zoning laws, and erode the foundations of local governance. Mrs. Starkey urged the council to deliberate carefully and protect constitutional rights, emphasizing the need to prioritize the desires and values of Kaysville residents. She argued that price regulations and moderate-income housing requirements are not only unenforceable but could also lead to unintended consequences, such as diminished property values and community discontent, ultimately harming Kaysville's unique character and appeal.

Nedra Saunders shared mixed feelings about the proposed ordinance, acknowledging the complexity and challenges of addressing moderate-income housing. While she expressed support for the concept of moderate-income housing in principle, she criticized what she viewed as state overreach in dictating one-size-fits-all mandates that do not align with the unique circumstances of a nearly built-out community like Kaysville. Ms. Saunders voiced concerns about the overlay's potential misuse, particularly its ability to rezone properties without sufficient public input or oversight, potentially sidelining community voices in significant land-use decisions. She advocated for alternative solutions, such as smaller single-family homes on smaller lots, as a more balanced approach compared to high-density townhomes, which she felt do not reflect the character of Kaysville. Ms. Saunders also highlighted practical concerns, including the potential strain on infrastructure and increased traffic, noting that Kaysville has only one major east-west corridor and one major north-south corridor. She emphasized the importance of addressing these infrastructure limitations while ensuring that any development reflects the needs and values of the community.

Mayor Tran thanked the public for their comments and concerns and expressed her own reservations about the ordinance. She then closed the public comment period for this item.

Council Member Blackham shared extensive comments and concerns regarding the proposed moderate-income housing overlay ordinance, emphasizing his focus on preserving Kaysville's character while addressing housing needs. He asserted that moderate-income housing is inherently subjective and varies greatly depending on geographic and neighborhood contexts, even within Kaysville. He highlighted his priority for detached, single-family dwellings, consistent with the city's general plan and the council's previous discussions.

Council Member Blackham suggested limiting the Moderate Income Housing Overlay's application to R-1 zones for single-family dwellings while excluding zones like R-2, R-4, and R-M, which he already considers moderate-income housing due to existing zoning and development practices. He stressed that any changes to zoning in these areas should require a development agreement to ensure the city maintains control over what is built. He commended the city's historically stringent zoning ordinances, attributing them to Kaysville's success as a desirable place to live and expressed hesitancy to alter the vision and standards set by previous councils.

He noted that the city already has the ability to use development agreements to allow increased density or other incentives in exchange for commitments like deed and rent restrictions. He emphasized the importance of maintaining owner-occupied housing to support families and reduce the prevalence of rental properties, which he argued drives up housing costs and limits opportunities for homeownership. While expressing openness to increasing density in R-1 zones to accommodate smaller lot, single-family homes with proper restrictions, he strongly opposed blanket zoning changes without clear plans for development.

Council Member Blackham cautioned against rushing the approval of this ordinance to meet external deadlines, reaffirming the council's commitment to thoughtful, controlled growth. He suggested focusing efforts on creating opportunities for single-family detached housing rather than high-density developments, aligning with the preferences of Kaysville's residents and the city's long-term vision.

Council Member Adams expressed overall support for the proposed ordinance, commending Melinda Greenwood and staff for their detailed work in drafting it. He highlighted the ordinance as a potential solution to incentivize developers to create more affordable single-family homes, which he identified as a priority for Kaysville.

Council Member Adams referenced the example of Nielsen Homes in Plain City, where density adjustments were granted in exchange for the development of starter homes, illustrating how similar agreements could work in Kaysville. He underscored the importance of single-family, detached homes as the target for moderate-income housing, emphasizing that the council consistently encourages developers to present affordable housing options rather than high-density projects.

While acknowledging the challenges of achieving true affordability in the current housing market—where even entry-level homes are priced in the \$300,000 to \$400,000 range—he stressed the importance of signaling to developers that Kaysville is open to proposals that align with the community's needs.

Council Member Adams addressed public concerns regarding deed restrictions, clarifying that such restrictions would only apply to new developments where buyers are informed of the terms upfront. He supported tools like deed restrictions and CC&Rs (Covenants, Conditions, and Restrictions) to ensure properties remain owner-occupied and to prevent investors from purchasing affordable homes for resale or rentals, which could drive up prices. He emphasized that these tools, along with development agreements, provide safeguards to maintain affordability and protect the

city's zoning integrity.

Council Member Adams expressed agreement with Council Member Blackham's suggestion to initially apply the overlay only to R-1 single-family residential zones, stating that this approach aligns with the city's goals and allows for controlled experimentation with the ordinance. He viewed the overlay as an invitation to developers, signaling the city's willingness to grant limited density increases in exchange for affordable, single-family homes. He reiterated that approval is not guaranteed, as each proposal would be thoroughly reviewed through development agreements to ensure alignment with Kaysville's vision and standards.

Council Member Hunt addressed specific language in the ordinance, particularly the final paragraph of Section 17-37-7, which she suggested could be removed. She stated that developers are experienced enough to propose ideas without the ordinance explicitly encouraging flexibility on city infrastructure standards, which she worried might unintentionally signal an endorsement of such adjustments. Council Member Hunt also inquired about the consequences of noncompliance with the state's requirements and whether the city could delay its decision.

Melinda Greenwood explained that the city must comply with at least three areas of the state-mandated moderate-income housing plan to avoid penalties. She added that the city could amend the general plan timeline if the council needed more time. Ms. Greenwood assured the council that even if adopted, the ordinance would not bind the city to approve any specific projects and was structured to allow flexibility.

Council Member Hunt clarified that the ordinance would not require properties to remain designated as moderate-income housing in perpetuity, with details such as deed restrictions determined through development agreements. She expressed concerns about incentivizing developers to build additional density while only minimally increasing the number of moderate-income units. Council Member Hunt noted her cautious stance toward development agreements, given the uncertainty about future councils and the long-term implications of such contracts. However, she supported the ordinance's potential to signal to developers that the city is open to creative proposals while retaining control over approvals.

Council Member Hunt also expressed support for limiting the overlay to R-1 single-family residential zones or, at a minimum, excluding the R-T zone, stating that sufficient protections already exist within that zoning ordinance and that additional density should not be incentivized in that zone. Council Member Hunt concluded by emphasizing the ordinance's value in balancing property rights with community needs, particularly amid the current housing crisis.

Council Member Jackson echoed many of Council Member Hunt's and others' concerns, expressing appreciation for the detailed work done by Ms. Greenwood and the thoughtful discussion it sparked. However, Council Member Jackson raised significant reservations about the ordinance, particularly regarding the inclusion of attached housing types, such as twin homes and townhomes, in single-family residential zones. He worried that these provisions could lead to the teardown of long-standing single-family homes in areas with large lots, particularly on the east side of the city, to make way for higher-density developments.

He also voiced concerns about setbacks, height, parking, and overall space requirements, which he felt were insufficiently addressed in the ordinance. He cautioned against incentivizing developers to drastically alter established neighborhoods and expressed unease about the potential for misuse and unintended consequences. Highlighting the upcoming legislative session, Council Member Jackson suggested waiting to see what new state mandates might emerge regarding housing. He proposed either rejecting the ordinance outright or significantly revising it by removing overly broad provisions and adopting a more cautious approach. Council Member Jackson advocated for a slower, more deliberate process to review the proposed ordinance and address moderate-income housing comprehensively.

Council Member Oaks suggested crafting an ordinance that fulfills state requirements while being restrictive enough to minimize its impact on the city. He proposed removing the applicability of the overlay to existing developments, as he was concerned it might be used to facilitate the teardown of single-family homes in favor of higher-density housing, such as duplexes or quads.

Melinda Greenwood clarified that the overlay would still require a rezoning process, similar to any other zoning request, with the council retaining discretion to approve or deny proposals.

Council Member Adams interjected to emphasize the potential benefits of the overlay, describing it as a signal to developers willing to address the need for affordable housing. He highlighted the pressing issue of housing affordability for younger generations struggling to enter the housing market. Council Member Adams argued that offering density incentives could encourage developers to build smaller, less expensive homes, aligning with the city's priorities while ensuring that developments fit Kaysville's character.

Council Member Oaks reiterated his discomfort with the overlay, expressing support for Council Member Jackson's suggestion to move the ordinance back to a work item for further refinement. He also aligned with Council Member Blackham's proposal to limit the overlay to R-1 zones and ensure the ordinance is as restrictive as possible.

Mayor Tran asked about clarifying the minimum requirements for the overlay and eliminating unnecessary incentives, such as waiving impact fees, which she viewed as potentially detrimental to the city.

Melinda Greenwood explained that many of the suggested incentives, such as density bonuses, are derived from state guidelines for moderate-income housing but are not mandatory. She emphasized the flexibility built into the ordinance, allowing the city to evaluate the suitability of each proposal on a case-by-case basis without locking in extensive regulations. Ms. Greenwood acknowledged that density bonuses are the primary incentive and affirmed the council's ability to deny inappropriate proposals or adjust the ordinance further if needed.

Mayor Tran asked about the implications of adopting a more restrictive moderate-income housing overlay ordinance while still requiring a development agreement. She questioned the benefits of simplicity versus overly detailed regulations, seeking to understand the balance between offering clarity to developers and maintaining flexibility for the city.



Melinda Greenwood responded by explaining that more restrictive regulations reduce the feasibility of projects and could discourage developers from pursuing moderate-income housing proposals. She cited insights from a summit she attended, where national experts emphasized that additional regulations increase costs for developers, ultimately affecting affordability for end users. Ms. Greenwood noted that while the state legislature encourages measures like deed restrictions and land trusts, these requirements often conflict with the goal of achieving affordability by adding complexity and costs.

Council Member Jackson added that he was open to flexibility in certain areas, such as setbacks, but stressed the importance of clearly defining these adjustments in the ordinance. He expressed concerns about height restrictions, stating that he would not support tall apartment complexes being built adjacent to established single-family homes.

Melinda Greenwood clarified that these specifics would be addressed in development agreements, which the council would have the authority to approve or deny.

Council Member Hunt suggested removing land trusts as an option in the ordinance. She cited concerns from individuals who faced rising land rents under such agreements, rendering homeownership financially unsustainable. Council Member Hunt emphasized her desire to balance flexibility with restrictions, striving for an approach that fits Kaysville's unique needs while avoiding overly complex regulations. She acknowledged the challenge of maintaining flexibility while providing clear guarantees to residents, particularly to prevent high-density developments like apartments from encroaching on established single-family neighborhoods. Council Member Hunt suggested that additional detail in the ordinance might help reassure residents about the council's intentions, even if certain outcomes, such as inappropriate developments, are unlikely due to the development agreement process. She expressed hope that the ordinance could offer more freedom and options to developers while still protecting Kaysville's character, emphasizing the importance of maintaining community trust.

Council Member Blackham echoed Council Member Hunt's comments and proposed specific revisions to the ordinance. He recommended removing references to other zones and keeping the overlay strictly limited to R-1 single-family detached housing. Council Member Blackham also suggested eliminating specific sections, such as the last sentence of 17-37-6, to reinforce the ordinance's focus on single-family detached homes. He described how the overlay could incentivize the creation of multiple affordable homes on a single lot while requiring public hearings and concept plans to ensure community input.

Council Member Adams added that the overlay fulfills state requirements without forcing the city to approve unsuitable projects. He noted that the state provided cities with numerous options for compliance, and Kaysville selected those that seemed most feasible and aligned with local priorities. Council Member Adams expressed concern that rejecting or delaying the ordinance could exacerbate tensions with the state, potentially prompting more aggressive mandates. He characterized the ordinance as a way to signal the city's willingness to collaborate while maintaining local control, emphasizing that the overlay simply ensures developers have a platform to propose solutions, with no obligation for the city to approve them.

Council Member Adams made a motion to approve enacting Section 17-37, “Moderate Income Housing Overlay,” of the Kaysville City Code, with the agreed-upon amendments, including removing provisions for certain housing types and zones.

Melinda Greenwood interjected to clarify an adjustment regarding the allowance of twin homes, suggesting that twin homes should still be allowed with a conditional use.

Council Member Hunt asked if the ordinance could restrict twin homes to being only owner-occupied.

Melinda Greenwood responded that such a restriction could be included.

City Attorney Nic Mills noted that if the underlying zone allows for twin homes, striking this language regarding twin homes in the Moderate Income Housing Overlay zone would change that allowance. The sentence in question in the proposed ordinance states that the city would consider twin homes, regardless of what the base zone permits. If the base zone permits twin homes, then twin homes could be considered.

Council Member Blackham seconded Council Member Adams’ motion.

Council Member Jackson proposed a substitute motion to move the consideration of this proposed ordinance to a work item, citing the need for more time to refine the language and address potential gaps. He highlighted the importance of preparing for anticipated legislative changes during the upcoming session that could affect housing requirements.

Melinda Greenwood commented that delaying the ordinance might require an amendment to the city’s general plan and could jeopardize compliance with state deadlines.

Mayor Tran asked if the ordinance would need to return to the Planning Commission for review due to the changes proposed by the council.

Melinda Greenwood clarified that it would not need to go back to the Planning Commission. However, the council could table the item and bring it back for review at the January 2, 2025, meeting. She noted that the document would reflect only the changes made during tonight’s meeting.

Mayor Tran asked for clarification on the deadline for approval.

Melinda Greenwood discussed the complexities of complying with state requirements for zoning incentives, noting that state guidelines suggest adopting an ordinance to meet the mandate. She expressed frustration with the state’s rigid timelines, which require immediate compliance or a general plan amendment, even for minor delays. Ms. Greenwood stated that the city’s plan indicates a text amendment would be brought forward in 2024. State code mandates that municipalities implement zoning incentives, which could be interpreted as adopting an ordinance. She added that if municipalities fail to meet the timeline, the general plan must then be amended.

Council Member Jackson asked if the council could delay approval of the overlay ordinance until a more complete version is developed.

Melinda Greenwood stated she would like to consult the City Attorney or reach out to Cameron Diehl with the ULCT for their thoughts on the timeline and the consequences of not meeting the deadline. She emphasized that while zoning ordinances can be created, they do not have to be actively applied unless a proposal is brought forward. She reassured the council that specific concerns, such as setbacks or frontage changes, would be addressed through development agreements tailored to individual projects. Ms. Greenwood highlighted that larger projects are more likely to effectively support moderate-income housing and described the ordinance as a practical and flexible approach.

Council Member Jackson's substitute motion failed due to a lack of a second, and the council returned to the original motion made by Council Member Adams.

The vote on Council Member Adams' motion was as follows:

Council Member Jackson, Nay  
Council Member Oaks, Yea  
Council Member Blackham, Yea  
Council Member Adams, Yea  
Council Member Hunt, Yea

The motion passed with a vote of four to one.

### **COUNCIL MEMBERS REPORTS**

Mayor Tran highlighted the success of the Kaysville Gives program, which supported over 152 families and contributed to various organizations, including the Davis Education Foundation, Willow Pines Food Pantry, and Hill Air Force Base's Airman's Attic, among others. She thanked the community for their participation and addressed concerns about agenda timing, clarifying that any issues were unintentional. She emphasized the council's commitment to transparency and encouraged residents to learn more about the CRA (Community Reinvestment Area) project, describing it as a beneficial economic development tool for the city.

### **CITY MANAGER REPORT**

City Manager Jaysen Christensen discussed scheduling upcoming budget workshops and strategic planning sessions. He emphasized the importance of aligning strategic goals with the city's general plan and incorporating input from past workshops. Mr. Christensen noted that the strategic session would revisit the 2020 strategic plan and identify specific programs and projects for the next 1–10 years.

The council discussed logistics for the budget workshops and strategic planning sessions, tentatively selecting January 31 for the strategic planning session and February 14 for the budget workshop.

## **ADJOURNMENT**

Council Member Oaks made a motion to adjourn the city council meeting at 9:00 p.m. The motion passed unanimously.

DRAFT

KAYSVILLE CITY COUNCIL  
January 2, 2025

Minutes of a regular Kaysville City Council meeting held on January 2, 2025, at 7:47 p.m. in the Council Chambers of Kaysville City Hall at 23 East Center Street, Kaysville, UT. A public hearing regarding the Kaysville City Center Community Reinvestment Area (CRA) Plan and Budget was held beginning at 6:30 p.m. prior to the meeting.

Council Members present: Mayor Tamara Tran, Council Member John Swan Adams, Council Member Mike Blackham, Council Member Abbigayle Hunt, Council Member Nate Jackson, and Council Member Perry Oaks

Others Present: City Manager Jaysen Christensen, City Attorney Nic Mills, City Recorder Annemarie Plaizier, Community Development Director Melinda Greenwood, Information Systems Assistant Ardi Harsano, Jacob Shuldberg, Anna Shuldberg, Jennifer Adams Hart, Paul Himle, Karlie Himle, Sarah Hamblin, Dallas Hamblin, Cameron Tingey, Brad Walters, Caleb Walters, Chandler Reed, Jeff Clarkson, Joyce Clarkson, Larry Jensen, Chase Maxfield, Kelsie Maxfield, Chad LaDow, Tonya LaDow, Flemming D. Hyllested, Derek Smith, Michele Smith, Gary McBride, Rob Pyper, Karen Pyper, Donald Woodward, Nancy Woodward, Jill Dredge, Doug Dredge, Rosalie Taylor, Leisa Jacobson, Curt Cragun, Lauri Cragun, Mitch Shepherd, Anna Shepherd, Marlon Borup, Jennifer Borup, Douglas Foster, Jeanne Foster, Raleigh Morris, Truman Carver, Dee Hyde, Nephi Harvey, Annette Allred, Lee Allred, Mark Taylor, Taylor Regis, Savannah Regis, Heidi Kendall, Steve Kendall, Daniel Luke, Jeanna Stockdale, Adam Denison, Nanette Lujan, Tony Lujan, Dave Bremer, Bruce McGraw, Keith Romney, Julie Romney, Jason Largey, Erica Largey, Julie Powell, Ariel Defay, Michelle Barber, Ryan Forsyth, Brad Clawson, Steve Gardner, Jenny Romney, Alexander Tarbet, Kimball Clark, Coral Petersen, George Rudarmel, Cliff Dutcher, Sharon Dutcher, Dave Defay, Becky Hope, Christian Nielsen, Michael Beck, Brigg Lewis, Gary McBride

**PUBLIC HEARING – 6:30 PM**

**KAYSVILLE CITY CENTER COMMUNITY REINVESTMENT AREA PLAN & BUDGET**

Mayor Tran opened the public hearing by welcoming attendees and requesting respectful public participation. She provided a timeline of the city's extensive discussions and meetings regarding the Community Reinvestment Area (CRA) Plan and Budget, noting that the process has been ongoing for nearly four years. She emphasized that the CRA process involves collaboration with various entities, including Davis County and the Davis School District, in crafting the plan.

Melinda Greenwood, Community Development Director, gave an in-depth presentation on the proposed Community Reinvestment Area (CRA), focusing on how tax increment financing (TIF) functions and addressing common misconceptions. She explained that the CRA does not increase property tax rates, alter existing zoning regulations, or push property owners to sell or redevelop their properties. Instead, the CRA leverages increased property tax revenues from new



developments or property improvements within the designated area, reinvesting those incremental revenues into projects that enhance the community. Ms. Greenwood highlighted that the primary goals of the CRA are to revitalize underperforming areas, stimulate economic growth, and attract private investment, ensuring long-term benefits for the city and its residents.

Ms. Greenwood elaborated on the potential financial impact of the CRA, estimating that it could generate up to \$10 million over 15 years. She emphasized the importance of collaboration with taxing entities, such as Davis County and the school district, to allocate portions of their incremental revenues to the CRA. The funds would support improvements in the CRA area, including infrastructure upgrades, landscaping, parking expansions, and historic preservation efforts. These priorities align with the city's general plan and reflect extensive public input gathered during previous outreach efforts. Mrs. Greenwood underscored the city's proactive approach, including the creation of a comprehensive project area plan to ensure transparency and accountability in fund allocation.

A key feature of the CRA is the inclusion of a housing set-aside, mandated by state law, which allocates 10% of revenues to affordable housing initiatives citywide. Ms. Greenwood explained that this funding could support programs like down-payment assistance for city employees or other housing solutions, benefiting the broader community beyond the CRA boundaries. She assured residents that the CRA includes built-in safeguards, such as periodic reviews and reporting requirements for participating taxing entities, to ensure funds are used effectively and deliver measurable benefits.

Mayor Tran reiterated the benefits of the CRA, emphasizing its alignment with the community-driven general plan and its potential to boost economic growth, attract businesses, and enhance Kaysville's quality of life. She clarified that the CRA process remains in its early stages, with additional approvals required from key entities, including the school district. She stressed the city's commitment to transparency and collaboration and encouraged residents to remain engaged in shaping the CRA's future direction.

Council Member Oaks acknowledged that holding the meeting on January 2 might seem poorly timed to some, but he explained the scheduling challenges that led to this date. He clarified that the city had initially aimed to finalize the CRA months earlier but faced delays due to the process of securing approval from Davis County. After receiving approval on November 19, the city was required to provide a 30-day public notice, making this the first available council meeting to hold the public hearing. Council Member Oaks emphasized that the timing was purely procedural and not intended to obscure or rush the process.

Paul Himle expressed strong concerns about the CRA plan, raising several issues. He questioned why funds would be diverted from the school district, suggesting this could lead to increased property taxes if the district required additional funding. Mr. Himle claimed that the city's presentation did not align with the CRA documents in certain areas, though he did not specify details. He also voiced concern about the Redevelopment Agency appearing to have broad powers without accountability to the public. Mr. Himle believed the CRA documents described the 80/20 tax increment split as being between the city and the Redevelopment Agency, rather than between the city and Davis County, and questioned the accuracy of this. He opposed proposed traffic

calming measures on Main Street, arguing that they would inconvenience drivers and redirect traffic into nearby neighborhoods. Additionally, Mr. Himle pointed to discrepancies in the financial projections presented, which mentioned figures ranging from \$5 million and \$20 million. He argued that the CRA does not reflect public interest, citing feedback from his own discussions and online comments. Mr. Himle called for more public input before moving forward.

Jake Shuldberg addressed infrastructure issues near his family's home at 142 North 100 West, where his father currently resides. He expressed hope that as part of the CRA, a proposal could be made to replace the damaged sidewalks in front of the house. He explained that the sidewalks have become difficult to navigate due to aging, brittle trees in the park strip. Mr. Shuldberg requested the removal of city-owned trees causing the sidewalk damage, emphasizing the safety concerns for his father.

Michele Smith, owner of 'Treasured Again' at 340 North Main, shared business-related concerns regarding the CRA. Ms. Smith explained that she does not own the building housing her business and noted that she did not receive one of the 410 mailed notices sent out by the city. She questioned whom those notices were sent to and expressed frustration about difficulties in finding suitable new business spaces in Kaysville. Ms. Smith highlighted the CRA's potential to increase the availability of business spaces but raised concerns about the lack of rules requiring landlords to maintain their properties. She referenced her current building, which she feels is not being kept desirable or functional. Ms. Smith argued that property owners, particularly those earning significant income, should be held accountable for maintaining their spaces without relying on city funds.

Jill Dredge expressed concerns about the CRA process and timing. She suggested that future meetings addressing significant issues like this should be scheduled later in the year to ensure broader community participation and avoid conflicts with holiday schedules. Mrs. Dredge observed that CRAs in other states are often used to revitalize slum or blighted areas but questioned their necessity in Utah, which lacks such areas. She warned that CRAs in Utah might attract questionable loans and high-density developments. Mrs. Dredge criticized the extensive area included in the CRA, spanning from Zions Bank to Smith's, questioning its relevance if the focus is revitalizing downtown Main Street. She also raised concerns about who truly benefits from the CRA versus who bears the financial burden. Mrs. Dredge warned of potential risks such as loan defaults, cost overruns, and insufficient incremental tax revenues to cover obligations, which could leave taxpayers liable. She urged the council to table the decision and conduct more public meetings to discuss long-term visions, tax implications, partnerships, and the driving entities behind the CRA initiative.

Gary McBride voiced concerns about the financial and business implications of the CRA. He questioned how property development would be financed and suggested that CRA-backed loans could attract substandard borrowers or businesses. Mr. McBride expressed concern that the CRA might promote multi-residential developments, potentially leading to unintended consequences. He urged the council to address potential drawbacks more thoroughly in their presentations.

Brigg Lewis noted that parking along Main Street has worsened over the years and warned that the CRA could exacerbate the issue, deterring visitors. He argued that as property values increase,

businesses could face higher taxes, which might result in increased costs for consumers. Mr. Lewis predicted that increased traffic congestion along Main Street would worsen, potentially pushing residents to use alternative routes or businesses outside Kaysville. He also cautioned against over-beautification, suggesting that it could render the area less functional and convenient, drawing comparisons to parts of Europe.

Bruce McGraw argued that the CRA should be tabled for at least a year, citing the uncertainties of an election year, changes in the presidency, economic shifts, and fluctuating interest rates. He questioned whether the city had conducted adequate traffic studies to evaluate the impact of reducing traffic lanes on Main Street, particularly concerning buses potentially blocking lanes. Mr. McGraw criticized the city for what he described as overreacting and rushing into decisions without sufficient deliberation.

Jennifer Borup criticized the council for insufficiently involving residents in the CRA planning process. She stated that while meetings were held with stakeholders, the public was excluded from meaningful discussions. Mrs. Borup also claimed that residents were not properly notified about the CRA.

Larry Jensen raised concerns about a potential plan to reduce Main Street to one lane in each direction. He pointed out that Main Street often serves as a vital alternate route when I-15 or Highway 89 shuts down and warned that lane reductions could exacerbate traffic issues during such events.

Tony Lujan emphasized the lack of affordable housing for employees working in Kaysville, noting that many workers earning \$50,000 or less cannot afford to live nearby. He expressed skepticism about bringing in low-paying jobs without addressing the lack of affordable housing options. Mr. Lujan questioned the focus on providing housing assistance exclusively to city employees, advocating for broader initiatives to support all workers. He also pointed out that local businesses already face challenges competing with nearby areas like Farmington Station and Layton for both customers and employees.

Kimball Clark emphasized that 300 West, a potential detour during Main Street construction or if the lanes on Main Street are reduced, is in poor condition. He noted issues such as crumbling asphalt, narrow sections, and telephone poles obstructing the roadway. Mr. Clark highlighted the need for improvements, particularly since the street includes a traffic light leading to 200 North. As a business owner on Main Street, he pointed out the challenges reduced parking poses for elderly customers accessing his shop and neighboring businesses. Mr. Clark urged the city to reconsider parking reductions and focus on smarter planning. While supportive of improvements, he suggested extending the discussion and planning period to achieve better outcomes.

Laurene Starkey criticized the timing of the meeting, which was held during the holidays, and shared personal sacrifices made to notify residents about the event. She called for more thoughtful scheduling of future meetings. Mrs. Starkey expressed concern that Kaysville's redevelopment might emulate projects at the Point of the Mountain, questioning whether this aligns with the community's identity. She also pointed out that Main Street businesses currently appear vibrant and thriving. Mrs. Starkey voiced caution about relying on tax increment financing, describing it

as potentially addictive, and advocated for a pay-as-you-go approach. She referenced past skepticism from residents about the city's involvement in fiber projects as an example. Mrs. Starkey urged the city to prioritize transparency, public education, and deliberation to ensure decisions reflect the voice of the people.

Daniel Luke expressed enthusiasm about the CRA initiative, emphasizing its potential to enhance Kaysville's infrastructure and development. He shared a personal experience involving a damaged sewer line on Flint Street caused by city utility work. Mr. Luke raised concerns about whether the city or CRA would compensate property owners for similar damages resulting from infrastructure improvements. He also underscored the importance of using advanced techniques, such as ground radar, to prevent such incidents. Mr. Luke criticized the city's lack of communication, stating he had sent multiple letters to city officials without receiving meaningful responses. He called for better responsiveness and accountability in addressing property owners' concerns.

Ryan Forsyth, a developer and Kaysville resident, expressed appreciation for the city's commitment to making improvements and reinvesting in the community. He emphasized that developers, like himself, are motivated by efficient communication, timely permitting processes, and protected access. Mr. Forsyth urged the city to adopt a more collaborative approach with developers to ensure projects align with both the city's vision and practical concerns. He highlighted the importance of maintaining efficient access, adequate parking, and landscaping, while also considering operational needs such as snowplow navigation. Mr. Forsyth shared plans to redevelop the Annie's property, the Winger's building, and another property, demonstrating his commitment to investing in Kaysville's future.

Michael Beck expressed concerns about the CRA's focus on expanding businesses and redevelopment, stating that Kaysville was originally designed to be a small, quiet community. He questioned the viability of adding more businesses when existing ones are already struggling, citing conversations with local business owners who face financial challenges.

Larry Penrod echoed Mr. Beck's sentiment, emphasizing that Kaysville residents value the city's small-town feel and are not interested in significant growth or high-density housing. He advocated for focusing on improving existing structures, such as older, rundown buildings, rather than pursuing large-scale redevelopment projects.

Jenny Romney highlighted issues with the City's planning and engineering for infrastructure projects along Main Street. She stated that a contracted engineering firm had not adequately studied Kaysville, citing plans for 100 North Street that could disrupt access to businesses and neighborhoods. Ms. Romney noted that the proposal to redesign 100 North into a one-way street could complicate traffic flow and business access, potentially impacting the drive-through configuration for Faye's Laundry and the alley access for Clytie Adam's Dance Studio. Additionally, she warned that parking in the area could become more challenging. Ms. Romney added that installing medians and traffic islands on Main Street might limit access to the theater, ice cream shop, and other businesses. She expressed frustration with what she described as the city's lack of due diligence and communication, referencing her previous attempts to reach city officials. Ms. Romney questioned whether the council's decision-making process was fully

informed and responsible. She asked what assurances were in place to ensure that businesses and residents in the area would not be negatively impacted by the changes proposed through the CRA.

Christian Nielsen expressed support for the CRA proposal, acknowledging that while it may not be perfect, it is a good starting point for improving Kaysville. He highlighted current issues with Main Street, such as traffic speed and parking difficulties, and expressed enthusiasm for development that would bring more businesses and housing to the city.

Nedra Saunders noted that since it has been over four years since this plan was first considered, visions and priorities might have changed during that time. She emphasized that long-term plans often benefit from periodic reevaluation and adjustments as circumstances and insights evolve. Ms. Saunders shared an example from Cache Valley, where medians with trees were removed due to practical issues, such as high-profile vehicles damaging branches and falling debris disrupting roadways. She suggested that Kaysville consider similar potential challenges during its planning process.

Mayor Tran thanked everyone in the audience for participating in the public hearing.

Council Member Oaks made a motion to close the public hearing and take a ten-minute break at 7:37 p.m. The motion was seconded by Council Member Adams and passed unanimously.

#### **OPENING – 7:47 P.M.**

Council Member Adam provided a prayer and led the audience with the Pledge of Allegiance.

#### **CALL TO THE PUBLIC**

No items were brought forward under this agenda item.

#### **DECLARATION OF ANY CONFLICTS OF INTEREST**

No conflicts of interest were disclosed.

#### **CONSENT ITEMS**

Council Member Blackham made a motion to approve the following Consent Item:

- a) Award of Bid for Rail Trail Trailhead and Flint Street Improvements.

Council Member Oaks seconded the motion

The vote on the motion was as follows:

Council Member Adams, Yea  
Council Member Hunt, Yea  
Council Member Jackson, Yea  
Council Member Oaks, Yea

Council Member Blackham, Yea

The motion passed unanimously.

### **ACTION ITEMS**

#### **APPROVAL OF AN INTERLOCAL AGREEMENT BETWEEN THE KAYSVILLE REDEVELOPMENT AGENCY AND KAYSVILLE CITY FOR THE KAYSVILLE CITY CENTER COMMUNITY REINVESTMENT PLAN AND BUDGET**

Community Development Director Melinda Greenwood explained that state law requires the Redevelopment Agency (RDA) to negotiate an interlocal agreement (ILA) between each taxing entity to establish a community reinvestment area. The proposed ILA is between Kaysville City, as a taxing entity, and the Kaysville City Redevelopment Agency (RDA). If approved, the agreement would formalize the deferral of 80% of the city's incremental growth in property tax revenues within the Kaysville City Center Community Reinvestment Area to the RDA for 15 years. The city would retain 20% of the property tax revenue growth and continue to receive the same amount of property tax revenues as before the CRA being established.

Mayor Tran invited council members to respond to comments made during the earlier public hearing.

Council Member Blackham provided a detailed overview of the CRA's history and purpose, emphasizing that the plan has been under development for approximately four years. He explained that the CRA is a tool designed to enhance Kaysville's downtown without raising taxes, leveraging tax increments from improved properties in the redevelopment area. Council Member Blackham assured attendees that the plan would not increase taxes or force developer participation, but instead reinvest incremental revenues into community improvements such as beautification and infrastructure upgrades. He highlighted several key drivers behind the plan, including a statistically valid survey of 1,000 Kaysville residents, which indicated strong support for enhancing the downtown area. Addressing public concerns, Council Member Blackham clarified that the tax increment financing would not negatively impact the school district since redevelopment areas generally do not generate additional students. He also noted that the funds would directly benefit businesses and residents through targeted projects, such as improving parking, adding mid-block crossings, and beautifying Main Street. Blackham emphasized that Utah Department of Transportation (UDOT) would not fund these enhancements but would allow the city to undertake them if funded locally.

Council Member Blackham reaffirmed the council's commitment to listening to community feedback and ensuring that the CRA aligns with residents' desires to revitalize downtown and encourage private investment without additional burdens on taxpayers or developers.

Council Member Oaks expressed support for the community reinvestment plan, emphasizing that it does not involve raising property taxes. He noted that the plan provides flexibility to revitalize downtown while allowing the city to abandon projects if they prove unfeasible. Council Member Oaks affirmed the council's commitment to aligning with residents' preferences and acting in good



faith to improve the downtown area.

Council Member Jackson acknowledged the public's concerns and thanked attendees for their participation. He addressed perceptions of a rushed process, explaining that the council had worked diligently, with the county's recent approval enabling public discussions. Council Member Jackson emphasized preserving Kaysville's identity as "Utah's Hometown" while planning for future growth, focusing on improving safety, parking, and pedestrian accessibility downtown. He described the CRA as a tool to generate revenue for infrastructure projects without raising taxes, fostering economic growth and enhancing quality of life. Council Member Jackson concluded by underscoring the importance of continued public engagement and collaboration with business owners as the plan progresses.

Council Member Hunt highlighted the importance of the public's input, noting that this initial plan serves as a preliminary framework for further discussions. She reassured residents that the CRA aligns with the city's commitment to preserving Kaysville's small-town character while supporting local businesses and addressing community needs. Council Member Hunt noted that the council is mindful of the surrounding neighborhoods and schools in considering potential impacts. She lamented the recent loss of two small businesses to neighboring Bountiful and emphasized the CRA's potential to retain and attract mom-and-pop shops. She proposed using funds for historic preservation initiatives, such as repurposing the old library or establishing a museum, pointing out that Kaysville is the only city in Davis County without one. Council Member Hunt encouraged ongoing community involvement to ensure the process reflects residents' priorities.

Council Member Adams addressed several questions raised during the public hearing, including misconceptions about the RDA diverting funds from other entities like school districts. He clarified that the RDA captures increased tax revenues from property improvements within the redevelopment area rather than diverting existing funds.

Council Member Adams sought clarification on the RDA's accountability, asking whether the agency could act independently of public oversight.

Melinda Greenwood explained that the RDA board consists of the mayor and city council, ensuring direct accountability to voters.

Mayor Tran added that all RDA actions are conducted in public meetings with published agendas, allowing for transparency and community engagement.

Council Member Adams asked whether TIF funds could be used for projects like sidewalk repairs.

Melinda Greenwood noted that expenditures must directly benefit the redevelopment area but did not rule out the possibility of addressing such concerns, specifically if they aligned with project goals.

Regarding mailed notifications about the project, Melinda Greenwood detailed the state-required process, explaining that notices were sent to property owners and taxing entities within the

redevelopment area based on recent county records.

In response to concerns about Main Street being reduced to a single lane, Melinda Greenwood and Council Member Adams debunked misconceptions that had been circulated among the public, emphasizing that no such plans exist. Council Member Adams reassured residents that preliminary renderings for downtown development are conceptual and would involve public input.

Dan Luke interjected, raising concerns regarding damage on his property allegedly caused by city-related activities and asked whether the city would take responsibility for such incidents if they occur from projects in the CRA. He stated that he had sent letters to the city but had not received a response.

Council Member Adams inquired whether the city would address such damages if determined to be their responsibility.

City Attorney Nic Mills affirmed that the city typically repairs damages when accountability can be ascertained.

Mayor Tran assured Mr. Luke that his concerns would be addressed but emphasized that the meeting interruption and discussion was not appropriate for the current meeting. Despite further comments from Mr. Luke, the mayor reiterated the importance of maintaining meeting order and committed to a follow-up outside of the session. Mr. Luke eventually left the meeting.

Highlighting the potential use of TIF funds, Melinda Greenwood noted that these funds could support initiatives such as façade improvement programs or infrastructure updates that enhance the area's appeal without mandating participation from property owners.

Regarding affordable housing, Council Member Adams noted the challenges of balancing development goals with affordability. While the CRA does not directly address housing, he emphasized the council's efforts to encourage developers to build smaller, affordable homes for first-time buyers and working families. He also expressed concern that high-density housing developments often result in investor ownership rather than creating opportunities for local residents.

Council Member Adams concluded by reflecting on the CRA's potential benefits, describing it as a way to capture increased tax revenues from new developments like a planned hotel and reinvest them in beautifying and enhancing the city. He encouraged residents to stay involved in the decision-making process, assuring them that the council values public input and aims to make decisions that reflect the community's priorities. While supportive of moving forward with the plan, Council Member Adams expressed openness to delaying the vote for a few weeks to allow for further public discussion and address outstanding concerns.

Mayor Tran recapped the council's discussion, clarifying that no specific projects or expenditures had been approved. She reiterated the CRA's role as a tool for redevelopment, and emphasized the council's commitment to transparency, public engagement, and alignment with state-mandated processes. Mayor Tran encouraged continued collaboration and community input.

Melinda Greenwood provided further details about the interlocal agreement and related processes. She noted that the city recently received a \$140,000 grant to develop a small area plan, which will allow for a deeper analysis of the city center concept included in the general plan. This plan, expected to take 9-12 months, will involve extensive public input to refine goals and priorities for redevelopment projects. The consultant managing the project will be funded by the Wasatch Front Regional Council, with a matching contribution from the city, and Ms. Greenwood emphasized that the findings will serve as a guide for evaluating future redevelopment projects. Ms. Greenwood explained the mechanics of an interlocal agreement, which formalizes collaboration between public entities. In this case, Kaysville City and its Redevelopment Agency (RDA) are distinct entities, even though their members overlap. The proposed agreement would allow the city to allocate 80% of new property tax revenues from the redevelopment area to the RDA, retaining 20% for other uses. She clarified that the city would continue to collect its current property tax revenues, and the 80% allocation would only apply to additional revenues generated by growth over the next 15 years. Ms. Greenwood concluded by stating that the interlocal agreement would not commit the city to specific projects or expenditures. Each future project would be evaluated on a case-by-case basis, with decisions made transparently in public meetings. She reiterated that the agreement is simply a tool to enable redevelopment opportunities and would require final approval by both the city council and the RDA board.

Mayor Tran opened the floor for public comment on this item.

Jason Largey voiced apprehension about the perceived urgency and transparency surrounding the plan, as well as the council's readiness to proceed with it. He referenced a previous meeting where the moderate-income housing overlay was discussed and felt that conflicting information had been presented regarding the timeline and requirements for its implementation. Mr. Largey recalled that Council Member Hunt had asked what would happen if the overlay was not approved at that time, and the response suggested significant consequences, including the need to revise the city's general plan. However, Mr. Largey pointed out that the city plan, as displayed during that meeting, only required a text amendment proposal, which had already occurred. He argued that the city was not under immediate pressure, as the law allows a five-year implementation period, and the city was only in year two. This discrepancy, according to Mr. Largey, eroded his trust in the planning process and the accuracy of the information being presented. Mr. Largey also raised broader concerns about CRAs and state laws that may favor developers. He noted that developers are actively making unsolicited offers to purchase residential properties for high-density, multi-unit housing projects. He questioned why developers would be willing to take financial risks, such as paying interest on acquired properties, unless they were confident that legal provisions or loopholes would ensure their plans could move forward. Mr. Largey cautioned the council against being overly optimistic, emphasizing the need for more time to understand the implications of state laws, developer actions, and the potential long-term impacts of the redevelopment plan. He concluded by urging the council to exercise greater caution and ensure all aspects of the proposal are thoroughly vetted before proceeding.

Laurene Starkey raised questions about the origins and intent of the community reinvestment plan, noting that it had been in development for four years. She questioned the validity of the survey conducted by Y2 Analytics, describing it as potentially biased due to the way questions were

worded. Mrs. Starkey emphasized the importance of maintaining Kaysville's small-town character and avoiding overreach. She also expressed concern about the possibility of the city borrowing funds to implement the plan. Mrs. Starkey advocated for a pay-as-you-go approach to avoid financial obligations that could limit the city's autonomy. Additionally, she also questioned whether the plan had been sufficiently vetted by the public, particularly given the challenges and constraints during the COVID-19 pandemic, when initial discussions took place.

Mayor Tran thanked participants for their input and transitioned the meeting back to the council for further discussion and decision-making on the next steps for the proposed interlocal agreement.

Council Member Blackham responded to Jason Largey's concerns, acknowledging the uncertainty around potential legislative mandates that could impact city development. He agreed that the council cannot predict what the legislature might require but argued that having the redevelopment tool in place would allow the city to capture tax increments from mandated developments, should they occur. He emphasized that the tool provides a way for the city to benefit financially from any imposed changes, which he views as its primary advantage.

Council Member Oaks expressed appreciation for the public's comments and noted that the council had also received several emails from concerned constituents, particularly regarding the timing of the vote. While he personally saw no significant downside to the RDA or the interlocal agreement, Council Member Oaks suggested postponing the vote until the council's meeting on January 16 to allow additional time for public input. He clarified that this would not involve another public hearing but would provide an opportunity for residents to share concerns during the standard public comment period.

Council Member Adams clarified the procedural aspects of the decision-making process, addressing earlier comments about the steps involved. He noted that the council would make a recommendation regarding the interlocal agreement, which would then move to the RDA for further consideration.

Mayor Tran affirmed this, explaining that while the council could vote to approve or postpone the interlocal agreement, the RDA, as a separate entity, would also need to approve the interlocal agreement.

The council generally expressed openness to postponing the vote for two weeks.

Council Member Adams made a motion to postpone the approval of an Interlocal Agreement between the Kaysville Redevelopment Agency and Kaysville City for the Kaysville City Center Community Reinvestment Plan and Budget until the next city council meeting on January 16, with the intention of allowing more time for public input and discussion. The motion was seconded by Council Member Oaks.

The vote on the motion was as follows:

Council Member Hunt, Yea  
Council Member Jackson, Yea

Council Member Oaks, Yea  
Council Member Blackham, Yea  
Council Member Adams, Yea

The motion passed unanimously.

Council Member Hunt made a motion to reconsider the timing of the postponement. She pointed out that the proposed date fell close to Martin Luther King Jr. Day and wanted to ensure there would be no conflicts or issues with public attendance. Council Member Adams seconded Council Member Hunt's motion.

The vote on Council Member Hunt's motion was as follows:

Council Member Jackson, Nay  
Council Member Oaks, Yea  
Council Member Blackham, Yea  
Council Member Adams, Yea  
Council Member Hunt, Yea

The motion passed with a vote of four to one.

Council Member Adams considered the holiday's potential impact but reasoned that schools would still be in session on the days leading up to the holiday and that it was unlikely the timing would significantly affect attendance.

Council Member Jackson added that, despite concerns about the January 2 meeting's timing, attendance had been high, with a full house and standing participants. He emphasized the council's responsibility to continue progressing with its business and noted the approaching budget season, which would add further responsibilities. Council Member Jackson and other council members expressed a desire to move forward as planned, keeping the postponement date on January 16.

Council Member Oaks made a motion to return to Council Member Adams' original motion to postpone consideration of this item until January 16. The motion was seconded by Council Member Adams.

The vote on the motion was as follows:

Council Member Oaks, Yea  
Council Member Blackham, Yea  
Council Member Adams, Yea  
Council Member Hunt, Yea  
Council Member Jackson, Yea

The motion passed unanimously.

AN ORDINANCE AMENDING CHAPTER 17-33, "SIGN REGULATIONS", TO ALLOW FOR

## ELECTRONIC MESSAGE CENTER SIGNS IN PUBLIC USE (PU) ZONES

Community Development Director Melinda Greenwood explained that the proposed ordinance amendment to Chapter 17-33, “Sign Regulations,” of the city code is intended to allow electronic message center (EMC) signs in Public Use (PU) zones. The amendment would add the Public Use zone to the matrix of allowed zones for EMCs, thereby legalizing the existing sign near City Hall and enabling the installation of a new sign at Barnes Park. Ms. Greenwood noted that the Parks and Recreation Department had requested a new sign at Barnes Park to enhance public communication regarding events, meetings, and announcements. Staff presented the proposed amendment to the Planning Commission on December 12, 2024. The initial proposal included provisions for allowing feather signs in commercial zones, in addition to permitting electronic message center signs in the Public Use zone. A public hearing was held, but no comments were received on the item. Following a discussion of the proposal, the Planning Commission remanded the feather sign amendment portion back to staff for further development. The Commission then unanimously voted (6-0) to forward a recommendation to the City Council for approval of the amendment to allow EMC signs in the Public Use zone. If approved, this amendment will allow the Parks and Recreation Department to move forward with installing the electronic message center sign at Barnes Park.

Council Member Oaks expressed support for the proposal, noting that the Barnes Park sign was the top recommendation from the RAMP (Recreation, Arts, Museums, and Parks) Committee for the year.

Council Member Jackson inquired about the size and placement of the proposed sign at Barnes Park.

Melinda Greenwood clarified that while the exact design of the sign had not been finalized, it would likely be similar in size to the existing sign near City Hall and would comply with zoning regulations. She added that the sign would require a conditional use permit, during which factors such as placement, brightness, and hours of operation would be reviewed to mitigate potential impacts on nearby homes.

Council Member Hunt commented on previous issues with EMC signs and asked Ms. Greenwood to elaborate on measures taken to address those concerns.

Melinda Greenwood cited an example involving an EMC sign at Charlie’s Car Wash, which had been approved without first going through the Planning Commission for a conditional use permit. She explained that lessons learned from such situations had led to stricter conditions being put in place to manage brightness, height, and light intrusion into neighboring properties. She assured the council that the proposed Barnes Park sign would be subject to these safeguards and would undergo additional oversight by the Planning Commission.

Council Member Blackham made a motion to approve the ordinance amending Chapter 17-33, “Sign Regulations,” to allow for electronic message center signs in Public Use (PU) zones. The motion was seconded by Council Member Adams.

The vote on the motion was as follows:

Council Member Blackham, Yea  
Council Member Adams, Yea  
Council Member Hunt, Yea  
Council Member Jackson, Yea  
Council Member Oaks, Yea

The motion passed unanimously.

### **COUNCIL MEMBERS REPORTS**

Council Member Blackham provided several updates, including:

1. 200 North Project: Construction is set to begin in approximately two weeks, focusing on roadwork between Main Street and 200 East.
2. Mutton Hollow Road Project: This project is scheduled to start at the beginning of February.
3. Rail Trail Restrooms: Following recent approvals, construction on the restrooms at Webb Lane is expected to start at the end of January.
4. Jack-in-the-Box Opening: A new Jack-in-the-Box restaurant is scheduled to open during the first week of February.
5. Ogden Clinic Open House: The open house for Ogden Clinic is scheduled for January 14 at 5:30 p.m., and Council Member Blackham encouraged everyone to attend.
6. Crestwood Stop Signs: New stop signs will be installed on the west side of the bridge at the top of Crestwood Road as soon as they are procured by staff.

### **ADJOURNMENT**

Council Member Adams made a motion to adjourn the city council meeting at 9:11 p.m. The motion passed unanimously.

Following the city council meeting, the Kaysville Redevelopment Agency (RDA) Board convened to address two items on its agenda. The RDA Board, composed of the same members as the city council, acts as a separate entity for redevelopment-related matters.



# CITY COUNCIL STAFF REPORT



**MEETING DATE:** January 16, 2025

**TYPE OF ITEM:** Action Item

**PRESENTED BY:** Melinda Greenwood, Community Development Director

**SUBJECT/AGENDA TITLE:** An Ordinance enacting Title 17, Chapter 38, "Car Wash Standards," of the Kaysville City Code

## **EXECUTIVE SUMMARY:**

At the January 9, 2025, meeting, the Planning Commission considered adoption of a new chapter of the City's land use code, Title 17 Chapter 38 Car Wash Standards. A public hearing was held and no comments were received on this item. After discussion, the Planning Commission voted unanimously (6-0) to recommend the City Council adopt a new chapter of the land use code, 17-38 Car Wash Standards.

Minutes from the meeting are not available, but you can view the discussion on this item by [clicking on this link](#).

## City Council Options:

1. Approve the enactment of Kaysville City Code 17-38 Car Wash Standards.
2. Do not approve the proposed ordinance.

## Staff Recommendation:

Based on the positive recommendation from the Planning Commission, staff recommends the City Council approve the enactment of Kaysville City Code 17-38 Car Wash Standards.

## Fiscal Impact:

N/A

## ATTACHMENTS:

1. PC Car Wash Standards 1.9.25
  2. Ordinance 17-38 Car Wash Standards
-



## PLANNING COMMISSION STAFF REPORT

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**To:** Kaysville City Planning Commission

**From:** Melinda Greenwood, Community Development Director

**Date:** January 3, 2025

### **Agenda Item #7:** Public Hearing for Title 17 Chapter 38 Car Wash Standards

|                                  |                                        |
|----------------------------------|----------------------------------------|
| <b>Meeting Date</b>              | January 9, 2025                        |
| <b>Application Type</b>          | Text Amendment                         |
| <b>Applicant</b>                 | Kaysville City                         |
| <b>Chapter   Title   Section</b> | Title 17 Chapter 38 Car Wash Standards |

#### **1. BACKGROUND**

In early 2024, two new car washes opened for business in the City. Upon opening, both car washes caused issues of varying degrees for residents who lived nearby. Inquiries for additional car wash locations have continued, prompting the City Council to adopt a temporary land use regulation on July 18, 2024. This temporary regulation allows staff time to study best practices for car washes and draft an ordinance for consideration by the Planning Commission and the City Council.

The primary issues from the new car washes were noise and lighting. After careful consideration and research, staff believes that establishing a buffer between new car washes and existing residential developments is the best way to mitigate these negative impacts. While there are other possible approaches, given the city's resources, available land, and existing code deficiencies, we recommend implementing a 300-foot buffer between car washes and residential uses.

Consistent with the rest of our land use code, the proposed ordinance is simple. The distance regulation eliminates the need to create extensive regulations for noise, lighting, screening and hours of operation.

Other recommended regulations include prohibiting new car washes east of I-15 and requiring adequate on-site vehicle stacking.

#### **2. GENERAL PLAN**

The general plan does not speak in favor or against the proposed regulations of car washes, and is therefore considered neutral on this matter.

### **3. PUBLIC NOTICING AND PUBLIC COMMENT**

A Public Hearing Notice for this matter was posted on December 30, 2024. As of the time of the drafting of this staff report, no comments have been received.

### **4. RECOMMENDATION**

Staff recommends the Planning Commission send a recommendation of approval to the City Council to enact a new section of code Title 17 Chapter 38 Car Wash Standards.

#### **ATTACHMENTS:**

1. Draft Ordinance 17-38 Car Wash Standards

**AN ORDINANCE ENACTING TITLE 17, CHAPTER 38 CAR WASH STANDARDS;  
PROVIDING FOR REPEALER; PROVIDING FOR SEVERABILITY;  
AND PROVIDING FOR AN EFFECTIVE DATE**

**WHEREAS**, Kaysville City desires to encourage a diverse and healthy business Profile; and

**WHEREAS**, the Planning Commission held a public hearing on the proposed ordinance and with a vote of 6-0 issued a recommendation of approval at the January 9, 2025 meeting; and

**WHEREAS**, the Kaysville City Council considered the adoption of Title 17 Chapter 38 Car Wash Standards in an open and public meeting and the opportunity for interested parties to be heard has been appropriately provided; and

**WHEREAS**, the City Council finds it to be in the best interest of its citizens to enact the ordinance outlined below.

**NOW THEREFORE**, be it ordained by the Council of Kaysville City, in the State of Utah, as follows:

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

**SECTION II: Enactment.** Title 17, Chapter 38 Car Wash Standards, shall be enacted to read as follows:

**17-38 CAR WASH STANDARDS**

**17-38-1 Definitions**

**Car Wash, Automatic:** A structure or portion thereof containing facilities for washing automobiles, using automated production line methods such as, but not limited to, chain conveyor, movable or revolving cleaning brushes, blower, or similar mechanical devices. An automatic car wash may include vacuum stations.

**Car Wash, Manual:** A structure or portion thereof containing facilities for washing automobiles, limited to using only hand operated manual spray cleaning equipment and techniques. A manual car wash may include vacuum stations.

**Vacuum Station:** A location where individuals can use a commercial vacuum cleaner to clean the inside of their vehicle. A vacuum station is most commonly combined with a commercial car wash.

**17-38-2 Prohibited**

1. Car washes are prohibited east of I-15.
2. Car Washes are prohibited within 300' of a residential zone or a conforming residential use. The distance shall be measured in a straight line from property boundary to property boundary.

### **17-38-3 Standards**

1. Automatic car washes shall have an on-site staff during business hours.
2. All vacuum stations shall have an individual on/off switch, so customers must turn on the vacuum to use the vacuum.
3. Vacuum stations and related equipment shall comply with the distance requirements from residential and setbacks for the principal structure.
4. No amplified audio systems are permitted.

### **17-38-4 Vehicle stacking**

The site shall provide sufficient space to maintain vehicle stacking on site and shall not back onto any public right-of-way.

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

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

**PASSED AND ADOPTED by the City Council of Kaysville, Utah, this \_\_\_\_\_ day of \_\_\_\_\_, 2025.**

---

Tamara Tran, Mayor

ATTEST:

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Annemarie Plaizier, City Recorder

# CITY COUNCIL STAFF REPORT



**MEETING DATE:** January 16, 2025

**TYPE OF ITEM:** Action Item

**PRESENTED BY:** Melinda Greenwood, Community Development Director

**SUBJECT/AGENDA TITLE:** An Ordinance adopting the Kaysville City Center Community Reinvestment Plan and Budget

## **EXECUTIVE SUMMARY:**

State code [17C-5-109](#) requires the City Council adopt a community reinvestment area through an ordinance. If approved, the Kaysville City Center Reinvestment Area would formalize the plan and the associated budget. The Redevelopment Agency must also adopt the plan and budget.

If the RDA and the City Council approve the Kaysville City Center Reinvestment Area, interlocal agreements with each individual taxing entity would need to be approved. Taxing entity participation is voluntary and interlocal agreements are negotiated with each individual taxing entity.

## City Council Options:

1. Approve the ordinance adopting the Kaysville City Center Community Area plan and budget.
2. Denial of the proposed ordinance.

## Staff Recommendation:

Staff recommends the City Council approve the ordinance adopting the Kaysville City Center Reinvestment Area plan and budget.

## Fiscal Impact:

Unknown.

## ATTACHMENTS:

1. Ordinance Kaysville City Center CRA Adoption City Council
  2. Kaysville City Center Reinvestment Area Plan and Budget
  3. Community Reinvestment Area FAQ
-

**ORDINANCE 25-XX-XX**

**AN ORDINANCE OF THE KAYSVILLE CITY COUNCIL ADOPTING THE KAYSVILLE CITY CENTER REINVESTMENT AREA PROJECT PLAN AND BUDGET**

**WHEREAS**, the Kaysville City Redevelopment Agency approved Resolution 21-05-01RDA on May 5, 2021 to begin the process of studying and creating a community reinvestment area; and

**WHEREAS**, Utah State Code Title 17C Limited Purpose Local Government Entities - Community Reinvestment Agency Act authorizes the creation of community reinvestment project areas to assist with economic development and appropriate development activities; and

**WHEREAS**, the City Council agrees that the Kaysville City Center Reinvestment Area plan and budget is congruent with the 2022 General Plan; and

**WHEREAS**, on January 2, 2025 a public hearing was held to receive comments on the proposed Kaysville City Center Reinvestment Area; and

**WHEREAS**, after deliberation and discussion, the City Council finds that adopting the Kaysville City Center Reinvestment Area will provide opportunities to enhance the city's economic health that would not otherwise exist without the creation of the project area;

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

1. Hereby adopts the attached Kaysville City Center Reinvestment Area Plan and Budget.
2. This Resolution shall become effective immediately upon its passage.

**PASSED AND ADOPTED** by the City Council of Kaysville, Utah, this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_  
Tamara Tran, Mayor

ATTEST:

\_\_\_\_\_  
Annemarie Plaizier, City Recorder



**Kaysville City Redevelopment Agency**  
**Kaysville City Center Reinvestment Area**  
**Project Area Plan**  
November 19, 2024





|                                                                                                                                                                                            |    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| I. Introduction .....                                                                                                                                                                      | 3  |
| II. Recitals of Preconditions for Designating a Community Development Project Area .....                                                                                                   | 6  |
| III. Definitions .....                                                                                                                                                                     | 7  |
| IV. Project Area Boundaries [17C-5-105(1)] .....                                                                                                                                           | 8  |
| V. General Statement of Land Uses, Layout of Principal Streets, Population Densities, Building Intensities and How They Will be Affected by the Project Area Development [17C-5-105(2)] .. | 9  |
| VI. Standards That Will Guide the Project Area Development [17C-5-105(3)] .....                                                                                                            | 10 |
| A. General Design Objectives.....                                                                                                                                                          | 10 |
| B. Techniques to Achieve the Project Area Development Plan Objectives.....                                                                                                                 | 12 |
| C. Property Acquisition, Disposition and Development .....                                                                                                                                 | 12 |
| 1. Acquisition of Real Property .....                                                                                                                                                      | 12 |
| 2. Cooperation with the Community and Public Entities.....                                                                                                                                 | 12 |
| 3. Property Management.....                                                                                                                                                                | 13 |
| 4. Property Disposition and Development.....                                                                                                                                               | 13 |
| 5. Approvals .....                                                                                                                                                                         | 14 |
| VII. How the Project Area Development Will Further Purposes of This Title [17C-5-105(4)] ..                                                                                                | 14 |
| A. Establishment of New Business .....                                                                                                                                                     | 15 |
| B. Creation of New Jobs .....                                                                                                                                                              | 15 |
| C. Public Infrastructure Improvements.....                                                                                                                                                 | 15 |
| D. Provision of Essential Services .....                                                                                                                                                   | 16 |
| VIII. The Plan is Consistent With and Will Conform to the Community's General Plan [17C-5-105(5)].....                                                                                     | 16 |
| IX. If Applicable, Describe How the Project Area Will Reduce or Eliminate Development Impediments [17C-5-105(6)] .....                                                                     | 16 |
| X. Description of Any Specific Project or Projects That are the Object of the Proposed Community Reinvestment [17C-5-105(7)].....                                                          | 16 |
| XI. How Participants Will Be Selected [17C-5-105(8)].....                                                                                                                                  | 16 |
| A. Selection of Private Developers .....                                                                                                                                                   | 16 |
| B. Identification of Developers Who are Currently Involved in the Proposed Community Reinvestment Area .....                                                                               | 17 |
| 1. Qualified Owners .....                                                                                                                                                                  | 17 |
| 2. Other Parties .....                                                                                                                                                                     | 17 |

|                                                                                                                      |    |
|----------------------------------------------------------------------------------------------------------------------|----|
| 3. Owner Participation Agreements .....                                                                              | 17 |
| XII. Reasons for the Selection of the Community Reinvestment Project Area [17C-5-105(9)]                             | 18 |
| XIII. Description of the Physical, Social and Economic Conditions Existing in the Area [17C-5-105(10)].....          | 18 |
| A. Physical Conditions.....                                                                                          | 18 |
| B. Social Conditions.....                                                                                            | 18 |
| C. Economic Conditions .....                                                                                         | 18 |
| XIV. Financial Assistance Anticipated to be Offered to a Participant [17C-5-105(11)] .....                           | 18 |
| XV. Results of the Public Benefit Analysis [17C-5-105(12)] .....                                                     | 19 |
| XVI. If Applicable, State that the Agency Shall Comply with Section 9-8-404 [17C-5-105(13)]                          | 22 |
| XVII. State Whether the Plan is Subject to a Taxing Entity Committee or an Interlocal Agreement [17C-5-105(14)]..... | 22 |
| Appendix A: Project Area Map.....                                                                                    | 23 |
| Appendix B: Legal Description .....                                                                                  | 24 |
| Appendix C: Kaysville Main Street Preferred Concept .....                                                            | 26 |

## KAYSVILLE CITY CENTER | CRA PROJECT AREA PLAN

### I. INTRODUCTION

The Kaysville City Redevelopment Agency (“Agency”), following thorough consideration of the needs and desires of the City and its residents, as well as the need and capacity for redevelopment and new development, has carefully crafted this Kaysville City Center Community Reinvestment Project Area Plan (“Plan”).

In accordance with the terms of this Plan, the Agency will promote and provide for a variety of land uses, public improvements, infrastructure, redevelopment, and new development in an area focused in and around the historic downtown Kaysville, Main Street and 200 North. The Project Area includes approximately 261.5 acres (not including roads), with much of the study area currently developed with commercial uses. Only 40.4 acres (15.5%) of the proposed project area remain undeveloped.

On August 18, 2022, Kaysville City Council adopted the 2022 General Plan: The Next Chapter for Utah’s Hometown. The process was a comprehensive update and included a scientific survey of the community’s



### Enrich our city center and downtown

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

*A Guiding Principle of the 2022 General Plan is dedicated to Kaysville's City Center.*

development preferences. In accordance with the adopted 2022 General Plan, the proposed Community Reinvestment Area (CRA) is intended to help carry out the vision as expressed by community members. An excerpt from the 2022 General Plan states:

*“The future city center will be a place that builds upon its history, while introducing new ideas and places to create a diverse and people-centric downtown center. The plan looks to enhance the city center with commercial and mixed-use development and invest in streetscape and parking. It will also focus on becoming a pedestrian-friendly district and a place for the community to gather for events and activities.”*

The 2022 General Plan includes five objectives, one which is specifically centered on the downtown, or the city center. The objective states we will look to: Enrich our city center and downtown - We will enhance our city center with commercial and mixed-use development and investing in streetscape and parking.

In addition, the following 2022 General Plan Goals and Objectives support the creation of the Kaysville City Center Community Reinvestment Area and portrays the public’s interest in enriching the city center and downtown.

### ***Chapter 1: Land Use & Placemaking Plan***

- Objective 1.2: Preserve Historic Main Street as the heart of the community.
- Goal 2: Make Kaysville City Center Distinct and Identifiable from Adjacent Neighborhoods and Surrounding Cities.
- Objective 2.1: Improve commercial Frontage and streetscapes along key corridors such as Main Street and 200 North.
- Objective 2.2: Create a distinct city center and expand the “heart of the community” to include areas beyond the historic core.
- Objective 2.4: Create Places for the community to gather and events to draw users and visitors.
- Objective 9.1: Focus primary commercial uses in the City Center and secondary uses in smaller existing/future nodes.
- Objective 10.1: Encourage the development of a small commercial/civic Town Center near City Hall.



A bird's eye view looking north on Main Street from approximately 200 South.

### ***Chapter 2: Transportation & Connectivity***

- Objective 3.2: Use street design to shape neighborhood character.
- Goal 4: Improve access, walkability, and sense of place on Historic Main Street.
- Objective 4.2: Slow traffic.
- Objective 4.3: Develop shared parking solutions to support Main Street businesses and walkability.
- Objective 4.4: Improve Walkability.
- Objective 4.5: Improve cross and parallel streets to support needs of Main Street.
- Goal 5: Create Kaysville City Center to Increase Sustainable Transportation Choices.
- Objective 5.1: Create a new and enhanced person-focused network.
- Objective 5.3: Re-envision major corridors running through the area.

### ***Chapter 5: Economic Development & Prosperity***

- Goal 1: Promote Kaysville City Center Redevelopment to Strengthen Commercial Areas.
- Objective 1.2: Focus on small scale and local services to meet public requests and provide local growth.

- Goal 2: Utilize the wide variety of tools and incentives available to help achieve economic development goals.
- Objective 2.1: Establish redevelopment areas to fund infrastructure and future developments.
- Goal 3: Allow for Mixed Use Development in Identified Areas to Generate more Rooftops and Prevent Sales Leakage

In addition to these guidelines, goals and objectives, the City intends to further foster the following growth, development and redevelopment patterns in the Kaysville City Center CRA by:

- Promoting development that is high quality, diversified and adaptable to changing conditions
- Creating mixed-use areas where residents can enjoy a live/work lifestyle in addition to lively destinations
- Encouraging businesses and industries to locate and invest within the City in appropriate locations
- Implementing specific streetscape and mobility improvements to enhance pedestrian and transit centered transportation
- Creating districts and a places for residents to gather for community events and activities
- Refurbishing or replacing deteriorating structures so that land is used to its long-term potential

Through the aforementioned planning efforts, Kaysville City recognizes the impact new growth may have on quality of life characteristics. Current population projects Kaysville's population to reach 40,000-45,000 residents by 2030. According to the "Kaysville Main Street Vision," this growth will provide a benefit to the community by adding tax revenue. In addition, the increased population will provide new life to the downtown and increase visitors to Historic Main Street.

Kaysville's Historic Main Street started with mainly general merchandise stores from the mid-1860's until the Great Depression. Most buildings along Main Street are fairly old in terms of original construction date, and some buildings show signs of decline. The "Kaysville Main Street Vision" includes ideas that will transform Historic Main Street to be more walkable and embody Kaysville's identity and character to a higher degree.

In aggregate with the recent adoption of the 2022 General Plan, the City has made other giant strides to strengthen this request and support redevelopment in the downtown and city center area. Those efforts include:

- In fall of 2021, the City adopted its first mixed-use zoning ordinance which will help to facilitate a vibrant and active downtown and city center area. The ordinance was amended in 2023 to create additional opportunities for mixed-use development.
- In July of 2022, the City Council adopted a preferred alternative for the reconstruction of Main Street between 200 North and approximately 100 South. The City developed the preferred alternative after working closely with UDOT, Main Street businesses and property owners.
- In May of 2023, the City Council entered into an Exclusive Negotiation Agreement with Alchemy Development for redevelopment of the Old Library on the municipal block. The intention is to save the historic building and repurpose it for a food hall.
- In August of 2023, in efforts to assist with mixed-use projects and destination oriented development within the bulk of the City Center area, the City Council adopted an ordinance which prohibits uses which are singularly focused on vehicles.
- In April of 2024, the City was awarded a \$140,000 grant from Wasatch Front Regional Council for Transportation and Land Use Connection funds for a small area plan for the Kaysville City Center concept.
- Based on stakeholder feedback, the City conducted a circulation and parking analysis of the historic Main Street. In September of 2024, the City conducted a project to restripe Center Street east of Main Street and add additional on-street parking to downtown area.

These projects have been intentionally completed prior to bringing the Kaysville City Center CRA to taxing entities so Kaysville City and the Agency could adequately show our commitment to the project.

It is the purpose of this Plan to clearly set forth the aims and objectives of this proposed CRA, its scope, its mechanism, and its value to the residents, businesses and property owners of the City and County. The Project is undertaken as a community reinvestment project pursuant to the provisions of the Act.

## **II. RECITALS OF PRECONDITIONS FOR DESIGNATING A COMMUNITY DEVELOPMENT PROJECT AREA**

- A. Pursuant to the provisions of §17C-5-103 et seq. of the Limited Purpose Local Government Entities Community Development and Renewal Agencies Act, the governing body of the Redevelopment Agency of Kaysville City authorized the preparation of a draft community reinvestment Project Area plan; and
- B. Pursuant to the provisions of §17C-5-104(1)(a) and (b) of the Act, the City has a planning commission and general plan as required by law; and
- C. Pursuant to the provisions of §17C-5-104(3)(e) of the Act, the Agency has conducted one or more public hearings for the purpose of informing the public about the proposed

Project Area, allowing public comment on the draft Project Area Plan and whether the Plan should be revised, approved or rejected; and

- D. Pursuant to the provisions of §17C-5-104(3)(b) and (d) of the Act, the Agency made a draft Project Area Plan available to the public at the Agency's offices during normal business hours, provided notice of the Plan hearing and will hold a public hearing on the draft Plan on **January 2, 2025**.

### III. DEFINITIONS

As used in this Community Development Project Area Plan:

- A. The term "**Act**" shall mean and include the Limited Purpose Local Government Entities – Community Development and Renewal Agencies Act in Title 17C, Chapters 1 through 5, Utah Code Annotated 1953, as amended, or such other amendments as shall from time to time be enacted or any successor or replacement law or act.
- B. The term "**Agency**" shall mean the Kaysville City Redevelopment Agency, a separate body corporate and politic.
- C. The term "**base taxable value**" shall mean the base taxable value of the property within the Project Area from which tax increment will be collected, as shown upon the assessment roll last equalized, before: (A) the date the Project Area Plan is adopted by the City legislative body; and (B) the date the Agency adopts the first Project Area Budget.
- D. The term "**City**" shall mean Kaysville City, Utah.
- E. The term "**community**" shall mean the community of Kaysville City, Utah.
- F. The term "**community reinvestment**" shall mean development activities within the community, including the encouragement, promotion, or provision of development.
- G. The term "**developer**" shall mean the entities potentially investing in the development in the area.
- H. The term "**Plan Hearing**" means the public hearing on the draft Project Area Plan required under Subsection 17C-5-104 of the Act.
- I. The term "**planning commission**" shall mean the planning commission of the City.
- J. The term "**Project Area**" or "**Kaysville City Center Community Reinvestment Project Area**" shall mean the geographic area described in this Project Area Plan or Draft Project Area Plan where the community reinvestment set forth in this Project Area Plan or Draft Project Area Plan takes place or is proposed to take place.
- K. The term "**Project Area Budget**" shall mean a budget setting forth:
  - 1. The anticipated costs, including administrative costs, of implementing the Kaysville City Center Community Reinvestment Project Area Plan; and
  - 2. The tax increment, sales tax, and other revenue the Agency anticipates to fund the project.
- L. The term "**Project Area Map**" is the area depicted in Appendix A.

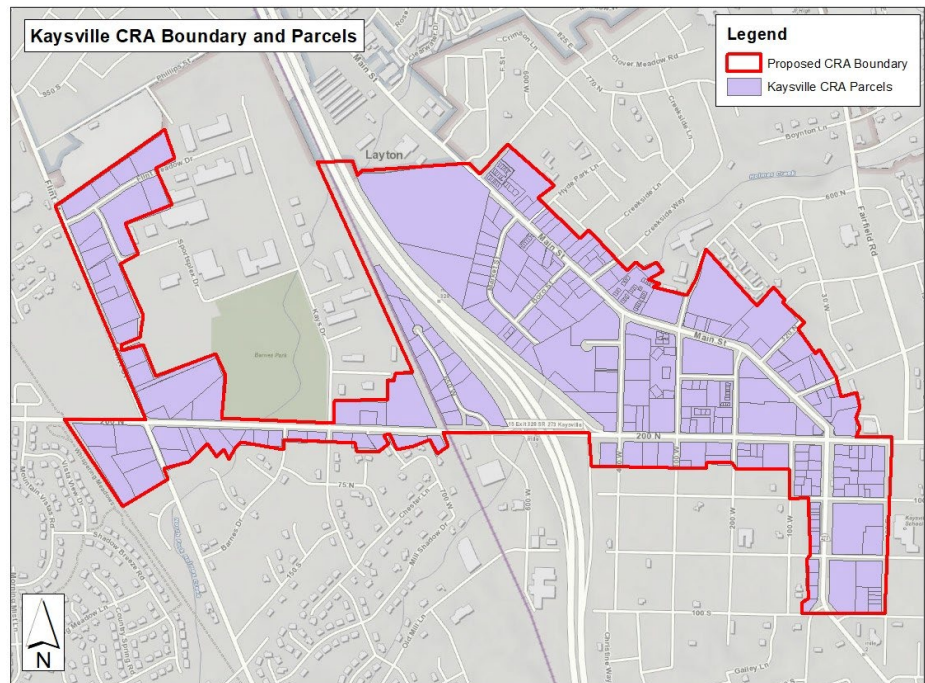


- M. The term **"Project Area Plan"** or **"Plan"** shall mean a Project Area plan adopted pursuant to the Act to guide and control community reinvestment activity within the Project Area.
- N. The term **"Kaysville City Center Community Reinvestment Project Area Plan"** or **"Plan"** shall mean a Project Area plan and Project Area map adopted pursuant to the Act to guide and control community reinvestment activities within a Project Area.
- O. The terms **"tax," "taxes," "property tax" or "property taxes"** include privilege tax and each levy on an ad valorem basis on tangible or intangible personal or real property.
- P. The term **"taxing entity"** shall mean a public entity that levies a tax on property within the Project Area.
- Q. The term **"Tax Increment"** shall mean the difference between the amount of property tax revenues generated each tax year by all Taxing Entities from the area designated in the Project Area Plan from which Tax Increment is to be collected, using the current assessed value of the property and the amount of property tax revenues that would be or were generated from that same area using the Base Taxable Value of the property.
- R. **All other terms** shall have the same meaning set forth in the Act unless the context clearly indicates otherwise.

#### IV. PROJECT AREA BOUNDARIES [17C-5-105(1)]

The Project Area consists of 261.5 acres located along Main Street, starting at approximately Mutton Hollow Road and continuing south to about 100 South. The Project area also covers the frontage area along 200 North starting near Main Street and continuing west under Interstate-15. The northwestern boundary follows Flint Street north until about Flint Meadow Drive. The Project area also includes the area directly southwest of the intersection of 200 North and Flint Street.

The Project Area boundaries and a Project Area map are included in Appendix A, with a legal description of the parcels in the Project Area included in Appendix B.





## V. GENERAL STATEMENT OF LAND USES, LAYOUT OF PRINCIPAL STREETS, POPULATION DENSITIES, BUILDING INTENSITIES AND HOW THEY WILL BE AFFECTED BY THE PROJECT AREA DEVELOPMENT [17C-5-105(2)]

### A. LAND USES IN THE PROJECT AREA

The existing land uses in the Project Area include primarily developed land (84.5%), with light industrial, commercial and residential dispersed throughout. Uses range from typical retail strip malls to flex warehouse, medical offices, vacant commercial and ranging densities of residential.

**TABLE 1: LAND USE IN PROJECT AREA**

| Land Use     | Acres        | Percent of All Acres |
|--------------|--------------|----------------------|
| Commercial   | 173.1        | 66.2%                |
| Residential  | 48           | 18.35%               |
| Vacant Land  | 40.4         | 15.45%               |
| <b>TOTAL</b> | <b>261.5</b> | <b>100%</b>          |

*Source: Davis County Assessor's Database, ZPFI*

Land uses will be affected as currently vacant or underutilized land is developed in accordance with this Plan. The 40 acres of vacant land is planned for General Commercial or Mixed Use zoning. Redevelopment and development will change existing vacant land to commercial and mixed use projects. Other existing uses may experience use type changes as valuations and opportunities for redevelopment influence highest and best use considerations.

### B. LAYOUT OF PRINCIPAL STREETS IN THE PROJECT AREA

The layout of principal streets in the Project Area is shown in Appendix A. Generally, major roads in the Project Area includes portions of 200 North, Main Street, Flint Street and I-15. Impacts to the layout of principal streets from this project area are not anticipated.

### C. POPULATION DENSITIES IN THE PROJECT AREA

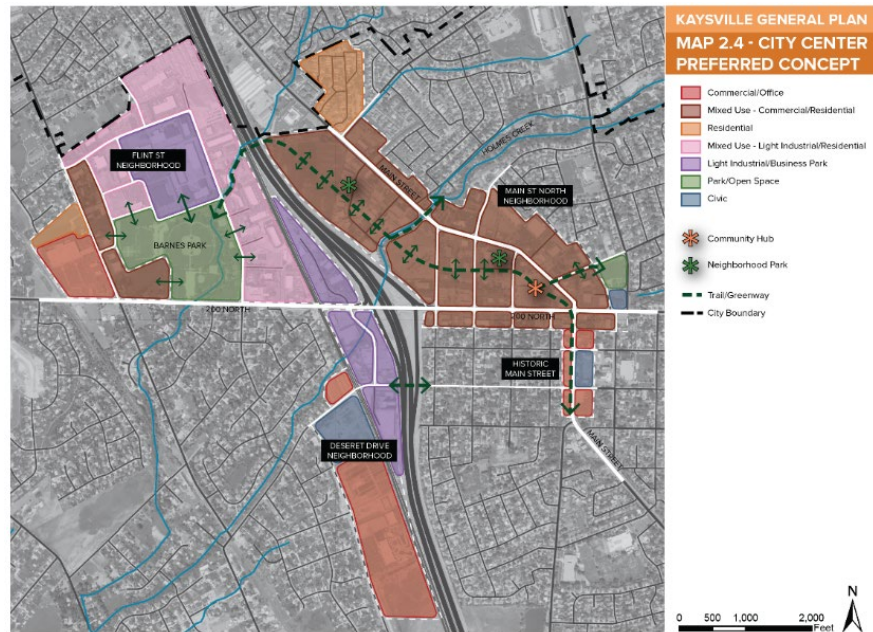
There are some areas of residential uses within the Project Area, including single-family homes, townhomes, and apartments of varying densities. Some proposed development in the Project Area may increase the number of homes, although specific densities are not known. Redevelopment of existing parcels will result in varied densities. It is estimated that the current population within the project area is 390 individuals, resulting in a total area population density of 1.5 persons per acre.

**D. BUILDING INTENSITIES IN THE PROJECT AREA**

The Project Area currently has a significant amount of commercial space located throughout the downtown. Current proposals for downtown, although still uncertain, suggest the possible addition of mixed-use projects, including more retail and commercial uses with residential to support the commercial uses.

**VI. STANDARDS THAT WILL GUIDE THE PROJECT AREA DEVELOPMENT [17C-5-105(3)]****A. GENERAL DESIGN OBJECTIVES**

Development within the Project Area will be held to high quality design and construction standards and will be subject to: (1) appropriate elements of the City's General Plan; (2) applicable City building codes and ordinances; (3) Planning Commission review and recommendation; (4) the City's land use code; (5) development agreements that include design guidelines or generally established guidelines; and (6) applicable small area plans.



Owners and developers will be allowed flexibility in the development of land located within the Project Area and are expected to obtain quality design and development. Development contemplated in the area should use materials that are in harmony with adjoining areas and subject to design review and approval by the City. It is envisioned that these design objectives will be codified or included in development agreements with prospective developers specifically addressing these points.

Coordinated, attractive and water wise landscaping will also contribute to the character of the Project Area. Construction materials including design pavers, retaining walls, fences, curbs, benches and other items will be addressed in the design guidelines.

Parking areas will be designed with careful regard to orderly arrangement, topography, relationship to view, ease of access, and as an integral part of the overall area function. Parking,

and potentially shared parking agreements or new parking alignments for portions of the downtown area, will be a key consideration for redevelopment and new development.

All development will be accompanied by site plans, development data, and other appropriate materials clearly describing the development. These plans will also include land coverage, building setbacks, heights, landscaping, open space and any other data required by the City's land use code, development agreement or as requested by the City or the Agency.

The general standards that will guide development are those found in the Kaysville City General Plan. These include:

- Creating a large and varied grouping of uses to sustain civic and economic activity
- Interconnecting sites for pedestrian and vehicular access
- Renovation and preservation of historical landmarks, sites and structures

Additional consideration may be made for the following criteria:

- Strengthening the tax base and economic health of the entire community and the State of Utah.
- Implementing the tax increment financing provisions of the Act, which are incorporated herein by reference and made a part of this Plan.
- Encouraging economic use of new construction, redevelopment, or continued usage of existing properties located within the Project Area.
- Promoting and marketing the Project Area for Project Area development that would be complementary to existing businesses that would enhance the economic base of the City through diversification.
- Providing compatible relationships among land uses and quality standards for development, such that the area functions as a unified and viable center of community activity for the City.
- Removing any impediments to land disposition and development through assembly of land into reasonably sized and shaped parcels served by adequate public utilities and infrastructure improvements.
- Achieving an environment that reflects an appropriate level of concern for architectural, landscape and design principles, developed through encouragement, guidance, appropriate controls, and financial and professional assistance to owner participants and developers.
- Providing for construction of public streets, utilities, curbs and sidewalks, other public rights-of-way, streetlights, landscaped areas, public parking, water utilities, sewer utilities, storm drainage, open space, and other public improvements.
- Providing public streets and road access to the area to facilitate better traffic circulation and reduce traffic hazards by assisting in the street alignments.

**B. TECHNIQUES TO ACHIEVE THE PROJECT AREA DEVELOPMENT PLAN OBJECTIVES**

Activities contemplated in carrying out the Plan in the Project Area may include the acquisition and development of properties in the Project Area.

Parcels of real property located in the Project Area may be acquired by purchase, but may not be acquired by condemnation, unless from an Agency board member or officer with their consent [§17C-1-206 (1) and (2)(b)].

**C. PROPERTY ACQUISITION, DISPOSITION AND DEVELOPMENT**

The objectives of this Plan are to be accomplished by various means including but not limited to the following:

**1. ACQUISITION OF REAL PROPERTY**

The Agency may acquire, but is not required to acquire, real property located in the Project Area. The Agency may acquire property by negotiation, gift, devise, exchange, purchase, or other lawful method, but not by eminent domain (condemnation) unless from an Agency board member or officer with their consent.

The Agency is authorized to acquire any other interest in real property less than fee title such as leasehold interests, easements, rights of way, etc. by negotiation, gift, devise, exchange, purchase or other lawful method, but not by eminent domain (condemnation) unless from an Agency board member or officer with their consent [§17C-1-206 (1) and (2)(b)].

**2. COOPERATION WITH THE COMMUNITY AND PUBLIC ENTITIES**

The community and certain public entities are authorized by state law, with or without consideration, to assist and cooperate in the planning, undertaking, construction, or operation of projects within this Project Area. The Agency may seek the aid and cooperation of such public entities in order to accomplish the purposes of Project Area development and the highest public good.

The Agency, by law, is not authorized to acquire real property owned by a public entity without the consent of the public entity. The Agency, however, will seek the cooperation of all public entities that own or intend to acquire property in the Project Area. To the extent allowed by law, the Agency shall impose on all public entities owning real property in the Project Area the planning and design controls contained in this Plan to the end that uses and any future development by public entities will conform to the requirements of this Plan.

### **3. PROPERTY MANAGEMENT**

During such time that property, if any, in the Project Area is owned by the Agency, such property shall be under the management and control of the Agency. Such property may be rented or leased by the Agency pending its disposition for Project Area development.

### **4. PROPERTY DISPOSITION AND DEVELOPMENT**

The Agency is also authorized, by lawful means, to provide for and promote Project Area development of the Project Area as described below.

While there are currently a significant number of buildings or structures in the Project Area and it is relatively unlikely that there will ever be a need to demolish and clear a notable number of buildings or structures in the Area, the Agency is authorized to demolish and clear buildings, structures, and other improvements from any real property in the Project Area, should such a need occur, to carry out the purposes of this Plan.

The Agency is authorized to install and construct or to cause to be installed and constructed the public improvements, public facilities, and public utilities, within the Project Area, not prohibited by law which are necessary or desirable to carry out this Plan, as well as publicly-owned improvements and infrastructure outside the Project Area that are of benefit to the Project Area. The Agency is authorized to prepare or cause to be prepared as building sites any real property in the Project Area. The Agency is also authorized to rehabilitate or to cause to be rehabilitated any building or structure in the Project Area should such a need occur in the future. The Agency is also authorized to advise, encourage, and assist in the rehabilitation of property in the Project Area not owned by the Agency should such a need occur in the future.

For the purposes of this Plan, the Agency is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property. The Agency is authorized to dispose of real property by leases or sales by negotiation with or without public bidding. All real property acquired by the Agency in the Project Area shall be sold or leased to public or private persons or entities for development for the uses permitted in this Plan. Real property may be conveyed by the Agency to the City or any other public entity without charge. The Agency shall reserve such controls in the disposition and development documents as may be necessary to prevent transfer, retention, or use of property for speculative purposes and to ensure that development is carried out pursuant to this Plan. All purchasers or lessees of property from the Agency shall be made obligated to use the property for the purposes designated in this Plan, to begin and complete development of the property within a period of time which the Agency fixes as reasonable, and to comply with other conditions which the Agency deems necessary to carry out the purposes of this Plan.

To the maximum possible extent, the objectives of this Plan are to be accomplished through Agency encouragement of, and assistance to, private enterprise in carrying out development activities. To provide adequate safeguards to ensure that the provisions of this Plan will be carried out, all real property sold, leased, or conveyed by the Agency, as well as all property subject to participation agreements, shall be made subject to the provisions of this Plan by leases, deeds, contracts, agreements, declarations of restrictions, provisions of the City ordinances, conditional use permits, or other means. Where appropriate, as determined by the Agency, such documents or portions thereof shall be recorded in the Office of the County Recorder. The leases, deeds, contracts, agreements, and declarations of restrictions may contain restrictions, covenants, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes, or any other provision necessary or desirable to carry out this Plan.

To the extent now or hereafter permitted by law, the Agency is authorized to pay for, develop, or construct any building, facility, structure, or other improvement either within or outside the Project Area for itself or for any public entity to the extent that such improvement would be of benefit to the Project Area. During the period of development in the Project Area, the Agency shall require that the provisions of this Plan and of other documents formulated pursuant to this Plan are being observed, and that development in the Project Area is proceeding in accordance with development documents and time schedules. Plans for development by owners or developers shall be submitted to the City for review and approval. All Project Area development must conform to this Plan and all applicable federal, state, and local laws.

For the purpose of this Plan, the Agency is authorized to sell, lease, exchange, transfer, assign, pledge, encumber, and otherwise dispose of personal property.

## **5. APPROVALS**

The City shall approve the design of all development within the Project Area to ensure that development therein is consistent with this Plan. Mixed Use development projects or increment funded projects will need approval from the City Council and/or the Agency.

## **VII. HOW THE PROJECT AREA DEVELOPMENT WILL FURTHER PURPOSES OF THIS TITLE [17C-5-105(4)]**

It is the intent of the Agency, with the assistance and participation of private owners, to facilitate new development or redevelopment within the Project Area that includes the objectives previously stated that are a key part of the Kaysville City 2022 General Plan. The proposed Project Area will additionally provide for the encouragement, promotion, or provision of a walkable historic downtown in the community. Further, the Project will strengthen the tax base of the community, will accomplish community development objectives, and create a well-planned and vibrant downtown core. The Project Area Plan will further the purposes of the Act by accomplishing the following items:



**A. ESTABLISHMENT OF NEW BUSINESS**

The Project Area includes the potential for notable commercial development which will benefit the State and the City through increased job creation, increased sales tax base, and increased income taxes paid.

**B. CREATION OF NEW JOBS**

The Project Area includes the potential for new businesses and related jobs. It is anticipated that new jobs will be created as new businesses are attracted to the revitalized downtown and city center areas.

1. **Office** – There are current plans for the addition of 56,000 square feet of office space in the project area. Staff estimates another 54,000 square feet of office could be added to the project area over its 15 year course. Current market conditions indicate one job is created per 200 square feet of office space. If current plans and estimates are realized, the Kaysville City Center CRA could bring more than 550 new office jobs to the Project Area.
2. **Commercial** – Commercial jobs include retail sales and services, restaurants, banks and other similar uses. Current market conditions indicate one job is created for every 150 square feet of commercial space. Conservative estimates for new commercial space within the Project Area include the addition of 45,000 square feet of new commercial space which would create at least 300 new jobs.
3. **Construction** – Temporary construction jobs will also be created within the project area. It is not feasible at this time to estimate how many jobs will be created throughout the 15 year time period.

**C. PUBLIC INFRASTRUCTURE IMPROVEMENTS**

The construction of the public infrastructure improvements and upgrades necessary to the area will support a variety of development and will provide for future development in surrounding areas. Infrastructure is an important element of economic development and areas that lack good infrastructure are not able to be competitive in attracting good-quality businesses to locate in their community.

The development of the Project Area and the associated public infrastructure improvements will also: (1) make the land within the Project Area more desirable and potentially more accessible to and from other parts of the City; and (2) allow existing infrastructure to be extended and connected to other infrastructure and thereby used more efficiently. Thus, the components of the Project provided in this Plan will encourage,



promote, and provide for community development within the Project Area and the City generally for years to come.

#### **D. PROVISION OF ESSENTIAL SERVICES**

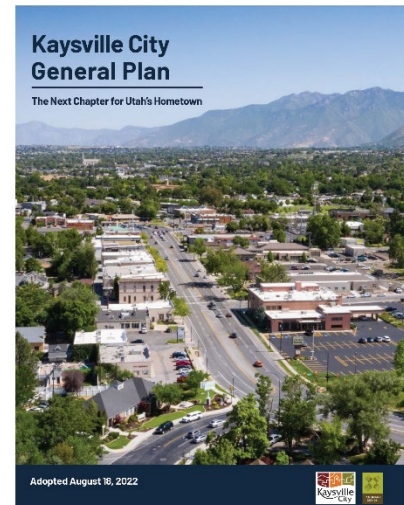
Potential redevelopment or new development will most likely provide essential services to existing and possible new housing units for the Project Area. Commercial development will also likely include office spaces which may offer a variety of medical and dental services as well as professional office uses.

### **VIII. THE PLAN IS CONSISTENT WITH AND WILL CONFORM TO THE COMMUNITY'S GENERAL PLAN [17C-5-105(5)]**

The City Center Project Area Plan is consistent with the City's 2022 General Plan. New development or redevelopment will diversify and strengthen the City by adding updated or new uses to the community.

Further development of this area will provide a strong tax base that will enable the City to expand and provide additional services.

For more details regarding the Kaysville City Center CRA and how the 2022 General Plan supports this request, please refer to Section I: Introduction.



### **IX. IF APPLICABLE, DESCRIBE HOW THE PROJECT AREA WILL REDUCE OR ELIMINATE DEVELOPMENT IMPEDIMENTS [17C-5-105(6)]**

While some portions of the study area may have development impediments (largely due to age), these are relatively minimal and not overly applicable to the Project Area plan.

### **X. DESCRIPTION OF ANY SPECIFIC PROJECT OR PROJECTS THAT ARE THE OBJECT OF THE PROPOSED COMMUNITY REINVESTMENT [17C-5-105(7)]**

The Project Area is intended to accomplish a larger vision of the historic Main Street downtown and Kaysville City Center Concept and is not intended for any specific development. It is assumed that multiple parts of the study area will support new development or redevelopment, resulting in new residential units, retail offerings, and commercial uses (office and flex office).

### **XI. HOW PARTICIPANTS WILL BE SELECTED [17C-5-105(8)]**

#### **A. SELECTION OF PRIVATE DEVELOPERS**

The Agency contemplates that owners of real property within the Project Area may take advantage of the opportunity to develop their property, redevelop, maintain, or sell their

property to developers for the development of facilities within the Project Area. In the event that owners do not wish to participate in the development in compliance with the Plan, or in a manner acceptable to the Agency, or are unable or unwilling to appropriately participate, the Agency reserves the right pursuant to the provisions of the Act to acquire parcels, to encourage other owners to acquire other property within the Project Area, or to select non-owner developers by private negotiation, public advertisement, bidding or the solicitation of written proposals, or a combination of one or more of the above methods. It is assumed that a moderate number properties in the area will not be the subject of new development or significant redevelopment but will ultimately benefit from the goals and implementation of the plan.

#### **B. IDENTIFICATION OF DEVELOPERS WHO ARE CURRENTLY INVOLVED IN THE PROPOSED COMMUNITY REINVESTMENT AREA**

There are no developers who are currently pursuing the use of tax increment financing in the proposed Kaysville City Center Community Reinvestment Area. Development guidelines and agreements regarding the use and payment of tax increment will be set forth in Development Agreement or other agreements between the Agency and any development teams.

##### **1. QUALIFIED OWNERS**

Any person wishing to become a developer will be required to own or have the right to purchase a part of the Project Area.

##### **2. OTHER PARTIES**

If there are no owners in the Project Area who possesses the skill, experience, and financial resources necessary to become a developer in the Project Area or are able to become a developer to part of the Project Area, the Agency may identify other qualified persons who may be interested in developing part of the Project Area. Potential developers may be identified by one or more of the following processes: (1) public solicitation, (2) requests for proposals (RFP), (3) requests for bids (RFB), (4) private negotiation, or (5) some other method of identification approved by the Agency.

##### **3. OWNER PARTICIPATION AGREEMENTS**

The Agency has not entered into nor does it intend to enter into any owner participation agreements or agreements with developers to develop parts of the Project Area until after the Agency and the City decide whether or not to adopt this Plan for the Project Area.

**XII. REASONS FOR THE SELECTION OF THE COMMUNITY REINVESTMENT PROJECT AREA [17C-5-105(9)]**

The Project Area was selected by the Agency as having a significant impact to the community and a near-term ability to strengthen Kaysville City and Davis County by allowing for appropriate redevelopment or new development of commercial space, residential housing, and public infrastructure that may support future development anticipated for Kaysville City and provide for development in surrounding areas.

Specific boundaries of the Project Area were arrived at by the Agency after a review of the area by members of the Agency, City staff, economic development consultants, and other technical and legal consultants. Planned treatment of this area is intended to stimulate development to the degree necessary for sound long-term growth in the Project Area and to encourage the development of real property located within the Project Area. Finally, the Project Area is a key element in the City's 2022 General Plan.

**XIII. DESCRIPTION OF THE PHYSICAL, SOCIAL AND ECONOMIC CONDITIONS EXISTING IN THE AREA [17C-5-105(10)]****A. PHYSICAL CONDITIONS**

The Project Area consists of approximately 261.5 acres of land as shown on the Project Area map located in the Addenda.

**B. SOCIAL CONDITIONS**

There are currently a significant number of buildings of nearly all use types within the Project Area. No unusual social conditions were found to exist. The Project Area Plan may help to further bring consumers and visitors from across the area to the Project Area for shopping, living, and employment.

**C. ECONOMIC CONDITIONS**

The study area currently generates a significant amount of taxable values from its variety of uses. Overall, as of the most recent tax year (2023), the project year had a base taxable value of \$203,550,124.

**XIV. FINANCIAL ASSISTANCE ANTICIPATED TO BE OFFERED TO A PARTICIPANT [17C-5-105(11)]**

The Agency intends to negotiate and enter into one or more inter-local agreements with Davis County, Davis County School District, Weber Basin Water Conservancy District, Davis County Mosquito Abatement District, Central Davis County Sewer District, Davis County Library, and Kaysville City to secure receipt of a portion of the property tax increment generated within the Project Area that would otherwise be paid to those taxing entities. Collectively, those tax revenues may be used for the reasons already outlined. Subject to the provisions of the Act, the Agency may agree to pay for eligible development costs and

other items from such tax revenues for any period of time the Agency and the taxing entities may deem appropriate under the circumstances.

## **XV. RESULTS OF THE PUBLIC BENEFIT ANALYSIS [17C-5-105(12)]**

### **A. THE BENEFIT OF ANY FINANCIAL ASSISTANCE OR OTHER PUBLIC SUBSIDY PROPOSED TO BE PROVIDED BY THE AGENCY**

#### **1. AN EVALUATION OF THE REASONABLENESS OF THE COSTS OF THE PROPOSED PROJECT AREA DEVELOPMENT**

The preliminary cost estimates for downtown improvements include expenses for roadways, parking improvements, public open space areas, façade programs, trail development, etc., and appear to be reasonable given current and anticipated market conditions.

The City has partnered with UDOT to create a specific concept plans for rehabilitation of Main Street between 200 North and approximately 100 South. A copy of the Main Street Preferred Alternative (Appendix C) which was adopted by the City Council on July 21, 2022 included a cost estimate of \$2,363,000 (2025 valuation).

Estimates of costs and probable project area use for increment include:

- Main Street improvements between 200 North and 100 South, including expansion, installation of medians, intersection realignment, and traffic calming (~\$2,363,000)
- Other roadway and intersection improvements (~\$800,000)
- Beautification and landscaping (~\$250,000)
- Sidewalk expansion or realignment, trail development, etc. (~\$500,000)
- Creation of pedestrian oriented atmosphere and facilities (~\$250,000)
- Creation of public open space amenities (~\$190,000)
- Property acquisition (~\$2,000,000)
- Parking enhancements, parking structure and facilities (~\$5,000,000)
- Traffic, circulation and parking studies (~\$35,000)
- Relocation assistance for businesses and or residences (~\$350,000)
- Location assistances for businesses (~\$150,000)
- Demolition and pre-demolition environmental assessment costs (~\$20,000)
- Utility expansion, extension or upgrades (~\$250,000)
- Installation of fiber optic networks (~\$200,000)

- Facilitation of façade grant and loan programs (~\$200,000)
- Relocation of historical markers (~\$75,000)

## **2. EFFORTS TO MAXIMIZE PRIVATE INVESTMENT**

The City has made efforts to maximize private investment in the area. The City has pursued a development pattern that will attract desirable tenants and will bring a strong tax base to the City. The City anticipates that this Project Area focus will create new jobs. The wages paid for these jobs will then be re-spent, by the private sector, in the local and regional economies that will bring benefits to private businesses in the area.

It is likely that redevelopment and new development will significantly increase taxable values from the current taxable value of around \$203,550,124, to roughly \$280,061,524 over 15 years. The Project Area is currently generating approximately \$1,981,968 in property tax revenues; it is projected to generate an additional \$744,002 per year at the end of 15 years. Developers will also likely be paying for improvements to various public infrastructure needs.

## **3. RATIONALE FOR USE OF PROJECT AREA FUNDS**

Tax increment funds are necessary in order for this site to be competitive with similar sites under consideration. Building upgrades and enhancements need to be made to those showing signs of aging and deterioration. Therefore, in order to enhance this area and uplift the desirability of the city center core, the Agency is proactively seeking to create a Project Area, with the use of tax increment, so that redevelopment and new development can be considered.

## **4. ESTIMATE OF TOTAL PROJECT AREA FUNDS AND LENGTH OF TIME OF PROJECT AREA**

Project Area funds will be disbursed to the Agency for a period of 15 years and are anticipated to be approximately \$5,189,360 over the 15-year period, with a NPV of nearly \$3,316,322.

# **B. THE ANTICIPATED PUBLIC BENEFIT DERIVED FROM THE PROPOSED PROJECT AREA DEVELOPMENT**

## **1. BENEFICIAL INFLUENCES ON THE COMMUNITY'S TAX BASE**

The property tax base of the taxing entities should increase by over \$76,000,000 from the various investments in real property (land and buildings) alone. In addition, the personal property tax base of the taxing entities will increase but will vary depending on the type of equipment located in the Project Area as well as individual depreciation schedules.

In addition to tax revenues, the Project Area will generate other revenues including sales tax, Class B/C Road Funds, business license fees, charges for services, and one-time fees such as building permits and impact fees.

## **2. ASSOCIATED BUSINESS AND ECONOMIC ACTIVITY STIMULATED BY THE DEVELOPMENT**

Other business and economic activity likely to be stimulated includes business employee and construction expenditures. There are significant opportunities for increased economic development and tax generating development that can occur within the immediate sphere of influence of the Project Area that otherwise may not occur in a timely basis or at the same level of increased development and private investment.

## **3. BUSINESS AND EMPLOYEE EXPENDITURES**

It is anticipated that employees and business owners in the Project Area will directly or indirectly purchase local goods and services related to their operations from local or regional suppliers. These purchases will likely increase employment opportunities in the related areas of business equipment, furniture and furnishings, business supplies, computer equipment, communication, security, transportation and delivery services, maintenance, repair and janitorial services, packaging supplies, office and printing services, transportation and delivery services.

A summary of benefits is as follows:

- Provide an increase in direct purchases in the City and the County.
- Provide economic diversification within the City and the County.
- Complement existing businesses and industries located within the City by providing new employees who may live and shop and pay taxes in the City and the region.
- Generate indirect and induced (“multiplier”) impacts from business and employee expenses in the local area. The types of expenditures by employees in the area will likely include shopping for personal and household goods, lunches at area restaurants, convenience purchases and personal services (haircuts, banking, dry cleaning, etc.). The employees will not make all of their convenience or personal services purchases near their workplace, and each employee's purchasing patterns will be different. However, it is reasonable to assume that a percentage of these annual purchases will occur within close proximity to the workplace (assuming the services are available).

## **4. CONSTRUCTION EXPENDITURES**

Economic activity associated with the development will include construction activity. Construction costs for labor and materials will likely be notable. This will create a moderate number of construction jobs. Construction supplies are also anticipated to create significant sales tax revenues for the State, County and City.

**5. ADOPTION OF THE PLAN IS NECESSARY AND APPROPRIATE TO UNDERTAKE THE PROJECT AREA PLAN**

Adoption of the Plan is necessary and appropriate to undertake the Project Area Plan because:

- The Plan conforms with and furthers the City's General Plan; and
- Private investment will increase the tax base by over \$76,000,000 which will provide increased tax revenues to all taxing entities.

**XVI. IF APPLICABLE, STATE THAT THE AGENCY SHALL COMPLY WITH SECTION 9-8-404 [17C-5-105(13)]**

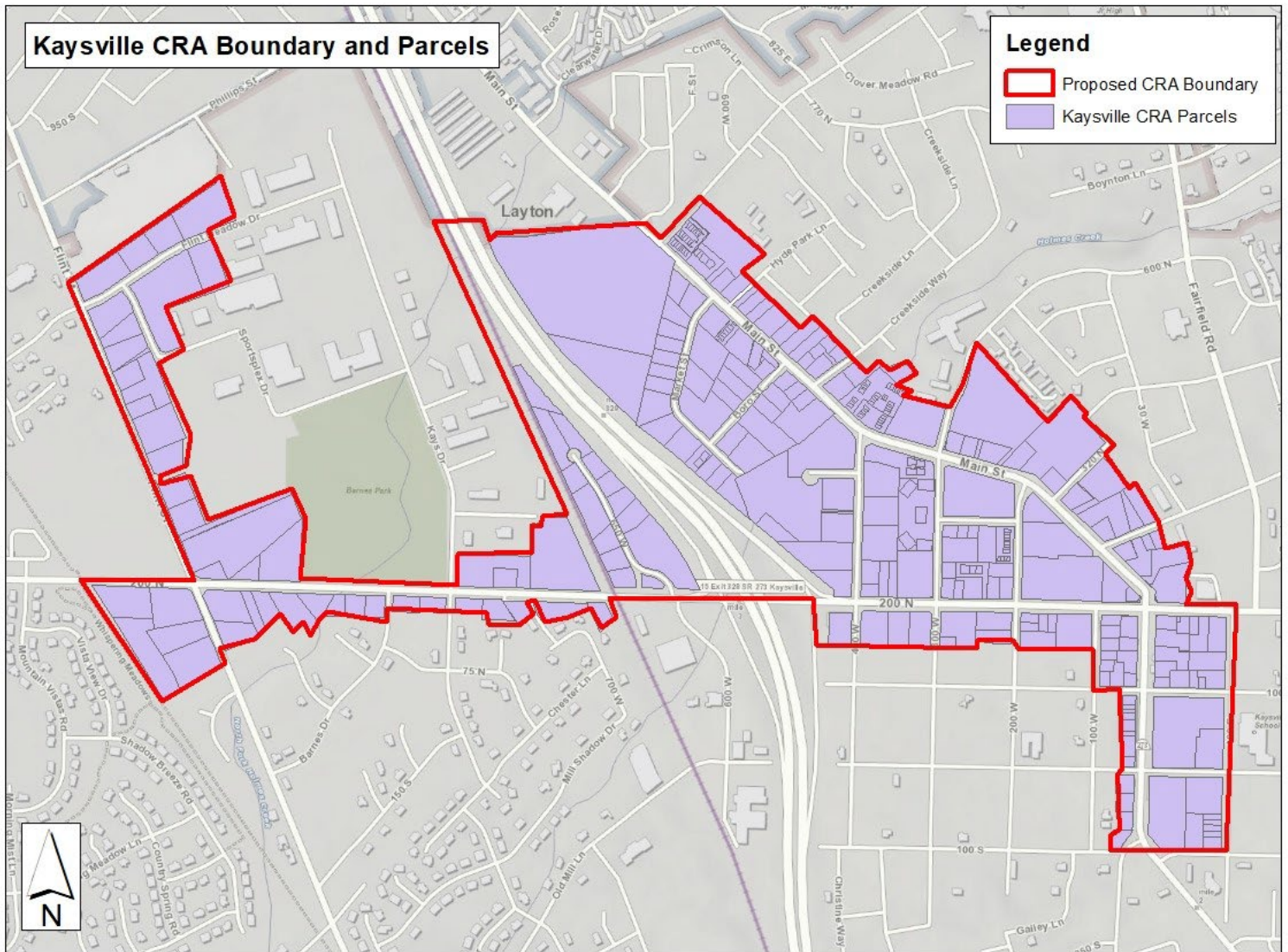
The Agency will comply with Section 9-8-404 if any of the existing buildings are eligible for inclusion in the National Register of Historic Places or the State Register and the Agency spends Agency funds on the demolition or rehabilitation of said existing buildings.

**XVII. STATE WHETHER THE PLAN IS SUBJECT TO A TAXING ENTITY COMMITTEE OR AN INTERLOCAL AGREEMENT [17C-5-105(14)]**

This Plan was not adopted before May 14, 2019, as stated in the code, however, this Plan is subject to Interlocal Agreements.



## APPENDIX A: PROJECT AREA MAP



## APPENDIX B: LEGAL DESCRIPTION

### CRA Metes and Bounds description (Description Only – NOT SURVEYED)

Commencing at the NW Corner of Section 33, Township 4 North, Range 1 West and running S 0 degrees 37'28" W 513.12 feet along the section boundary; thence N 89 degrees 52'23" E 521.92 feet to the True Point of Beginning; thence continue N 54 degrees 54'11" E 1346.71 feet; thence continue S 21 degrees 14'27" E 317.12 feet; thence continue S 69 degrees 32'05" W 215.99 feet; thence continue S 20 degrees 26'27" E 430.41 feet; thence continue S 69 degrees 33'59" W 485.95 feet; thence continue S 22 degrees 01'30" E 355.05 feet; thence continue S 69 degrees 33'25" W 206.34 feet; thence continue S 22 degrees 17'45" E 571.30 feet; thence continue S 67 degrees 34'09" W 24.29 feet; thence continue S 00 degrees 20'39" W 187.85 feet; thence continue S 21 degrees 56'42" E 457.92 feet; thence continue N 67 degrees 20'02" E 656.17 feet; thence continue S 24 degrees 16'23" E 218.83 feet; thence continue S 01 degrees 31'40" W 465.02 feet; thence continue S 88 degrees 28'34" E 1125.89 feet; thence continue N 01 degrees 42'10" E 238.06 feet; thence continue S 88 degrees 30'16" E 532.81 feet; thence continue N 02 degrees 19'43" E 285.07 feet; thence continue S 88 degrees 34'04" E 250.81 feet; thence continue N 24 degrees 52'50" W 2360.1 feet; thence continue N 89 degrees 45'24" E 350.76; thence continue S 24 degrees 57'41" E 158.01 feet; thence continue N 83 degrees 06'09" E 1125.78 feet; thence continue S 47 degrees 51'21" E 147.92 feet; thence continue N 43 degrees 16'16" E 419.70 feet; thence continue S 48 degrees 48'26" E 628.01 feet; thence continue S 47 degrees 23'18" W 230.72 feet; thence continue S 48 degrees 09'53" E 581.23 feet; thence continue N 47 degrees 47'11" E 104.89 feet; thence continue S 44 degrees 21'00" E 510.69 feet; thence continue S 86 degrees 36'28" E 58.3 feet; thence continue N 54 degrees 03'43" E 94.62 feet; thence continue S 65 degrees 24'48" E 84.65 feet; thence continue N 69 degrees 11'29" E 118.45 feet; thence continue S 38 degrees 59'04" E 126.89 feet; thence continue S 63 degrees 26'20" W 143.79 feet; thence continue S 58 degrees 58'22" E 89.92 feet; thence continue S 28 degrees 30'46" W 47.95 feet; thence continue S 74 degrees 38'39" E 340.22 feet; thence continue N 20 degrees 35'51" E 501.5 feet; thence continue S 42 degrees 37'03" E 750.1 feet; thence continue N 44 degrees 02'30" E 267.13 feet; thence continue S 42 degrees 30'20" E 178.45 feet; thence continue S 47 degrees 16'39" W 52.19 feet; thence continue S 41 degrees 23'20" E 290.64 feet; thence continue S 30 degrees 03'56" W 80.98 feet; thence continue S 46 degrees 04'20" E 288.76 feet; thence continue N 58 degrees 35'44" E 25.44 feet; thence continue S 31 degrees 57'55" E 315.08 feet; thence continue S 18 degrees 01'49" E 210.07 feet; thence continue N 74 degrees 44'18" E 132.54 feet; thence continue S 24 degrees 00'18" E 83.56 feet; thence continue S 08 degrees 06'21" E 142.44 feet; thence continue S 35 degrees 57'02" W 60.54 feet; thence continue S 00 degrees 44'49" W 201.24 feet; thence continue N 89 degrees 15'00" E 342.25 feet; thence continue S 01 degrees 14'24" W 1799.83 feet; thence continue N 89 degrees 02'59" W 843.92 feet; thence continue N 0 degrees 25'53" E 132.57 feet; thence continue N 35 degrees 27'07" E 43.14 feet; thence continue N 89 degrees 49'43" E 49.05 feet; thence continue N 0 degrees 20'02" E 133.65 feet;

thence continue N 89 degrees 39'20" W 24.99 feet; thence continue N 0 degrees 19'14" E 113.73 feet; thence continue N 07 degrees 57'23" W 20.23 feet; thence continue N 89 degrees 39'21" W 54.99 feet; thence continue N 0 degrees 20'40" E 110.98 feet; thence continue N 0 degrees 34'59" W 64.42 feet; thence continue S 88 degrees 11'46" E 83.87 feet; thence continue N 1 degrees 03'18" E 381.9 feet; thence continue N 88 degrees 54'34" W 10.38 feet; thence continue N 0 degrees 40'54" E 196.94 feet; thence continue N 89 degrees 16'21" W 149.42 feet; thence continue N 0 degrees 57'52" E 189.03 feet; thence continue S 89 degrees 07'39" E 99.94 feet; thence continue S 89 degrees 09'56" E 15.97 feet; thence continue N 0 degrees 21'13" E 69.63 feet; thence continue N 89 degrees 09'09" W 2190.82 feet; thence continue N 0 degrees 57'57" E 332.87 feet; thence continue N 89 degrees 22'48" W 1511.4 feet; thence continue S 08 degrees 06'15" E 51.55 feet; thence continue S 26 degrees 47'17" E 135.21 feet; thence continue S 46 degrees 03'27" W 133.78 feet; thence continue N 25 degrees 05'25" W 192.2 feet; thence continue S 64 degrees 13'55" W 140.41 feet; thence continue S 75 degrees 12'08" W 210.27 feet; thence continue N 39 degrees 23'08" W 76.81 feet; thence continue N 17 degrees 34'21" W 102.01 feet; thence continue N 88 degrees 33'08" W 38.08 feet; thence continue S 17 degrees 34'21" E 92.04 feet; thence continue S 55 degrees 40'56" W 123.56 feet; thence continue N 33 degrees 53'57" W 24.08 feet; thence continue N 88 degrees 32'35" W 240.02 feet; thence continue N 01 degrees 31'41" E 48.94 feet; thence continue N 89 degrees 42'44" W 704.71 feet; thence continue S 01 degrees 31'39" W 44.99 feet; thence continue N 88 degrees 28'36" W 434.95 feet; thence continue S 54 degrees 59'23" W 64.81 feet; thence continue S 18 degrees 39'09" W 114.27 feet; thence continue N 38 degrees 42'09" W 120.33 feet; thence continue S 44 degrees 48'14" W 91.03 feet; thence continue N 35 degrees 34'47" W 136.05 feet; thence continue S 51 degrees 49'40" W 224.26 feet; thence continue S 63 degrees 49'31" W 285.46 feet; thence continue S 20 degrees 59'09" E 69.01 feet; thence continue S 55 degrees 57'02" W 521.65 feet; thence continue N 32 degrees 37'16" W 991.73 feet; thence continue S 89 degrees 35'48" E 748.82 feet; thence continue N 23 degrees 21'29" W along said line 2370.43 feet to the Point of Beginning.

## **APPENDIX C: KAYSVILLE MAIN STREET PREFERRED CONCEPT**



## Kaysville Main Street DRAFT Preferred Concept

This document summarizes the preferred concept for Kaysville's Main Street (S.R. 273). This is a joint vision created by both Kaysville City and the Utah Department of Transportation. The concept was developed through a collaborative process involving key people in UDOT and Kaysville and addresses the needs of both UDOT and the Kaysville community.

The concept builds on Kaysville City's Main Street Vision the City created in 2019. This vision is a broad directive for Main Street, and this more detailed collaboration with UDOT for the street right-of-way and transportation elements is an important implementation piece of that vision.

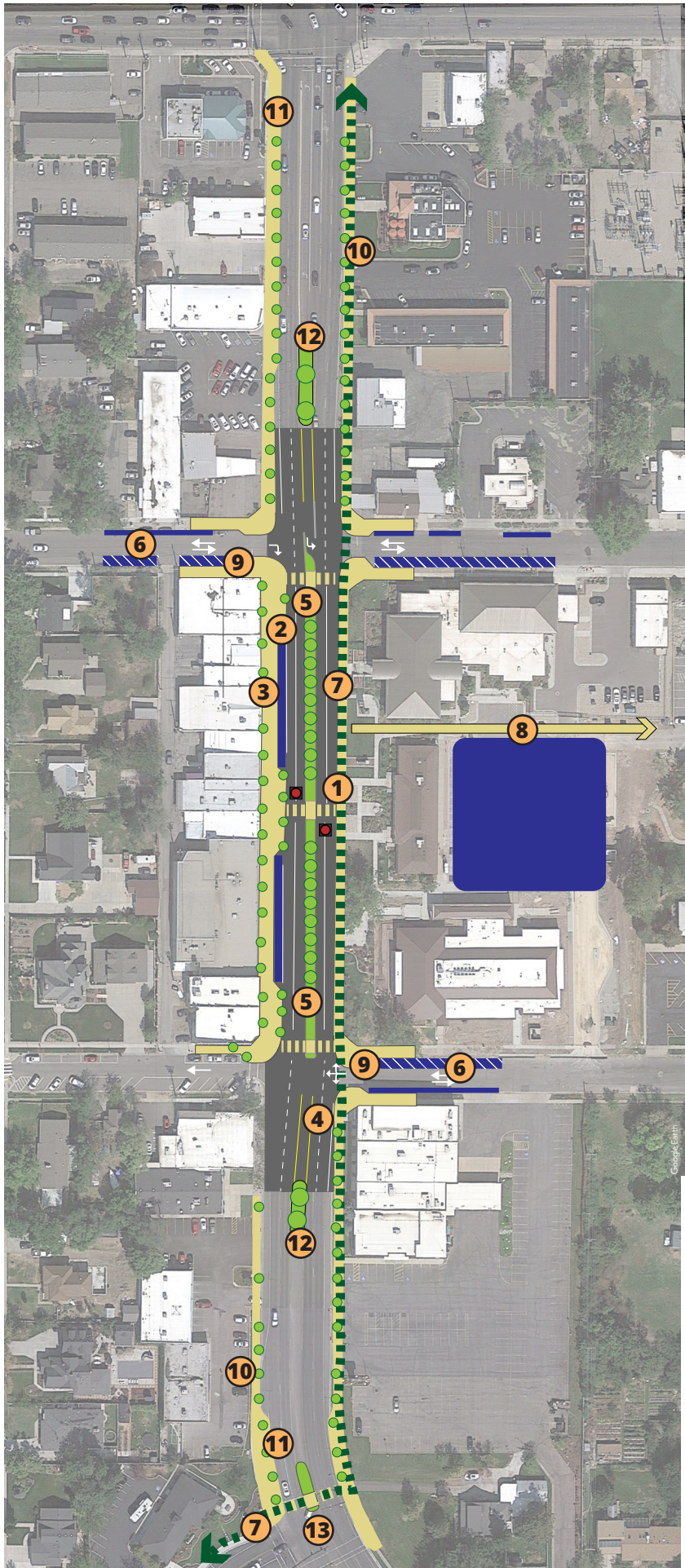
The initial conversations among Kaysville and UDOT highlighted two key priorities: placemaking and access. The concept reflects these themes. Place in this case means public space, aesthetics, slowing traffic, and a full downtown streetscape extension. Access means pedestrian crossings, parking, access management, network, and active transportation.

This document provides an overview of the concept and its elements; the details and examples of each element; and ideas for how the project will be implemented and funded.



*Rendering of Kaysville Main Street Preferred Concept*





# PEDESTRIAN



New pedestrian space



Marked pedestrian crossing



HAWK pedestrian-activated crossing

# STREETSCAPE



Street trees



Planted median island

# PARKING



Reconfigured diagonal parking



Reconfigured parallel parking



Key district off-street parking area

# NETWORK LINKS



Shared use pathway

## Concept Overview

The Kaysville Main Street Preferred Concept seeks to improve Main Street's access and sense of place while still moving traffic on the state highway corridor. It does this through a major extension of the pedestrian area on the west side of the central block of Main Street and landscape and streetscape improvements in the new space; a lateral transition of the traffic lanes to the east to allow for the west side sidewalk extension; a set of landscaped medians; the movement of the existing HAWK to a mid-block location and additional pedestrian crossings at Center Street and 100 North; reconfiguring of 100 North and Center Street with diagonal parking; and some restriction of turns on and off Main Street. The concept keeps the street's existing vehicle capacity.

These improvements will create more high quality public space; improve the pedestrian environment; slow traffic; increase the ability for pedestrians to cross the street safely, conveniently, and with ease; better connect Main Street to the parking on the City Hall block; maintain parking and make it overall more convenient; and manage vehicle access on and off Main Street.

The major tradeoff of the concept is likely the loss of on-street parking spaces on Main Street (primarily on the east side) in exchange for a much bigger pedestrian environment on the west side of the street, a more traffic calmed environment, and shorter and more frequent pedestrian crossings. The concept seeks to make the parking in the City Hall block more convenient to Main Street patrons and diagonal spaces on the nearby cross streets help make up for lost Main Street parking as well.

## Concept Elements

### CENTRAL BLOCK

- ➊ Move HAWK signal and crosswalk from Center Street to mid-block between Center Street and 100 North
- ➋ Extend curb on west side in central block of Historic Main Street
- ➌ Preserve the majority of on-street parking on west side of central block with time-restricted or pay spaces - with the exception of the north and south ends and middle, where pedestrian area curb extensions would take the place of an estimated six spaces.
- ➍ Lane shift to east so that travel lanes are against existing east curb in central block; begin shift on north and south blocks
- ➎ Median in central block with pedestrian refuges at mid-block, 100 North and Center Street, and "super street" access management extension
- ➏ Stripe diagonal parking on one side of Center Street and 100 North (with parallel on the other side)
- ➐ East side shared use path to connect with other planned pathways, especially to the south
- ➑ Intuitive, direct pathway through the civic block, linking Main Street to the parking lot and beyond to the Recreation Center and Senior Center and Kaysville Elementary, with supportive wayfinding to parking and downtown locations
- ➒ Curb extensions into cross streets at the corners of Center Street and 100 South, similar to the existing curb extensions at Center Street on west side of Main Street

### NORTH AND SOUTH BLOCKS

- ➓ Downtown streetscape extension to north and south blocks
- ➑ Sidewalk extensions into shoulder at north and south ends of historic Main Street
- ➒ Short medians at strategic locations on north and south blocks
- ➓ Marked pedestrian crossing with ped refuge on north leg of 50 West crosswalk – change signal phases accordingly



## Enhancing public space.

The concept starts with public space – leveraging and complementing Kaysville’s historic storefronts and civic buildings with a wide, high-quality sidewalk area and pedestrian realm that will provide space for strolling, people-watching, outdoor dining, farmer’s markets and events.

This space is created by extending the west side sidewalk substantially at the central block to a 20- to 30-foot pedestrian realm with street trees, landscape and furnishings such as benches and pedestrian scale lighting, as well as opportunities for outdoor dining. This space can be a large piece of revitalizing Main Street, complementing existing businesses and attracting new ones, especially restaurants. Most importantly, it can be a promenade for the community to gather, whether for events such as farmers markets or parades or on a typical Saturday evening.

The possibility remains for upgrades on the east side of Main Street with enhancements to the plaza area near the former library building. This could be a space that connects to and complements the widened pedestrian realm on the west side. Plaza upgrades and could host events such as a Christmas tree lighting.

## Traffic calming.

Calming traffic is a foundational part of a vibrant Main Street and walkable downtown. The Kaysville Main Street concept has several elements that will contribute to traffic slowing, while not causing undue delays. With the curb extension and the median, the concept narrows the roadway. It creates a human scale for the street with trees, streetscape, and public space on the sides. And the lanes moving to the east edge of the roadway at the central block creates a lateral shift that drivers must make, which will also slow them down.

## Increasing and improving pedestrian crossings.

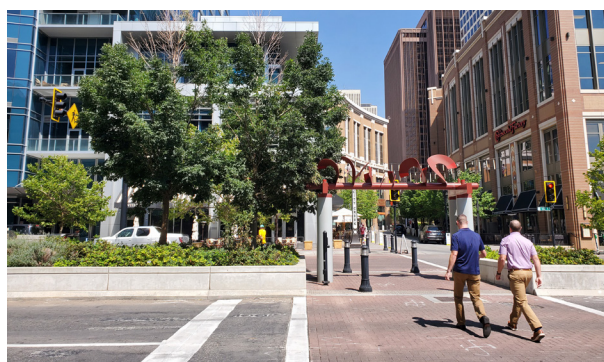
Moving the HAWK crosswalk currently located at Center Street to mid-block will place a safe crossing at the most desired point along Main Street. This will work hand-in-hand with the parking strategy by connecting to and promoting where people can park in the middle of the block in place of some of the removed parking along the west side storefronts.

In addition, because of the traffic calming strategies, the shortening and breaking up of the crossing by the curb extension and the pedestrian refuge, crossings will be marked at 100 North and Center, providing a frequent series of crossings in the heart of Main Street that will also work with traffic patterns.

Finally, the extension of downtown streetscape and pedestrian realm includes the addition of the north crosswalk leg of the Main Street / 50 West signalized



Above are examples of the type of wide pedestrian realm that the concept proposes for Kaysville Main Street’s central block, demonstrating a range of uses, including strolling, dining, landscape, and public space.



A center median in a downtown area can provide multiple functions - establishing a pedestrian refuge for pedestrian crossings while calming traffic, managing access, and greening the street, such as in this example from downtown Salt Lake City.



intersection, which will also be a bike/multi-use path crossing.

### Increasing aesthetics/beautification.

Aesthetics are a major part of the concept. The aesthetics play off the historic character of Main Street's storefronts, civic buildings, and large trees. Aesthetics have two key aspects in this concept:

- Greening through additional street trees and other landscape – both along the sidewalk and in the new medians, which will be planted with trees and other landscape (while maintaining appropriate sight distances).
- Streetscape elements that complement and reflect the heritage of Kaysville and the historic character of Main Street.

### Reconfiguring and connecting parking.

Parking is a critical issue on most Main Streets, and because of the Main Street Vision's emphasis on vehicular and pedestrian access to Main Street, parking takes on extra importance. The concept's approach to parking is to designate on- and off-street parking resources that complement the public space approach and support the desired uses of Main Street. While some of these changes may be surprising and unsettling to the community initially, we think this parking approach in the long term will best achieve the Vision. The concept's parking related recommendations are:

- Remove on-street parking on the east side of Main Street's central block, preserving all but an estimated six spaces on the west side, and making these on-street spaces short-term parking intended for customers.
- Replace these Main Street on-street parking spaces by creating diagonal parking on one side of 100 North and the east segment of Center Street (the west segment is already diagonal on one side). Creating these parking areas is still convenient to Main Street storefronts.
- Having a pedestrian-activated HAWK signal mid-block, a pedestrian refuge, and slowed traffic much more closely links the west side storefronts to the civic block parking lot.



A coordinated set of streetscape amenities is important to create a human scale environment on Main Street.



The approach to Center Street of diagonal parking on one side can be expanded to the other side of Main Street and 100 North.

- The civic lot and other parking would benefit from increased wayfinding and information for visitors.

### Managing vehicle access.

Access management is a key part of the Main Street concept. Restricting some turn and through-traffic movements reduces potential conflicts and allows for safer pedestrian circulation.

- Turn restrictions: The “super street” concept will help reduce conflicts from left and through movements from 100 North.

### Connecting the street/pathway network

While the gridded street network of Kaysville’s downtown area is established, one smaller street/pathway network improvements is recommended: the consideration of a more intuitive pathway through the civic block, linking the planned mid-block crosswalk of Main Street to the parking lot and the recreation center, and then to Kaysville Elementary School beyond.

### Extending the downtown street character

The north and south blocks of Kaysville’s Main Street have parts of the historic streetscape treatments, such as street trees, but also have more of a suburban character, with unbuffered parking lots, frequent driveways, and grassy park strips. The concept includes the extension of the central block streetscape features that evoke a walkable downtown to the north and south blocks, as well as sidewalk extensions into the shoulder at the north and south entries into the downtown and



*An example of the “super street ” concept that restricts left and though movements from cross streets onto a major street.*



*Downtown Salt Lake City has a range of positive examples of pedestrian pathways through the district's large blocks that inform a potential pathway through Kaysville's civic block.*



landscaped medians that still allow for left turns into driveways.

## Helping people riding bikes access Main Street.

While the focus of the Main Street concept is pedestrian and vehicular access, there are opportunities to better connect people riding bikes to Main Street. The best opportunity for this concept is to manifest an extension of the “Ponds” multi-use path up 50 West to Main Street and build a multi-use pathway on the east side of Main Street. This emphasis on bike and pedestrian mobility on the east side of Main Street complements the emphasis on the west side of public space.

This shared use path does present some implementation challenges. There is little existing right-of-way above the curb to transform into a multi-use path, which should be at least 8 feet wide, preferably 10 feet. While the east side of the central block of Main Street does include City-owned property, this space includes mature trees and relatively new investments in landscaping and the police station stairs. Consequently,



While the Kaysville Main Street Vision focuses on pedestrian and vehicle access, bicycles are a relatively popular way for people to access Main Street. This composite image of all non-vehicle trips in one hour on Main Street is heavily tilted toward people riding bikes or scooters.



## Concept Development Process

The Kaysville Main Street concept builds on the City's Main Street Vision created in 2019. At the same time, the City was developing an updated General Plan, whose process identified Main Street as a priority. This created the opportunity to initiate a focused collaboration with the Utah Department of Transportation (UDOT) on how improvements to the Main Street right-of-way can help support the City's vision.

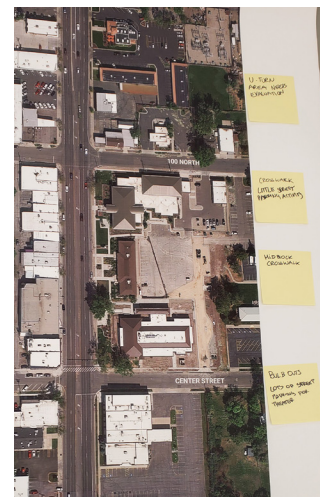
The process started in February 2021 with a site tour undertaken by Kaysville City leadership and staff and UDOT Region 1 staff. Then, over an online meeting using a polling program, the same group provided feedback 1) about the importance of a range of potential goals and 2) what each goal means. These conversations highlighted two key shared priorities: **placemaking**- public space, aesthetics, slowing traffic, streetscape- and **access**- pedestrian crossings, parking, access management, network, and active transportation.

The project team studied existing conditions throughout the Main Street area that focused on access and placemaking, as well as analysis of the range of transportation modes served by Main Street- traffic, transit, bicycling, and walking. The team engaged Main Street business owners through a short survey.

In August 2021, the Kaysville/UDOT group came together at Kaysville City Hall for a workshop to develop ideas based on the identified shared priorities. The workshop yielded four alternative concepts with various approaches to sidewalk expansions, pedestrian crossings, medians, and parking solutions (see images at right).

The team presented the concepts to the group, which convened again in October to select a preferred concept. The group gravitated toward a mix of the concepts that became the Preferred Concept - a solution that is unorthodox and creative but still achieves the goals of both the community and UDOT.

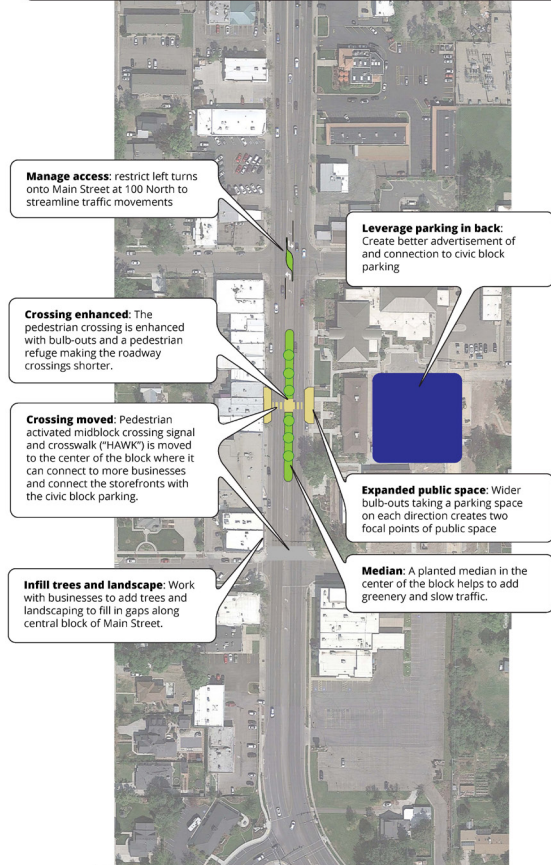
The Kaysville Main Street process shows that focused, careful collaboration between UDOT and a local community that considers common goals can open the door to creative solutions.





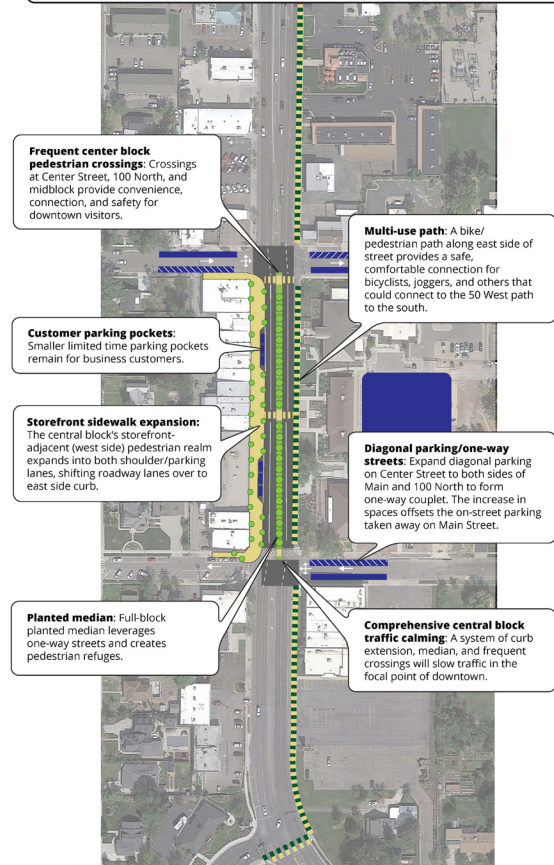
### ALTERNATIVE 1

Move crossing to midblock and smaller improvements



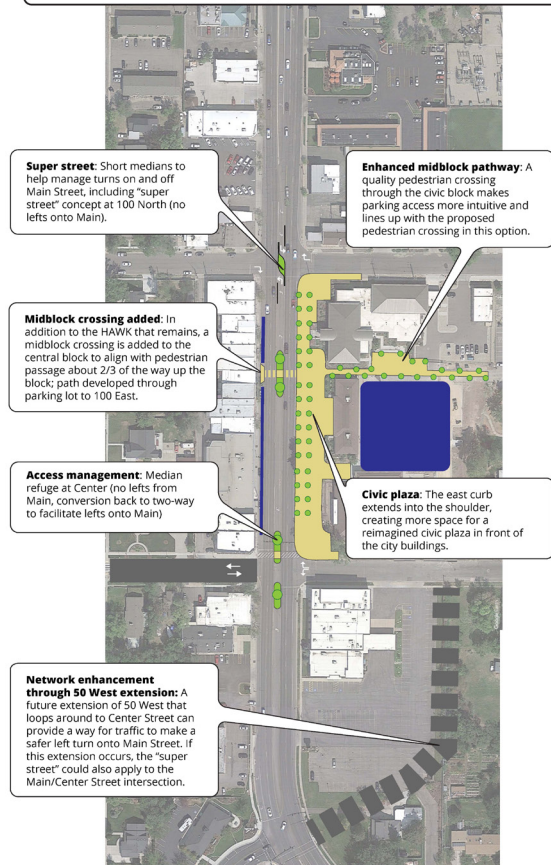
### ALTERNATIVE 2

Historic storefront pedestrian realm expansion



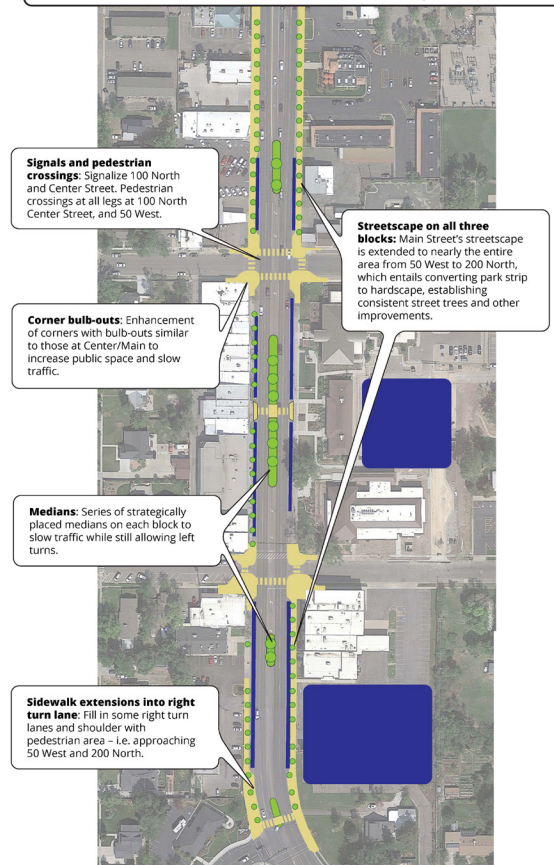
### ALTERNATIVE 3

Civic campus plaza enhancement



### ALTERNATIVE 4

Full historic Main Street streetscape





much of the pathway could need to run immediately along the roadway, which will be without a shoulder or on-street parking as a buffer to moving traffic.

## Implementation

Aspects of implementation discussed here include:

- Roles: Who will do what to get the project done.
- Funding: How the project's design, construction, and any other costs will be covered.
- Phasing : How the project will be broken up into manageable and feasible pieces, and which ones will happen first.
- Addressing key concerns: Anticipating concerns from stakeholders and the public that may arise, and how to address those concerns.

Below are considerations for each.

### Roles

The Kaysville Main Street project will be a partnership. Kaysville City and UDOT will continue to work together, coordinating and meeting as needed as the project progresses.

**Kaysville City** will engage stakeholders and the broader community on the Preferred Concept for Main Street. The City will seek adoption of the Preferred Concept by the Mayor and City Council. The City will consider the extension of its downtown redevelopment area north of 200 North to encompass this project's study area, in order to capture tax increment to help fund the project. The City will work to identify a mix of potential funding sources and then work with UDOT to refine, continue to plan, design, and construct the project.

**UDOT Region 1** will work with Kaysville City to establish and define the Main Street improvements as a distinct project and place it on the Statewide Transportation Improvements Program (STIP). UDOT will work with Kaysville to seek state and regional funding sources.

In case of desire to move or enhance bus stops to implement the concept, Kaysville and UDOT will seek to include **Utah Transit Authority (UTA)** as a partner.

**Business and property owner stakeholders** are also partners in the project, both from a planning and design standpoint, a logistics standpoint (construction management), and possibly from the standpoint of shaping or contributing to the streetscape improvements.

### Funding

Appendix 1 is an initial high-level cost estimate for the Preferred Concept and identifies a rough cost of \$2.37 Million for the project, including all three Main Street blocks addressed in the concept. Several options exist to help pay for the project.

Local sources:

- Kaysville City General Fund or Capital Improvements Program
- Potential extension of downtown redevelopment area to the project study area and resulting tax increment financing (TIF) funds

UDOT sources:

- Transportation Investment Fund (TIF) Active
- Transportation Alternatives Program (TAP)
- Class B & C Road Funds

Other State funds:

- GO-UTAH Utah Main Street Program funds

## Phasing

The project could be phased in a number of different ways. It could be built as one large project, from 200 North through 50 West. Or it could be divided into a few phases, each of which can work independently as a functional project until the other phases are added. The following are considerations:

- **Moving the HAWK from Center Street to mid-block** between Center Street and 100 North could be an initial “pre-phase” of the project, in order to begin the connection of the west side of the central block of Main Street with the civic campus and its parking. However, the placement of the HAWK pole on the west side available now is not likely optimal for the eventual project layout.
- **The central (civic) block improvements** could be implemented before those on the block to the north and the south. However, with the planned lateral transition of the lanes to the east and back, work would extend into the north and south blocks for this phase, so it might make sense to make any improvements there at the same time. In addition, the improvements on the north and south blocks constitute a relatively minor part of the overall improvements- there is little downside to do all three blocks at once.

In summary, each element of the concept does help reinforce and lead to the success of the others. If the project is broken up into phases, the concerns would be that temporary transitional fixes may be needed and the trade-offs of the concept would not be apparent. For example, street parking might be lost or changed but the public space improvements wouldn't have been built, not yet demonstrating the payoff for giving up parking.

## Addressing potential concerns

The following are some potential concerns about the concept, based on conversation among the project committee, and initial thoughts on how to address those concerns.

**Reconfiguration of parking:** On-street parking in the Main Street area will be reconfigured to complement the concept, and especially along the central block of Main Street directly adjacent to the businesses in the historic storefronts the reconfiguration could be perceived as a loss of parking. Indeed, there will be fewer spaces directly adjacent to these businesses that rely on such parking. However, there are many considerations:

- The west side of Main Street in the central block would only lose an estimated six spaces.
- New diagonal parking on side streets will likely make up for the lost Main Street parking.
- In addition, the mid-block HAWK signalized crossing will make it easier for patrons, proprietors, and employees of these businesses to access the large parking lot across the street, in back of the City Hall.
- We hope that what is gained in public space by trading off the on-street parking is, especially in the long run, worth the loss.
- Part of the concept is a series of customer parking pockets on the west side of Main Street in the central block - on-street parking spaces with time restrictions.

**Vehicle access:** Main Street's current configuration generally allows open vehicle access on and off Main Street. The Main Street concept restricts this vehicle access on and off Main Street, which may force drivers to think more carefully about how they access certain Main Street destinations. But by implementing these restrictions, Main Street becomes easier and safer to use as a pedestrian and becomes safer for motorists as well, due to the potential conflicts with other vehicles eliminated.

**Mobility on Main Street:** The Main Street concept is designed to slow traffic between 50 West and 200 North. This may raise concerns about increases of travel time through this segment of Main Street (S.R. 273). Yet this is a very short segment that, at peak traffic times, often produces queues especially in the p.m. peak in the northbound direction. Slowing, combined with the access management improvements, are likely to smooth traffic flow.

**Visibility:** Introducing elements such as planted medians and streetscape can raise concerns about motorists being able to see crossing pedestrians or cyclists or other motorists. However, these additional elements are designed to create a slow environment for autos that reduces the speed, increasing available reaction time to react to other users in the roadway. Furthermore, creating a human scale for the street also engenders slow auto travel.



**Special events:** The Kaysville community has historically used Main Street for community events such as its 4<sup>th</sup> of July parade. There may be concerns about whether these events will thrive under the new configuration. We assert that parades and other community events will still thrive with the new medians and streetscape, and in some cases, will thrive more than the current configuration.



EXISTING STREET



VISION CONCEPT



## **APPENDIX: Draft Cost Estimate**

KAYSVILLE MAIN STREET CONCEPT ESTIMATE - DRAFT

|               |           |                                                                            | Center to 100 N |           | 50 W to Center |          | 100 N to 200 N |          | Units       | Combined Total | Combined Total Price | Price    | Remarks |
|---------------|-----------|----------------------------------------------------------------------------|-----------------|-----------|----------------|----------|----------------|----------|-------------|----------------|----------------------|----------|---------|
|               |           |                                                                            | Quantity        | Cost      | Quantity       | Cost     | Quantity       | Cost     |             |                |                      |          |         |
| Road          | 015017010 | Remove Tree                                                                | 6               | \$3,000   | 0              | \$0      | 10             | \$5,000  | each        | 16             | \$8,000.00           | \$500    |         |
|               | 015547005 | Remove Concrete Curb and Gutter                                            | 830             | \$12,450  | 300            | \$4,500  | 310            | \$4,650  | foot        | 1,440          | \$21,600.00          | \$15     |         |
|               | 01557001* | Remove Asphalt Pavement                                                    | 1,920           | \$28,800  | 440            | \$6,600  | 180            | \$2,700  | square yard | 2,540          | \$38,100.00          | \$15     |         |
|               | 022217050 | Untreated Base Course (Plan Quantity)                                      | 100             | \$2,000   | 90             | \$1,800  | 90             | \$1,800  | cubic yard  | 280            | \$5,600.00           | \$20     |         |
|               | 022217125 | Asphalt Pavement Soft Spot Repair - Type A                                 | 300             | \$15,000  | 190            | \$9,500  | 210            | \$10,500 | sq yd       | 700            | \$35,000.00          | \$50     |         |
|               | 022217165 | HMA - 1/2 Inch                                                             | 495             | \$52,010  | 305            | \$32,051 | 340            | \$35,700 | ton         | 1,141          | \$119,761.69         | \$105    |         |
|               | 027217020 | HMA - Bike/Ped Path 1/2 Inch                                               | 130             | \$14,950  | 120            | \$13,800 | 120            | \$13,800 | ton         | 370            | \$42,550.00          | \$115    |         |
|               | 02737001* | Emulsified Asphalt CSS-1                                                   | 1               | \$500     | 1              | \$500    | 1              | \$500    | ton         | 3              | \$1,500.00           | \$500    |         |
|               | 027417050 | Detectable Warning Surface                                                 | 10              | \$5,000   | 6              | \$3,000  | 2              | \$1,000  | each        | 18             | \$9,000.00           | \$500    |         |
|               | 027437040 | Concrete Curb and Gutter Type B1                                           | 2,030           | \$60,900  | 750            | \$22,500 | 545            | \$16,350 | foot        | 3,325          | \$99,750.00          | \$30     |         |
|               | 027487040 | Concrete Flatwork, 4 inch thick                                            | 24,050          | \$240,500 | 4,220          | \$42,200 | 5,050          | \$50,500 | square foot | 33,320         | \$333,200.00         | \$10     |         |
|               | 027717086 | Rotomilling - 1 1/2 Inch                                                   | 5,950           | \$47,600  | 3,670          | \$29,360 | 4,010          | \$32,080 | square yard | 13,630         | \$109,040.00         | \$8      |         |
| Drainage      | 026107386 | Drainage Pipe - 18 inch, Smooth, Leak-Resistant                            | 40              | \$6,000   | 40             | \$6,000  | 20             | \$3,000  | foot        | 100            | \$15,000.00          | \$150    |         |
|               | 026337130 | Concrete Drainage Structure 5 ft to 7 ft deep - CB 9                       | 2               | \$10,000  | 2              | \$10,000 | 1              | \$5,000  | each        | 5              | \$25,000.00          | \$5,000  |         |
|               | 018927050 | Reconstruct Manhole                                                        | 2               | \$3,000   | 4              | \$6,000  | 1              | \$1,500  | each        | 7              | \$10,500.00          | \$1,500  |         |
| Traffic       | 027657050 | Pavement Marking Paint                                                     | 40              | \$2,000   | 42             | \$2,100  | 40             | \$2,000  | gallon      | 122            | \$6,100.00           | \$50.00  |         |
|               | 027687105 | Pavement Message (Preformed Thermoplastic)                                 | 2               | \$800     | 2              | \$800    | 10             | \$4,000  | each        | 14             | \$5,600.00           | \$400.00 |         |
|               | 027687110 | Pavement Message (Preformed Thermoplastic Stop Line, Crosswalks - 12 inch) | 310             | \$4,650   | 140            | \$2,100  | 160            | \$2,400  | ft          | 610            | \$9,150.00           | \$15.00  |         |
|               | 028917028 | Sign Type A-1, 12 Inch X 36 Inch                                           | 5               | \$500     | 5              | \$500    | 5              | \$500    | each        | 15             | \$1,500.00           | \$100.00 |         |
|               | 028917270 | Remove Sign Less Than 20 Square Feet                                       | 2               | \$60      | 2              | \$60     | 2              | \$60     | each        | 6              | \$180.00             | \$30.00  |         |
|               | 028917285 | Relocate Sign Less Than 20 Square Feet                                     | 8               | \$1,600   | 6              | \$1,200  | 5              | \$1,000  | each        | 19             | \$3,800.00           | \$200.00 |         |
|               |           |                                                                            |                 |           |                |          |                |          |             |                |                      |          |         |
| Environmental |           | Landscaping w/topsoil, sod and irrigation                                  | 3,115           | \$46,725  | 700            | \$10,500 | 655            | \$9,825  | square foot | 4,470          | \$67,050.00          | \$15.00  |         |
|               |           | New Tree, 2 inch caliper                                                   | 25              | \$16,250  | 15             | \$9,750  | 10             | \$6,500  | each        |                |                      | \$650.00 |         |
|               |           |                                                                            |                 |           |                |          |                |          |             |                |                      |          |         |

|                                            |           |           |           |              |
|--------------------------------------------|-----------|-----------|-----------|--------------|
| <b>Totals</b>                              | \$574,300 | \$214,820 | \$210,370 | \$999,490.00 |
| <b>Totals (no path)</b>                    | \$557,350 | \$199,220 | \$194,770 | \$951,340.00 |
| <b>Totals (no mill + fill)</b>             | \$459,690 | \$143,910 | \$132,090 | \$735,690.00 |
| <b>Totals (no mill + fill and no path)</b> | \$442,740 | \$128,310 | \$116,490 | \$687,540.00 |

subtotal \$951,340 no path, all 3 blocks

|           |                                       |   |           |
|-----------|---------------------------------------|---|-----------|
| #N/A      | Traffic Signal System (RELOCATE HAWK) | 1 | \$150,000 |
| 16525701D | Highway Lighting System               | 1 | \$100,000 |

subtotal \$1,201,340

|           |                             |   |           |                               |
|-----------|-----------------------------|---|-----------|-------------------------------|
| 015017010 | Mobilization                | 1 | \$121,000 | Usually 7-10% of construction |
| 015547005 | Traffic Control             | 1 | \$61,000  | Usually 3-5% of construction  |
| 01557001* | Maintenance of Traffic      | 1 | \$13,000  | Usually 1% of construction    |
| 015407010 | Public Information Services | 1 | \$4,000   | Usually 0.25% of construction |

|                    |                  |
|--------------------|------------------|
| Subtotal           | \$1,400,340      |
| Contingency        | 20.00% \$280,070 |
| Construction Total | \$1,680,410      |

|                          |                |
|--------------------------|----------------|
| PE Subtotal              | 8% \$134,430   |
| CE Subtotal              | 10% \$168,040  |
| Aesthetics               | 0.75% \$12,610 |
| Change Order Contingency | 9% \$151,240   |

Total \$2,146,730

Assumed Inflation for 2025 3.25% \$2,363,000

Assumed 5% of total mill and fill area for full depth patching (soft spot repair)  
Assumed no additional subbase work (beyond Flatwork) for concrete replacement/expansion  
Assumed 11' lanes, crown in center of existing center lane.  
Assumed lighting cost prorated for distance based off another project  
Assumed \$100,000 for HAWK relocation (original cost)  
Assumed \$50,000 to move HAWK cabinet, etc (was already there for original HAWK project)  
General pavement + base costs for HMA paths, this does not take into consideration the impacts which are considerable





**Kaysville City Redevelopment Agency**  
**Kaysville City Center Reinvestment Area**  
**Project Area Budget**  
November 19, 2024

**KAYSVILLE CITY CENTER | CRA PROJECT AREA BUDGET**

The following narrative has been prepared in accordance with Utah Code §17C-5-303 for an Agency that receives tax increment.

This Budget is prepared in good faith as a current reasonable estimate of the economic impact of projected development and redevelopment within the Project Area. Fundamental economic and other circumstances may influence the actual impact. With these assumptions, the information contained within this Budget represents the reasonable expectations of the Agency. Due to multiple factors beyond our control, the Agency makes no guarantee that the projections contained in this Budget of the Project Area Plan for the Project Area will accurately reflect the future development and/or redevelopment within the Project Area. Further, the Agency specifically reserves all powers granted to it under the Act, now and as may be amended; this Budget shall not be interpreted to limit or restrict the powers of the Agency as granted by the Act. The actual amount of tax increment received by the Agency will be determined solely by interlocal agreement(s) between the Agency and the various taxing entities; this Budget does not control the flow of tax increment money, nor does it entitle the Agency to receive money from tax increment or any other source.

**1(A). THE BASE TAXABLE VALUE [17C-5-303(1)(A)]**

The base year taxable value is the year 2023 value of \$203,550,124.

**1(B). PROJECTED AMOUNT OF TAX INCREMENT TO BE GENERATED WITHIN THE PROJECT AREA [17C-5-303(1)(B)]**

The overall total projected amount of tax increment to be generated within the Project Area over 15 years is \$8,302,933.

**TABLE 1: INCREMENTAL PROPERTY TAX REVENUES FOR 15 YEARS**

| <b>Taxing Entities</b>                           | <b>Total</b>       | <b>NPV*</b>        |
|--------------------------------------------------|--------------------|--------------------|
| Davis County                                     | \$982,333          | \$626,825          |
| Multicounty Assessing & Collecting Levy          | \$12,791           | \$8,162            |
| County Assessing & Collecting Levy               | \$111,706          | \$71,280           |
| Davis County School District                     | \$5,310,739        | \$3,388,774        |
| Kaysville                                        | \$1,331,948        | \$849,914          |
| Weber Basin Water Conservancy District           | \$170,544          | \$108,824          |
| Davis County Mosquito Abatement District         | \$83,567           | \$53,324           |
| Central Davis County Sewer District              | \$99,768           | \$63,662           |
| County Library                                   | \$199,536          | \$127,324          |
| <b>TOTAL</b>                                     | <b>\$8,302,933</b> | <b>\$5,298,089</b> |
| *NPV = net present value discounted at 3 percent |                    |                    |

**1(c). PROJECT AREA FUNDS COLLECTION PERIOD [17C-5-303(1)(c)]**

The collection period is 15 years.

**1(d). PROJECTED AMOUNT OF TAX INCREMENT TO BE PAID TO OTHER TAXING ENTITIES [17C-5-303(1)(d)]****TABLE 2: INCREMENTAL PROPERTY TAX REVENUES PAID TO TAXING ENTITIES FOR 15 YEARS**

| Taxing Entities                                   | Total              | NPV*               |
|---------------------------------------------------|--------------------|--------------------|
| Davis County                                      | \$392,933          | \$250,730          |
| Multicounty Assessing & Collecting Levy           | \$12,791           | \$8,162            |
| County Assessing & Collecting Levy                | \$111,706          | \$71,280           |
| Davis County School District                      | \$2,124,296        | \$1,355,510        |
| Kaysville                                         | \$266,390          | \$169,983          |
| Weber Basin Water Conservancy District            | \$68,218           | \$43,530           |
| Davis County Mosquito Abatement District          | \$33,427           | \$21,329           |
| Central Davis County Sewer District               | \$39,907           | \$25,465           |
| County Library                                    | \$79,815           | \$50,930           |
| <b>TOTAL</b>                                      | <b>\$3,129,482</b> | <b>\$1,996,917</b> |
| *NPV = net present value discounted at 3 percent. |                    |                    |

**1(e). IF THE AREA FROM WHICH TAX INCREMENT IS COLLECTED IS LESS THAN THE ENTIRE PROJECT AREA [17C-5-303(1)(e)]**

Not applicable.

**1(f). THE PERCENTAGE OF TAX INCREMENT THE AGENCY IS AUTHORIZED TO RECEIVE [17C-5-303(1)(f)]**

We propose the Agency is authorized to receive 60 percent of the tax increment for a period of 15 years from participating taxing entities, including Davis County, Davis County School District, Weber Basin Water Conservancy District, Davis County Mosquito Abatement District, Central Davis County Sewer District and the County Library. Kaysville City would participate at a rate of 80 percent. The projected dollar amount of increment going to the Agency would be \$5,173,451.

**1(g). THE MAXIMUM CUMULATIVE DOLLAR AMOUNT OF TAX INCREMENT THE AGENCY IS AUTHORIZED TO RECEIVE FROM THE PROJECT AREA [17C-5-303(1)(g)]**

The maximum dollar amount the Agency is authorized to receive is proposed to be \$10,000,000. Note that out of this amount, the Agency will have administrative expense and housing payments.

**2. IF THE AGENCY RECEIVES SALES AND USE TAX REVENUE [17C-5-303(2)(a) AND (b)]**

Not applicable.

### **3. AMOUNT OF PROJECT AREA FUNDS THE AGENCY WILL USE TO IMPLEMENT THE PROJECT AREA [17C-5-303(3)]**

The Agency approximates its funds will be used as follows but reserves the right to maintain flexibility and not strictly adhere to the items listed below. All Agency funds will be used for infrastructure, economic development or administrative purposes within the Project Area. Administrative funds have been calculated based on three percent of Agency tax increment receipts annually. In addition, ten percent of Agency receipts have been set aside for housing projects. Housing funds do not need to be spent within the Project Area. The remaining funds would be generally allocated as follows:

- Main Street improvements between 200 North and 100 South, including expansion, installation of medians, intersection realignment, and traffic calming (~\$2,363,000)
- Other roadway and intersection improvements (~\$800,000)
- Beautification and landscaping (~\$250,000)
- Sidewalk expansion or realignment, trail development, etc. (~\$500,000)
- Creation of pedestrian oriented atmosphere and facilities (~\$250,000)
- Creation of public open space amenities (~\$190,000)
- Property acquisition (~\$2,000,000)
- Parking enhancements, parking structure and facilities (~\$5,000,000)
- Traffic, circulation and parking studies (~\$35,000)
- Relocation assistance for businesses and or residences (~\$350,000)
- Location assistances for businesses (~\$150,000)
- Demolition and pre-demolition environmental assessment costs (~\$20,000)
- Utility expansion, extension or upgrades (~\$250,000)
- Installation of fiber optic networks (~\$200,000)
- Facilitation of façade grant and loan programs (~\$200,000)
- Relocation of historical markers (~\$75,000)

### **4. THE AGENCY'S COMBINED INCREMENTAL VALUE [17C-5-303(4)]**

The total incremental value in the Kaysville City Center Project Area is estimated at approximately \$76,511,400 at buildout.

The City has one additional project area in place, the Flint Street CDA, with an incremental value of \$27,715,391 in 2022.

### **5. THE AMOUNT OF PROJECT AREA FUNDS THAT WILL BE USED TO COVER THE COST OF ADMINISTERING THE PROJECT AREA [17C-5-303(5)]**

The Agency is requesting that three percent of revenues received be set aside for administrative purposes. The projected total amount of administrative cost over the 15-year timeframe is approximately \$155,681 to the Kaysville City Redevelopment Agency and another \$17,682 to the County for administrative costs.

**6. FOR PROPERTY THAT THE AGENCY OWNS AND EXPECTS TO SELL, THE EXPECTED TOTAL COST OF THE PROPERTY TO THE AGENCY AND THE EXPECTED SALE PRICE [17C-5-303(6)]**

Not applicable.





## KAYSVILLE CITY CENTER COMMUNITY REINVESTMENT AREA FREQUENTLY ASKED QUESTIONS

### **What is a redevelopment agency?**

A redevelopment agency is an entity authorized by the State of Utah for the purposes of implementing development goals of a community. The City Council members serve as the board members for the Kaysville Redevelopment Agency (RDA) and the Mayor serves as the Executive Director. In Kaysville, city staff may also do work for or represent the RDA.

### **What do redevelopment agencies do?**

The RDA focuses on development, redevelopment, programs, partnerships, and other actions that encourage, enhance, and leverage private sector investment within a particular area of a community. RDA's generally focus on redevelopment and economic development. Redevelopment encourages private investment in areas that were previously developed and are in need of enhancement. For economic development purposes, the RDA works to increase jobs within the community and to generate additional revenues for the City.

### **What is a project area?**

A project area is an officially adopted area of the city that has been identified as needing RDA assistance. Project areas are based on the needs of a particular area as well as best guesses on where development will occur. A project area may include undeveloped ground or areas of the City that are blighted, aged or in need of an update.

### **Does a project area increase my taxes?**

No. The Redevelopment Agency has no power to set tax rates or levy property or sales taxes and the creation of a project area does not impact the property tax rate. Properties inside the project area will have the same tax rate after the creation of the project area as they do after it is created. Similarly, properties across the city will have the same tax rate after the creation of a project area that they do prior to the project area being approved. The property tax rate is set by the City Council, and any adjustments to the property tax rate requires the City Council to follow a truth in taxation process, outlined in state code.

### **How are project areas created?**

RDAs create a project area by adopting a plan and a budget through a multi-stepped process outlined in [Utah State Code 17C Limited Purpose Local Government Entities - Community Reinvestment Agency Act](#). A project area must first go to public hearing to give the public an opportunity to express views on the proposed plan. State law requires that all properties included in the proposed project area boundary be mailed a public hearing notice at least 30 days prior to the hearing date. After the public hearing concludes, the RDA is free to act on the adoption of the project area. If the project area is adopted, the RDA will become primarily responsible for future projects in the project area.



The RDA will be holding a public hearing for the [Kaysville City Center Community Reinvestment](#) area on January 2, 2025 at 6:30 pm. You may also submit public comments prior to the meeting by sending an email to: [PublicComment@kaysville.gov](mailto:PublicComment@kaysville.gov).

### **What are the quick facts on the proposed [Kaysville City Center Community Reinvestment](#)?**

The project area includes property on Main Street and 200 North, which is the existing commercial core of the City and is 261.5 acres in size. The project area would begin collecting increment in 2025 and continue collecting increment for 15 years. The City would defer 80% of the property tax revenues to the RDA, and the RDA is asking participating taxing entities to defer 60%. During the 15 years the taxing entities continue to receive the same amount of property tax revenues as they did prior to the CRA being established. They would also receive 40% of the increase in property tax revenues and the City would receive 20%.

### **What happens after a redevelopment plan and budget are adopted?**

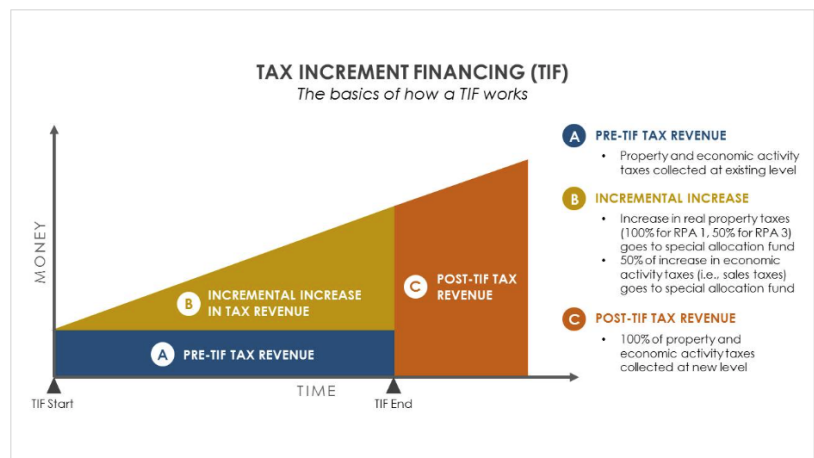
After plan and budget adoption, the RDA implements the plan as funds become available and as interested developers or property owners come forward. The RDA is required to adopt an annual implementation budget for each project area, which is done at the same time as the City adopts their budget. The RDA is also required to submit annual reports to the Governor's Office of Economic Opportunity.

### **What is the benefit of creating a project area?**

The project area creates property tax increment which can help fund improvements within the project area boundary. Typically these improvements are also funded through the use of private investment such as developers.

### **What is Tax Increment Financing (TIF)?**

Property tax increment is the increase in the property taxes generated in a project area above the property taxes generated in the base year defined in the project area plan. For a defined period of time, taxing entities agree to allocate a portion of the new growth of property tax revenues to the RDA. The new growth is called the incremental growth. The chart to the right is a good visual representation on how that works.



In very simple terms, if a property owner currently pays \$1,000 on property assessed at \$100,000 this year and the property is developed, those improvements will increase the property value. If the property has a new valuation of \$500,000, the property owner would then pay \$5,000 in property taxes. The \$4,000 in tax increase is called tax increment.

**Does the CRA effect zoning?**

No, the RDA has no authority over zoning and the CRA does not change zoning. The only way zoning can be changed is through a process which includes mailing public notices and then holding a public hearing with the Planning Commission. The Planning Commission makes a recommendation on the requested zone change and sends that recommendation to the City Council. The City Council then makes a decision on approving or denying the request at a City Council meeting.

**My property is in the project area, should I be worried?**

The inclusion of property inside an RDA project area shouldn't cause concern. The RDA will not condemn your property. Selling your property is voluntary. If you are approached by a developer, realtor or anyone who wants to purchase your property, you are under no obligation to sell to them.

**Will eminent domain be used to acquire property?**

The use of eminent domain is regulated by state code and will not be used by the RDA. The Kaysville City Center Community Reinvestment Project Area Plan states: The Agency may acquire property by negotiation, gift, devise, exchange, purchase, or other lawful method, but not by eminent domain (condemnation) unless from an Agency board member or officer with their consent. This means the only way eminent domain could be used is if the property were owned by the Mayor or a City Council Member, and only if they agreed to the RDA using eminent domain.

**What happens after a project area plan and budget are adopted?**

After plan and budget adoption, the RDA may negotiate participation agreements with a developer, business or property owner on a case by case basis. Participation agreements may assist with removal of development impediments like cleaning up contaminated property, demolition costs, construction of utilities or other items. With redevelopment it is difficult to define what this look likes, because we don't know what properties will be redeveloped or the timing for that redevelopment.

**What happens when the project area expires?**

When a project area expires, all the additional taxes created by the redevelopment revert to the taxing entities. The community benefits from the creation of revitalized, productive properties and the taxing entities get additional revenues that likely would not be as substantial without the creation of the project area and the investments made from the tax increment.

**Do project areas or TIF take away money from other taxing entities?**

If a taxing entity (Davis County, Davis School District, Mosquito Abatement District, Weber Basin Water Conservancy District, etc.) chooses to participate, they enter into an interlocal agreement with the RDA. The taxing entity is held harmless and receives the same amount of property tax revenues after the project area is created as they do before it was created. Taxing entities generally choose to participate because when a project area expires, the reinvestment made within a project area brings additional property tax revenue with new construction or buildings that are renovated. This causes the property valuation to increase and in turn, property tax revenues increase.

# **CITY COUNCIL STAFF REPORT**



**MEETING DATE:** January 16, 2025

**TYPE OF ITEM:** Action Item

**PRESENTED BY:** Melinda Greenwood, Community Development Director

**SUBJECT/AGENDA TITLE:** Approval of an Interlocal Agreement between the Kaysville Redevelopment Agency and Kaysville City for the Kaysville City Center Community Reinvestment Plan and Budget (Tabled Item)

## **EXECUTIVE SUMMARY:**

State law requires the Redevelopment Agency (RDA) to negotiate an interlocal agreement with each taxing entity in order to create a community reinvestment area. The proposed ILA is between Kaysville City as a taxing entity and the Kaysville City Redevelopment Agency (RDA). If the City Council approves the interlocal agreement during the City Council meeting, the RDA will also need to approve the interlocal agreement.

The ILA would formalize the deferral of 80% of the City's incremental growth in property tax revenues within the Kaysville City Center Reinvestment Area to the RDA for 15 years. The City would keep 20% of the property tax revenue growth and continue to receive the same amount of property tax revenues as it did prior to the CRA being established.

## City Council Options:

1. Approve the interlocal agreement between the Kaysville Redevelopment Agency and Kaysville City for the Kaysville City Center Reinvestment Area.
2. Do not approve the interlocal agreement.

## Staff Recommendation:

Staff recommends approval of the interlocal agreement between the Kaysville Redevelopment Agency and Kaysville City for the Kaysville City Center Reinvestment Area.

## Fiscal Impact:

Unknown.

## ATTACHMENTS:

1. Interlocal Agreement RDA City for City Center CRA
  2. Kaysville City Center Reinvestment Area Plan and Budget
-

**INTERLOCAL AGREEMENT BETWEEN KAYSVILLE CITY REDEVELOPMENT AGENCY AND  
KAYSVILLE CITY CORPORATION FOR THE KAYSVILLE CITY CENTER REINVESTMENT AREA**

**INTERLOCAL AGREEMENT** dated as of the \_\_\_\_ day of \_\_\_\_\_, 2025, by and between the KAYSVILLE CITY REDEVELOPMENT AGENCY, a political subdivision of the State of Utah (the “Agency”), and KAYSVILLE CITY CORPORATION (the “Taxing Entity”). The Agency and the Taxing Entity shall be referred to individually as a “Party” and collectively as the “Parties.”

**WHEREAS**, the Agency was created pursuant to the provisions of, and continues to operate under, the Limited Purpose Local Government Entities – Community Reinvestment Agency Act, Title 17C of the Utah Code and its predecessor statutes (“the Act”), and is authorized thereunder to conduct urban renewal, economic development, community development, and community reinvestment activities within Kaysville City, Utah, as contemplated by the Act; and

**WHEREAS**, the Agency created the Kaysville City Center Reinvestment Project Area (the “Project Area”) and adopted a community reinvestment project area plan and project area budget for the Project Area (the “Project Area Documents”) the \_\_\_\_ day of \_\_\_\_\_, 2025, which are incorporated herein by this reference, which include the legal description and a map of the Project Area, pursuant to which the Agency desires to encourage, promote and provide for desirable commercial and mixed-use development and related public infrastructure (together, the “Project”) in and around the Project Area; and

**WHEREAS**, the Taxing Entity and the Agency have determined that it is in the best interests of the Taxing Entity to provide certain financial assistance using Tax Increment (as defined below) in connection with the development of the Project as set forth in the Project Area Documents; and

**WHEREAS**, the Agency anticipates providing a portion of the tax increment (as defined in Utah Code Annotated (“UCA”) § 17C-1-102(60) (hereinafter “Tax Increment”)) created by the Project to assist in the development and completion of the Project as provided in the Project Area Documents; and

**WHEREAS**, UCA § 17C-5-204(3) authorizes the Taxing Entity to consent to the payment to the Agency of all or a portion of the Taxing Entity’s share of Tax Increment generated from the Project Area for the purposes set forth therein; and

**WHEREAS**, UCA § 11-13-215 further authorizes the Taxing Entity to share its tax and other revenues with the Agency; and

**WHEREAS**, to facilitate development of the Project, the Taxing Entity desires to pay to the Agency a portion of the Taxing Entity’s share of Tax Increment generated by development within the Project Area in accordance with the terms of this Agreement; and



**WHEREAS**, the provisions of applicable Utah State law shall govern this Agreement, including the Act and the Interlocal Cooperation Act, Title 11, Chapter 13 of the UCA, as amended (the “Cooperation Act”).

**THEREFORE**, in consideration of the mutual promises set forth herein and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereby agree as follows:

**1. Taxing Entity's Consent.**

- a. Pursuant to Section 17C-5-204(4) of the Act and Section 11-13-215 of the Cooperation Act, the Taxing Entity hereby agrees and consents that the Agency shall be paid eighty percent (80%) of the Taxing Entity's share of the Tax Increment from the Project Area (the “Taxing Entity's Share”) for up to 15 consecutive years. The Agency may begin collecting increment, or “trigger” the collection of Tax Increment, no later than 2025. Regardless of the date for which the Agency begins collecting Tax Increment under this Agreement, the Agency shall not collect Tax Increment for any period beyond the 15 years agreed upon. The date that the Agency begins collecting Tax Increment under this Agreement shall be on January 1 of the particular year. For the sake of illustration only, this subsection requires that the Agency begin collecting Tax Increment no later than January 1, 2025 to receive the full 15 years of Tax Increment contemplated by this Agreement.
- b. The Taxing Entity's Share shall be used for the purposes set forth in the Act as reflected herein and in the Project Area Documents and shall be disbursed as specified herein. The calculation of annual Tax Increment shall be made using (a) the Taxing Entity's tax levy rate during the year for which Tax Increment is to be paid and (b) the 2023 base year value for purposes of calculating Tax Increment shall be \$203,550,124, which taxable value is subject to adjustment as required by law.
- c. All centrally assessed property existing within the Project Area as of the date of this Agreement, if any, shall be excluded from the calculation of Tax Increment under this Agreement. However, any new centrally assessed property constructed within the Project Area in connection with the Project shall be considered as new incremental value for purposes of calculating Tax Increment pursuant to this Agreement. Davis County is hereby authorized to make such calculations and estimates as may be reasonably necessary to accomplish such treatment as described in this subsection.
- d. The Taxing Entity hereby authorizes and directs Davis County to pay directly to the Agency the Taxing Entity's Share in accordance with UCA § 17C-5-206 for the period described herein.
- e. Of the amounts received by the Agency, the Agency may retain ten percent (10%) of the total Taxing Entity's Share each year to be used as described in UCA § 17C-5-307(3). The

foregoing sentence notwithstanding, the Agency, at its sole discretion, may choose to not make the allocation described in UCA § 17C-5-307(3) if the conditions described in UCA § 17C-5-307(4) are met. The Taxing Entity hereby agrees and consents to the Agency not making the allocation as described in UCA § 17C-5-307(4)(a) and therefore shall not object to said allocation.

2. **Authorized Uses of Tax Increment.** The Parties agree that the Agency may apply the Taxing Entity's Share to the payment of any of the components of the Project as described herein and contemplated in the Project Area Documents, including but not limited to the cost and maintenance of public infrastructure and other improvements located within the Project Area, incentives to developers or participants within the project area, administrative, overhead, legal, and other operating expenses of the Agency, and any other purposes deemed appropriate by the Agency, all as authorized by the Act.
3. **Return of Tax Increment to the Taxing Entity.** If the Agency, in its sole discretion, is unable to utilize the full amount of the Taxing Entity's Share for the uses authorized in Section 2, above, then the Agency shall return to the Taxing Entity that portion of that Taxing Entity's Share that the Agency is unable to utilize.
4. **Consent to Project Area Budget.** As required by UCA § 17C-5-304, the Taxing Entity consents to the Project Area Budget adopted by the Agency for the Project Area.
5. **No Third-Party Beneficiary.** Nothing in this Agreement shall create or be read or interpreted to create any rights in or obligations in favor of any person or entity not a party to this Agreement. Except for the parties to this Agreement, no person or entity is an intended third-party beneficiary under this Agreement.
6. **Due Diligence.** Each of the Parties acknowledges for itself that it has performed its own review, investigation, and due diligence regarding the relevant facts upon which this Agreement is based, including representations of the Agency concerning the Project and the Project's benefits to the community and to the Parties, and each Party relies upon its own understanding of the relevant law and facts, information, and representations, after having completed its own due diligence and investigation.
7. **Future Amendment to Project Area.** If deemed appropriate by the Agency, the Agency may amend the Project Area Plan to match the boundaries of the Project Area as closely as possible to the actual footprint of the Project as eventually built. The Taxing Entity agrees that this Agreement shall remain effective for the Project Area, as may be amended, so long as such future amendment does not include any areas outside of the original boundaries of the Project Area.
8. **Interlocal Cooperation Act.** In satisfaction of the requirements of the Cooperation Act in connection with this Agreement, the Parties agree as follows:

- a. This Agreement shall be authorized and adopted by resolution of the legislative body of each Party pursuant to and in accordance with the provisions of Section 11-13-202.5 of the Cooperation Act.
- b. This Agreement shall be reviewed as to proper form and compliance with applicable law by a duly authorized attorney on behalf of each Party pursuant to and in accordance with the Section 11-13-202.5(3) of the Cooperation Act.
- c. A copy of this executed Agreement shall be filed immediately with the keeper of records of each Party pursuant to Section 11-13-209 of the Cooperation Act.
- d. The Chair of the Agency is hereby designated the administrator for all purposes of the Cooperation Act.
- e. No separate legal entity is created by the terms of this Agreement and no facility, improvement, or other asset shall be jointly owned, jointly acquired, or jointly operated by the Parties to this Agreement.
- f. The term of this Agreement shall commence on the publication of the notice described in Section 17C-5-205 of the Act and Section 11-13-219 of the Cooperation Act and shall continue through the date that is 180 days after the date on which the final payment as contemplated herein has been paid to the Agency. Notwithstanding any provision in this Agreement to the contrary, this Agreement shall automatically terminate on December 31, 2052.
- g. Following the execution of this Agreement by all Parties, the Agency shall cause a notice regarding this Agreement to be published on behalf of all parties in accordance with Section 11-13-219 of the Cooperation Act and Section 17C-5-205 of the Act.

**9. Modification and Amendment.** Any modification of or amendment to any provision contained herein shall be effective only if the modification or amendment is in writing and signed by all Parties. Any oral representation or modification concerning this Agreement shall be of no force or effect.

**10. Further Assurance.** Each of the Parties hereto agrees to cooperate in good faith with the others, to execute and deliver such further documents, to adopt any resolutions, to take any other official action, and to perform such other acts as may be reasonably necessary or appropriate to consummate and carry into effect the transactions contemplated under this Agreement. Further, in the event of any question regarding the calculation or payment of amounts contemplated hereunder, the Parties shall cooperate in good faith to resolve such issue.

**11. Entire Agreement.** This Agreement constitutes the entire agreement between the Parties hereto pertaining to the subject matter hereof and the final, complete, and exclusive

expression of the terms and conditions thereof. All prior agreements, representations, negotiations, and understandings, whether oral or written and whether express or implied, of the Parties hereto are hereby superseded and merged herein.

**12. Governing Law.** This Agreement shall be governed by, and construed and interpreted in accordance with, the laws of the State of Utah.

**13. Interpretation.** The terms “include,” “includes,” “including” when used herein shall be deemed in each case to be followed by the words “without limitation.”

**14. Severability.** If any provision of this Agreement is held to be invalid or unenforceable by any court of competent jurisdiction or because of future legislative action, and if the rights or obligations of any Party hereto under this Agreement will not be materially and adversely affected thereby:

- a. such holding or action shall be strictly construed;
- b. such provision shall be fully severable;
- c. this Agreement shall be construed and enforced as if such provision had never comprised a part hereof;
- d. the remaining provisions of this Agreement shall remain in full force and effect and shall not be affected by the invalid or unenforceable provision or by its severance from this Agreement; and
- e. in lieu of such illegal, invalid, or unenforceable provision, the Parties hereto shall use commercially reasonable efforts to negotiate in good faith a substitute, legal, valid, and enforceable provision that most nearly effects the Parties' intent in entering into this Agreement.

**15. Assignment.** No Party may assign any rights, duties, or obligations under this Agreement without the prior written consent of all Parties hereto.

**16. Authorization.** Each of the Parties hereto represents and warrants to the other that the warranting Party has taken all steps, including the publication of public notice where necessary, to authorize the execution, delivery, and performance of this Agreement by each such Party.

**17. Time of the Essence.** Time is of the essence in the performance of this Agreement.

**18. Incorporation of Recitals.** The recitals set forth above are hereby incorporated by reference as part of this Agreement.

**19. Counterparts.** This Agreement may be executed in counterparts, each of which shall be deemed to be an original, but all of which, taken together, shall constitute one and the same agreement. This Agreement may be executed by electronic signature, which shall be considered as an original signature for all purposes and shall have the same force and effect as an original signature. Without limitation, “electronic signature” shall include faxed versions of an original signature or electronically scanned and transmitted versions (e.g., via pdf) of an original signature.

**20. Incorporation of Exhibits.** Any exhibits to this Agreement are hereby incorporated by reference as part of this Agreement.

**KAYSVILLE CITY REDEVELOPMENT AGENCY:**

---

Mayor Tamara Tran, Executive Director

**ATTEST:**

---

Annemarie Plaizier, City Recorder

**ATTORNEY REVIEW:**

I have reviewed the foregoing Interlocal Agreement and find it to be in proper form and in compliance with applicable state law.

---

Nic Mills, Agency Legal Counsel



**KAYSVILLE CITY CORPORATION:**

---

Tamara Tran, Mayor

**ATTEST:**

---

Annemarie Plaizier, City Recorder

**ATTORNEY REVIEW:**

I have reviewed the foregoing Interlocal Agreement and find it to be in proper form and in compliance with applicable state law.

---

Nic Mills, City Attorney



**Kaysville City Redevelopment Agency**  
**Kaysville City Center Reinvestment Area**  
**Project Area Plan**  
November 19, 2024



|                                                                                                                                                                                            |    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| I. Introduction .....                                                                                                                                                                      | 3  |
| II. Recitals of Preconditions for Designating a Community Development Project Area .....                                                                                                   | 6  |
| III. Definitions .....                                                                                                                                                                     | 7  |
| IV. Project Area Boundaries [17C-5-105(1)] .....                                                                                                                                           | 8  |
| V. General Statement of Land Uses, Layout of Principal Streets, Population Densities, Building Intensities and How They Will be Affected by the Project Area Development [17C-5-105(2)] .. | 9  |
| VI. Standards That Will Guide the Project Area Development [17C-5-105(3)] .....                                                                                                            | 10 |
| A. General Design Objectives.....                                                                                                                                                          | 10 |
| B. Techniques to Achieve the Project Area Development Plan Objectives.....                                                                                                                 | 12 |
| C. Property Acquisition, Disposition and Development .....                                                                                                                                 | 12 |
| 1. Acquisition of Real Property .....                                                                                                                                                      | 12 |
| 2. Cooperation with the Community and Public Entities.....                                                                                                                                 | 12 |
| 3. Property Management.....                                                                                                                                                                | 13 |
| 4. Property Disposition and Development.....                                                                                                                                               | 13 |
| 5. Approvals .....                                                                                                                                                                         | 14 |
| VII. How the Project Area Development Will Further Purposes of This Title [17C-5-105(4)] ..                                                                                                | 14 |
| A. Establishment of New Business .....                                                                                                                                                     | 15 |
| B. Creation of New Jobs .....                                                                                                                                                              | 15 |
| C. Public Infrastructure Improvements.....                                                                                                                                                 | 15 |
| D. Provision of Essential Services .....                                                                                                                                                   | 16 |
| VIII. The Plan is Consistent With and Will Conform to the Community's General Plan [17C-5-105(5)].....                                                                                     | 16 |
| IX. If Applicable, Describe How the Project Area Will Reduce or Eliminate Development Impediments [17C-5-105(6)] .....                                                                     | 16 |
| X. Description of Any Specific Project or Projects That are the Object of the Proposed Community Reinvestment [17C-5-105(7)].....                                                          | 16 |
| XI. How Participants Will Be Selected [17C-5-105(8)].....                                                                                                                                  | 16 |
| A. Selection of Private Developers .....                                                                                                                                                   | 16 |
| B. Identification of Developers Who are Currently Involved in the Proposed Community Reinvestment Area .....                                                                               | 17 |
| 1. Qualified Owners .....                                                                                                                                                                  | 17 |
| 2. Other Parties .....                                                                                                                                                                     | 17 |

|                                                                                                                      |    |
|----------------------------------------------------------------------------------------------------------------------|----|
| 3. Owner Participation Agreements .....                                                                              | 17 |
| XII. Reasons for the Selection of the Community Reinvestment Project Area [17C-5-105(9)]                             | 18 |
| XIII. Description of the Physical, Social and Economic Conditions Existing in the Area [17C-5-105(10)].....          | 18 |
| A. Physical Conditions.....                                                                                          | 18 |
| B. Social Conditions.....                                                                                            | 18 |
| C. Economic Conditions .....                                                                                         | 18 |
| XIV. Financial Assistance Anticipated to be Offered to a Participant [17C-5-105(11)] .....                           | 18 |
| XV. Results of the Public Benefit Analysis [17C-5-105(12)] .....                                                     | 19 |
| XVI. If Applicable, State that the Agency Shall Comply with Section 9-8-404 [17C-5-105(13)]                          | 22 |
| XVII. State Whether the Plan is Subject to a Taxing Entity Committee or an Interlocal Agreement [17C-5-105(14)]..... | 22 |
| Appendix A: Project Area Map.....                                                                                    | 23 |
| Appendix B: Legal Description .....                                                                                  | 24 |
| Appendix C: Kaysville Main Street Preferred Concept .....                                                            | 26 |

## KAYSVILLE CITY CENTER | CRA PROJECT AREA PLAN

### I. INTRODUCTION

The Kaysville City Redevelopment Agency (“Agency”), following thorough consideration of the needs and desires of the City and its residents, as well as the need and capacity for redevelopment and new development, has carefully crafted this Kaysville City Center Community Reinvestment Project Area Plan (“Plan”).

In accordance with the terms of this Plan, the Agency will promote and provide for a variety of land uses, public improvements, infrastructure, redevelopment, and new development in an area focused in and around the historic downtown Kaysville, Main Street and 200 North. The Project Area includes approximately 261.5 acres (not including roads), with much of the study area currently developed with commercial uses. Only 40.4 acres (15.5%) of the proposed project area remain undeveloped.

On August 18, 2022, Kaysville City Council adopted the 2022 General Plan: The Next Chapter for Utah’s Hometown. The process was a comprehensive update and included a scientific survey of the community’s



### Enrich our city center and downtown

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

*A Guiding Principle of the 2022 General Plan is dedicated to Kaysville's City Center.*

development preferences. In accordance with the adopted 2022 General Plan, the proposed Community Reinvestment Area (CRA) is intended to help carry out the vision as expressed by community members. An excerpt from the 2022 General Plan states:

*“The future city center will be a place that builds upon its history, while introducing new ideas and places to create a diverse and people-centric downtown center. The plan looks to enhance the city center with commercial and mixed-use development and invest in streetscape and parking. It will also focus on becoming a pedestrian-friendly district and a place for the community to gather for events and activities.”*

The 2022 General Plan includes five objectives, one which is specifically centered on the downtown, or the city center. The objective states we will look to: Enrich our city center and downtown - We will enhance our city center with commercial and mixed-use development and investing in streetscape and parking.

In addition, the following 2022 General Plan Goals and Objectives support the creation of the Kaysville City Center Community Reinvestment Area and portrays the public’s interest in enriching the city center and downtown.



### ***Chapter 1: Land Use & Placemaking Plan***

- Objective 1.2: Preserve Historic Main Street as the heart of the community.
- Goal 2: Make Kaysville City Center Distinct and Identifiable from Adjacent Neighborhoods and Surrounding Cities.
- Objective 2.1: Improve commercial Frontage and streetscapes along key corridors such as Main Street and 200 North.
- Objective 2.2: Create a distinct city center and expand the “heart of the community” to include areas beyond the historic core.
- Objective 2.4: Create Places for the community to gather and events to draw users and visitors.
- Objective 9.1: Focus primary commercial uses in the City Center and secondary uses in smaller existing/future nodes.
- Objective 10.1: Encourage the development of a small commercial/civic Town Center near City Hall.



A bird's eye view looking north on Main Street from approximately 200 South.

### ***Chapter 2: Transportation & Connectivity***

- Objective 3.2: Use street design to shape neighborhood character.
- Goal 4: Improve access, walkability, and sense of place on Historic Main Street.
- Objective 4.2: Slow traffic.
- Objective 4.3: Develop shared parking solutions to support Main Street businesses and walkability.
- Objective 4.4: Improve Walkability.
- Objective 4.5: Improve cross and parallel streets to support needs of Main Street.
- Goal 5: Create Kaysville City Center to Increase Sustainable Transportation Choices.
- Objective 5.1: Create a new and enhanced person-focused network.
- Objective 5.3: Re-envision major corridors running through the area.

### ***Chapter 5: Economic Development & Prosperity***

- Goal 1: Promote Kaysville City Center Redevelopment to Strengthen Commercial Areas.
- Objective 1.2: Focus on small scale and local services to meet public requests and provide local growth.

- Goal 2: Utilize the wide variety of tools and incentives available to help achieve economic development goals.
- Objective 2.1: Establish redevelopment areas to fund infrastructure and future developments.
- Goal 3: Allow for Mixed Use Development in Identified Areas to Generate more Rooftops and Prevent Sales Leakage

In addition to these guidelines, goals and objectives, the City intends to further foster the following growth, development and redevelopment patterns in the Kaysville City Center CRA by:

- Promoting development that is high quality, diversified and adaptable to changing conditions
- Creating mixed-use areas where residents can enjoy a live/work lifestyle in addition to lively destinations
- Encouraging businesses and industries to locate and invest within the City in appropriate locations
- Implementing specific streetscape and mobility improvements to enhance pedestrian and transit centered transportation
- Creating districts and a places for residents to gather for community events and activities
- Refurbishing or replacing deteriorating structures so that land is used to its long-term potential

Through the aforementioned planning efforts, Kaysville City recognizes the impact new growth may have on quality of life characteristics. Current population projects Kaysville's population to reach 40,000-45,000 residents by 2030. According to the "Kaysville Main Street Vision," this growth will provide a benefit to the community by adding tax revenue. In addition, the increased population will provide new life to the downtown and increase visitors to Historic Main Street.

Kaysville's Historic Main Street started with mainly general merchandise stores from the mid-1860's until the Great Depression. Most buildings along Main Street are fairly old in terms of original construction date, and some buildings show signs of decline. The "Kaysville Main Street Vision" includes ideas that will transform Historic Main Street to be more walkable and embody Kaysville's identity and character to a higher degree.

In aggregate with the recent adoption of the 2022 General Plan, the City has made other giant strides to strengthen this request and support redevelopment in the downtown and city center area. Those efforts include:

- In fall of 2021, the City adopted its first mixed-use zoning ordinance which will help to facilitate a vibrant and active downtown and city center area. The ordinance was amended in 2023 to create additional opportunities for mixed-use development.
- In July of 2022, the City Council adopted a preferred alternative for the reconstruction of Main Street between 200 North and approximately 100 South. The City developed the preferred alternative after working closely with UDOT, Main Street businesses and property owners.
- In May of 2023, the City Council entered into an Exclusive Negotiation Agreement with Alchemy Development for redevelopment of the Old Library on the municipal block. The intention is to save the historic building and repurpose it for a food hall.
- In August of 2023, in efforts to assist with mixed-use projects and destination oriented development within the bulk of the City Center area, the City Council adopted an ordinance which prohibits uses which are singularly focused on vehicles.
- In April of 2024, the City was awarded a \$140,000 grant from Wasatch Front Regional Council for Transportation and Land Use Connection funds for a small area plan for the Kaysville City Center concept.
- Based on stakeholder feedback, the City conducted a circulation and parking analysis of the historic Main Street. In September of 2024, the City conducted a project to restripe Center Street east of Main Street and add additional on-street parking to downtown area.

These projects have been intentionally completed prior to bringing the Kaysville City Center CRA to taxing entities so Kaysville City and the Agency could adequately show our commitment to the project.

It is the purpose of this Plan to clearly set forth the aims and objectives of this proposed CRA, its scope, its mechanism, and its value to the residents, businesses and property owners of the City and County. The Project is undertaken as a community reinvestment project pursuant to the provisions of the Act.

## **II. RECITALS OF PRECONDITIONS FOR DESIGNATING A COMMUNITY DEVELOPMENT PROJECT AREA**

- A. Pursuant to the provisions of §17C-5-103 et seq. of the Limited Purpose Local Government Entities Community Development and Renewal Agencies Act, the governing body of the Redevelopment Agency of Kaysville City authorized the preparation of a draft community reinvestment Project Area plan; and
- B. Pursuant to the provisions of §17C-5-104(1)(a) and (b) of the Act, the City has a planning commission and general plan as required by law; and
- C. Pursuant to the provisions of §17C-5-104(3)(e) of the Act, the Agency has conducted one or more public hearings for the purpose of informing the public about the proposed

Project Area, allowing public comment on the draft Project Area Plan and whether the Plan should be revised, approved or rejected; and

- D. Pursuant to the provisions of §17C-5-104(3)(b) and (d) of the Act, the Agency made a draft Project Area Plan available to the public at the Agency's offices during normal business hours, provided notice of the Plan hearing and will hold a public hearing on the draft Plan on **January 2, 2025**.

### III. DEFINITIONS

As used in this Community Development Project Area Plan:

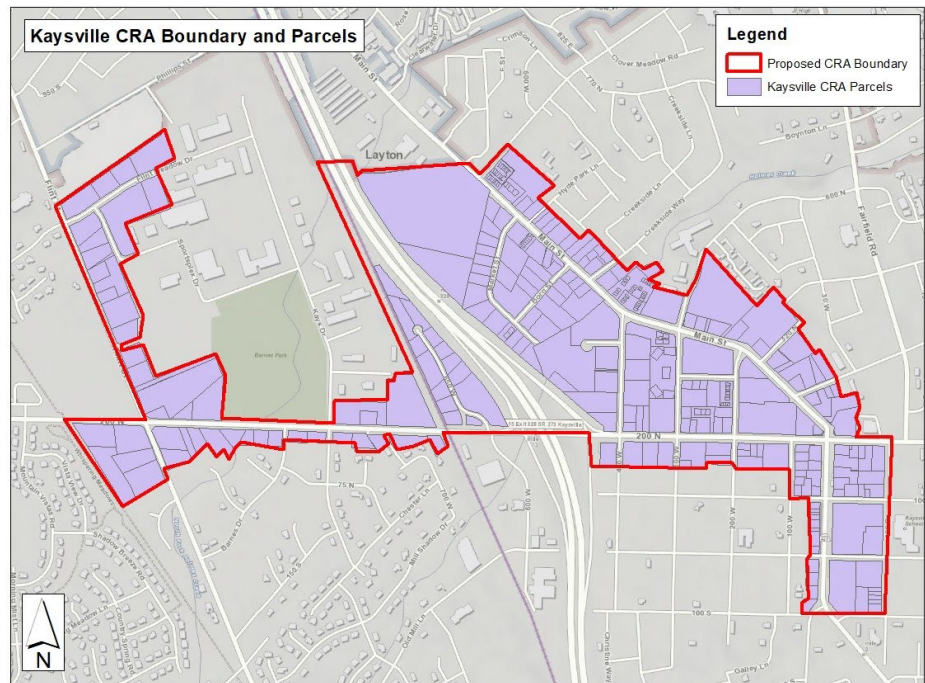
- A. The term "**Act**" shall mean and include the Limited Purpose Local Government Entities – Community Development and Renewal Agencies Act in Title 17C, Chapters 1 through 5, Utah Code Annotated 1953, as amended, or such other amendments as shall from time to time be enacted or any successor or replacement law or act.
- B. The term "**Agency**" shall mean the Kaysville City Redevelopment Agency, a separate body corporate and politic.
- C. The term "**base taxable value**" shall mean the base taxable value of the property within the Project Area from which tax increment will be collected, as shown upon the assessment roll last equalized, before: (A) the date the Project Area Plan is adopted by the City legislative body; and (B) the date the Agency adopts the first Project Area Budget.
- D. The term "**City**" shall mean Kaysville City, Utah.
- E. The term "**community**" shall mean the community of Kaysville City, Utah.
- F. The term "**community reinvestment**" shall mean development activities within the community, including the encouragement, promotion, or provision of development.
- G. The term "**developer**" shall mean the entities potentially investing in the development in the area.
- H. The term "**Plan Hearing**" means the public hearing on the draft Project Area Plan required under Subsection 17C-5-104 of the Act.
- I. The term "**planning commission**" shall mean the planning commission of the City.
- J. The term "**Project Area**" or "**Kaysville City Center Community Reinvestment Project Area**" shall mean the geographic area described in this Project Area Plan or Draft Project Area Plan where the community reinvestment set forth in this Project Area Plan or Draft Project Area Plan takes place or is proposed to take place.
- K. The term "**Project Area Budget**" shall mean a budget setting forth:
  - 1. The anticipated costs, including administrative costs, of implementing the Kaysville City Center Community Reinvestment Project Area Plan; and
  - 2. The tax increment, sales tax, and other revenue the Agency anticipates to fund the project.
- L. The term "**Project Area Map**" is the area depicted in Appendix A.

- M. The term **"Project Area Plan"** or **"Plan"** shall mean a Project Area plan adopted pursuant to the Act to guide and control community reinvestment activity within the Project Area.
- N. The term **"Kaysville City Center Community Reinvestment Project Area Plan"** or **"Plan"** shall mean a Project Area plan and Project Area map adopted pursuant to the Act to guide and control community reinvestment activities within a Project Area.
- O. The terms **"tax," "taxes," "property tax" or "property taxes"** include privilege tax and each levy on an ad valorem basis on tangible or intangible personal or real property.
- P. The term **"taxing entity"** shall mean a public entity that levies a tax on property within the Project Area.
- Q. The term **"Tax Increment"** shall mean the difference between the amount of property tax revenues generated each tax year by all Taxing Entities from the area designated in the Project Area Plan from which Tax Increment is to be collected, using the current assessed value of the property and the amount of property tax revenues that would be or were generated from that same area using the Base Taxable Value of the property.
- R. **All other terms** shall have the same meaning set forth in the Act unless the context clearly indicates otherwise.

#### IV. PROJECT AREA BOUNDARIES [17C-5-105(1)]

The Project Area consists of 261.5 acres located along Main Street, starting at approximately Mutton Hollow Road and continuing south to about 100 South. The Project area also covers the frontage area along 200 North starting near Main Street and continuing west under Interstate-15. The northwestern boundary follows Flint Street north until about Flint Meadow Drive. The Project area also includes the area directly southwest of the intersection of 200 North and Flint Street.

The Project Area boundaries and a Project Area map are included in Appendix A, with a legal description of the parcels in the Project Area included in Appendix B.





## V. GENERAL STATEMENT OF LAND USES, LAYOUT OF PRINCIPAL STREETS, POPULATION DENSITIES, BUILDING INTENSITIES AND HOW THEY WILL BE AFFECTED BY THE PROJECT AREA DEVELOPMENT [17C-5-105(2)]

### A. LAND USES IN THE PROJECT AREA

The existing land uses in the Project Area include primarily developed land (84.5%), with light industrial, commercial and residential dispersed throughout. Uses range from typical retail strip malls to flex warehouse, medical offices, vacant commercial and ranging densities of residential.

**TABLE 1: LAND USE IN PROJECT AREA**

| Land Use     | Acres        | Percent of All Acres |
|--------------|--------------|----------------------|
| Commercial   | 173.1        | 66.2%                |
| Residential  | 48           | 18.35%               |
| Vacant Land  | 40.4         | 15.45%               |
| <b>TOTAL</b> | <b>261.5</b> | <b>100%</b>          |

*Source: Davis County Assessor's Database, ZPFI*

Land uses will be affected as currently vacant or underutilized land is developed in accordance with this Plan. The 40 acres of vacant land is planned for General Commercial or Mixed Use zoning. Redevelopment and development will change existing vacant land to commercial and mixed use projects. Other existing uses may experience use type changes as valuations and opportunities for redevelopment influence highest and best use considerations.

### B. LAYOUT OF PRINCIPAL STREETS IN THE PROJECT AREA

The layout of principal streets in the Project Area is shown in Appendix A. Generally, major roads in the Project Area includes portions of 200 North, Main Street, Flint Street and I-15. Impacts to the layout of principal streets from this project area are not anticipated.

### C. POPULATION DENSITIES IN THE PROJECT AREA

There are some areas of residential uses within the Project Area, including single-family homes, townhomes, and apartments of varying densities. Some proposed development in the Project Area may increase the number of homes, although specific densities are not known. Redevelopment of existing parcels will result in varied densities. It is estimated that the current population within the project area is 390 individuals, resulting in a total area population density of 1.5 persons per acre.

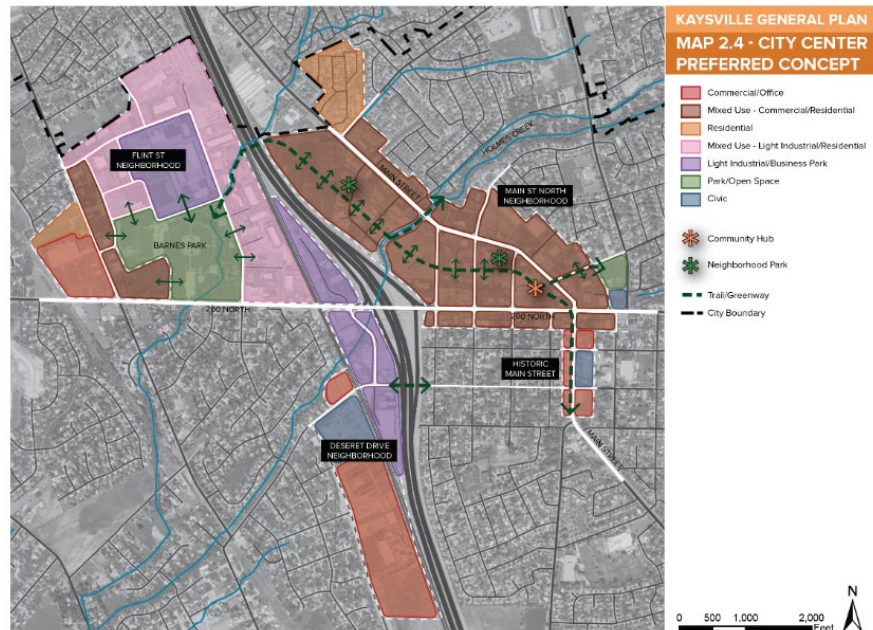
#### D. BUILDING INTENSITIES IN THE PROJECT AREA

The Project Area currently has a significant amount of commercial space located throughout the downtown. Current proposals for downtown, although still uncertain, suggest the possible addition of mixed-use projects, including more retail and commercial uses with residential to support the commercial uses.

### VI. STANDARDS THAT WILL GUIDE THE PROJECT AREA DEVELOPMENT [17C-5-105(3)]

#### A. GENERAL DESIGN OBJECTIVES

Development within the Project Area will be held to high quality design and construction standards and will be subject to: (1) appropriate elements of the City's General Plan; (2) applicable City building codes and ordinances; (3) Planning Commission review and recommendation; (4) the City's land use code; (5) development agreements that include design guidelines or generally established guidelines; and (6) applicable small area plans.



Owners and developers will be allowed flexibility in the development of land located within the Project Area and are expected to obtain quality design and development. Development contemplated in the area should use materials that are in harmony with adjoining areas and subject to design review and approval by the City. It is envisioned that these design objectives will be codified or included in development agreements with prospective developers specifically addressing these points.

Coordinated, attractive and water wise landscaping will also contribute to the character of the Project Area. Construction materials including design pavers, retaining walls, fences, curbs, benches and other items will be addressed in the design guidelines.

Parking areas will be designed with careful regard to orderly arrangement, topography, relationship to view, ease of access, and as an integral part of the overall area function. Parking,

and potentially shared parking agreements or new parking alignments for portions of the downtown area, will be a key consideration for redevelopment and new development.

All development will be accompanied by site plans, development data, and other appropriate materials clearly describing the development. These plans will also include land coverage, building setbacks, heights, landscaping, open space and any other data required by the City's land use code, development agreement or as requested by the City or the Agency.

The general standards that will guide development are those found in the Kaysville City General Plan. These include:

- Creating a large and varied grouping of uses to sustain civic and economic activity
- Interconnecting sites for pedestrian and vehicular access
- Renovation and preservation of historical landmarks, sites and structures

Additional consideration may be made for the following criteria:

- Strengthening the tax base and economic health of the entire community and the State of Utah.
- Implementing the tax increment financing provisions of the Act, which are incorporated herein by reference and made a part of this Plan.
- Encouraging economic use of new construction, redevelopment, or continued usage of existing properties located within the Project Area.
- Promoting and marketing the Project Area for Project Area development that would be complementary to existing businesses that would enhance the economic base of the City through diversification.
- Providing compatible relationships among land uses and quality standards for development, such that the area functions as a unified and viable center of community activity for the City.
- Removing any impediments to land disposition and development through assembly of land into reasonably sized and shaped parcels served by adequate public utilities and infrastructure improvements.
- Achieving an environment that reflects an appropriate level of concern for architectural, landscape and design principles, developed through encouragement, guidance, appropriate controls, and financial and professional assistance to owner participants and developers.
- Providing for construction of public streets, utilities, curbs and sidewalks, other public rights-of-way, streetlights, landscaped areas, public parking, water utilities, sewer utilities, storm drainage, open space, and other public improvements.
- Providing public streets and road access to the area to facilitate better traffic circulation and reduce traffic hazards by assisting in the street alignments.

**B. TECHNIQUES TO ACHIEVE THE PROJECT AREA DEVELOPMENT PLAN OBJECTIVES**

Activities contemplated in carrying out the Plan in the Project Area may include the acquisition and development of properties in the Project Area.

Parcels of real property located in the Project Area may be acquired by purchase, but may not be acquired by condemnation, unless from an Agency board member or officer with their consent [§17C-1-206 (1) and (2)(b)].

**C. PROPERTY ACQUISITION, DISPOSITION AND DEVELOPMENT**

The objectives of this Plan are to be accomplished by various means including but not limited to the following:

**1. ACQUISITION OF REAL PROPERTY**

The Agency may acquire, but is not required to acquire, real property located in the Project Area. The Agency may acquire property by negotiation, gift, devise, exchange, purchase, or other lawful method, but not by eminent domain (condemnation) unless from an Agency board member or officer with their consent.

The Agency is authorized to acquire any other interest in real property less than fee title such as leasehold interests, easements, rights of way, etc. by negotiation, gift, devise, exchange, purchase or other lawful method, but not by eminent domain (condemnation) unless from an Agency board member or officer with their consent [§17C-1-206 (1) and (2)(b)].

**2. COOPERATION WITH THE COMMUNITY AND PUBLIC ENTITIES**

The community and certain public entities are authorized by state law, with or without consideration, to assist and cooperate in the planning, undertaking, construction, or operation of projects within this Project Area. The Agency may seek the aid and cooperation of such public entities in order to accomplish the purposes of Project Area development and the highest public good.

The Agency, by law, is not authorized to acquire real property owned by a public entity without the consent of the public entity. The Agency, however, will seek the cooperation of all public entities that own or intend to acquire property in the Project Area. To the extent allowed by law, the Agency shall impose on all public entities owning real property in the Project Area the planning and design controls contained in this Plan to the end that uses and any future development by public entities will conform to the requirements of this Plan.

### **3. PROPERTY MANAGEMENT**

During such time that property, if any, in the Project Area is owned by the Agency, such property shall be under the management and control of the Agency. Such property may be rented or leased by the Agency pending its disposition for Project Area development.

### **4. PROPERTY DISPOSITION AND DEVELOPMENT**

The Agency is also authorized, by lawful means, to provide for and promote Project Area development of the Project Area as described below.

While there are currently a significant number of buildings or structures in the Project Area and it is relatively unlikely that there will ever be a need to demolish and clear a notable number of buildings or structures in the Area, the Agency is authorized to demolish and clear buildings, structures, and other improvements from any real property in the Project Area, should such a need occur, to carry out the purposes of this Plan.

The Agency is authorized to install and construct or to cause to be installed and constructed the public improvements, public facilities, and public utilities, within the Project Area, not prohibited by law which are necessary or desirable to carry out this Plan, as well as publicly-owned improvements and infrastructure outside the Project Area that are of benefit to the Project Area. The Agency is authorized to prepare or cause to be prepared as building sites any real property in the Project Area. The Agency is also authorized to rehabilitate or to cause to be rehabilitated any building or structure in the Project Area should such a need occur in the future. The Agency is also authorized to advise, encourage, and assist in the rehabilitation of property in the Project Area not owned by the Agency should such a need occur in the future.

For the purposes of this Plan, the Agency is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property. The Agency is authorized to dispose of real property by leases or sales by negotiation with or without public bidding. All real property acquired by the Agency in the Project Area shall be sold or leased to public or private persons or entities for development for the uses permitted in this Plan. Real property may be conveyed by the Agency to the City or any other public entity without charge. The Agency shall reserve such controls in the disposition and development documents as may be necessary to prevent transfer, retention, or use of property for speculative purposes and to ensure that development is carried out pursuant to this Plan. All purchasers or lessees of property from the Agency shall be made obligated to use the property for the purposes designated in this Plan, to begin and complete development of the property within a period of time which the Agency fixes as reasonable, and to comply with other conditions which the Agency deems necessary to carry out the purposes of this Plan.



To the maximum possible extent, the objectives of this Plan are to be accomplished through Agency encouragement of, and assistance to, private enterprise in carrying out development activities. To provide adequate safeguards to ensure that the provisions of this Plan will be carried out, all real property sold, leased, or conveyed by the Agency, as well as all property subject to participation agreements, shall be made subject to the provisions of this Plan by leases, deeds, contracts, agreements, declarations of restrictions, provisions of the City ordinances, conditional use permits, or other means. Where appropriate, as determined by the Agency, such documents or portions thereof shall be recorded in the Office of the County Recorder. The leases, deeds, contracts, agreements, and declarations of restrictions may contain restrictions, covenants, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes, or any other provision necessary or desirable to carry out this Plan.

To the extent now or hereafter permitted by law, the Agency is authorized to pay for, develop, or construct any building, facility, structure, or other improvement either within or outside the Project Area for itself or for any public entity to the extent that such improvement would be of benefit to the Project Area. During the period of development in the Project Area, the Agency shall require that the provisions of this Plan and of other documents formulated pursuant to this Plan are being observed, and that development in the Project Area is proceeding in accordance with development documents and time schedules. Plans for development by owners or developers shall be submitted to the City for review and approval. All Project Area development must conform to this Plan and all applicable federal, state, and local laws.

For the purpose of this Plan, the Agency is authorized to sell, lease, exchange, transfer, assign, pledge, encumber, and otherwise dispose of personal property.

#### **5. APPROVALS**

The City shall approve the design of all development within the Project Area to ensure that development therein is consistent with this Plan. Mixed Use development projects or increment funded projects will need approval from the City Council and/or the Agency.

### **VII. HOW THE PROJECT AREA DEVELOPMENT WILL FURTHER PURPOSES OF THIS TITLE [17C-5-105(4)]**

It is the intent of the Agency, with the assistance and participation of private owners, to facilitate new development or redevelopment within the Project Area that includes the objectives previously stated that are a key part of the Kaysville City 2022 General Plan. The proposed Project Area will additionally provide for the encouragement, promotion, or provision of a walkable historic downtown in the community. Further, the Project will strengthen the tax base of the community, will accomplish community development objectives, and create a well-planned and vibrant downtown core. The Project Area Plan will further the purposes of the Act by accomplishing the following items:

**A. ESTABLISHMENT OF NEW BUSINESS**

The Project Area includes the potential for notable commercial development which will benefit the State and the City through increased job creation, increased sales tax base, and increased income taxes paid.

**B. CREATION OF NEW JOBS**

The Project Area includes the potential for new businesses and related jobs. It is anticipated that new jobs will be created as new businesses are attracted to the revitalized downtown and city center areas.

1. **Office** – There are current plans for the addition of 56,000 square feet of office space in the project area. Staff estimates another 54,000 square feet of office could be added to the project area over its 15 year course. Current market conditions indicate one job is created per 200 square feet of office space. If current plans and estimates are realized, the Kaysville City Center CRA could bring more than 550 new office jobs to the Project Area.
2. **Commercial** – Commercial jobs include retail sales and services, restaurants, banks and other similar uses. Current market conditions indicate one job is created for every 150 square feet of commercial space. Conservative estimates for new commercial space within the Project Area include the addition of 45,000 square feet of new commercial space which would create at least 300 new jobs.
3. **Construction** – Temporary construction jobs will also be created within the project area. It is not feasible at this time to estimate how many jobs will be created throughout the 15 year time period.

**C. PUBLIC INFRASTRUCTURE IMPROVEMENTS**

The construction of the public infrastructure improvements and upgrades necessary to the area will support a variety of development and will provide for future development in surrounding areas. Infrastructure is an important element of economic development and areas that lack good infrastructure are not able to be competitive in attracting good-quality businesses to locate in their community.

The development of the Project Area and the associated public infrastructure improvements will also: (1) make the land within the Project Area more desirable and potentially more accessible to and from other parts of the City; and (2) allow existing infrastructure to be extended and connected to other infrastructure and thereby used more efficiently. Thus, the components of the Project provided in this Plan will encourage,

promote, and provide for community development within the Project Area and the City generally for years to come.

#### **D. PROVISION OF ESSENTIAL SERVICES**

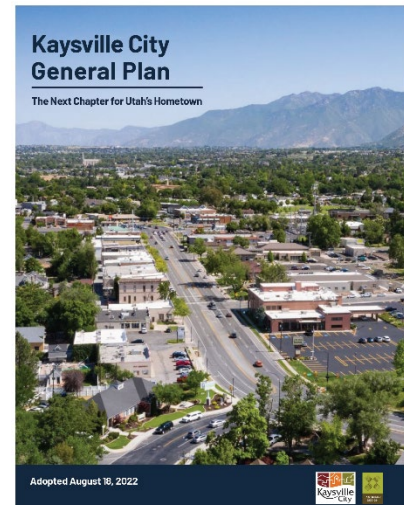
Potential redevelopment or new development will most likely provide essential services to existing and possible new housing units for the Project Area. Commercial development will also likely include office spaces which may offer a variety of medical and dental services as well as professional office uses.

### **VIII. THE PLAN IS CONSISTENT WITH AND WILL CONFORM TO THE COMMUNITY'S GENERAL PLAN [17C-5-105(5)]**

The City Center Project Area Plan is consistent with the City's 2022 General Plan. New development or redevelopment will diversify and strengthen the City by adding updated or new uses to the community.

Further development of this area will provide a strong tax base that will enable the City to expand and provide additional services.

For more details regarding the Kaysville City Center CRA and how the 2022 General Plan supports this request, please refer to Section I: Introduction.



### **IX. IF APPLICABLE, DESCRIBE HOW THE PROJECT AREA WILL REDUCE OR ELIMINATE DEVELOPMENT IMPEDIMENTS [17C-5-105(6)]**

While some portions of the study area may have development impediments (largely due to age), these are relatively minimal and not overly applicable to the Project Area plan.

### **X. DESCRIPTION OF ANY SPECIFIC PROJECT OR PROJECTS THAT ARE THE OBJECT OF THE PROPOSED COMMUNITY REINVESTMENT [17C-5-105(7)]**

The Project Area is intended to accomplish a larger vision of the historic Main Street downtown and Kaysville City Center Concept and is not intended for any specific development. It is assumed that multiple parts of the study area will support new development or redevelopment, resulting in new residential units, retail offerings, and commercial uses (office and flex office).

### **XI. HOW PARTICIPANTS WILL BE SELECTED [17C-5-105(8)]**

#### **A. SELECTION OF PRIVATE DEVELOPERS**

The Agency contemplates that owners of real property within the Project Area may take advantage of the opportunity to develop their property, redevelop, maintain, or sell their

property to developers for the development of facilities within the Project Area. In the event that owners do not wish to participate in the development in compliance with the Plan, or in a manner acceptable to the Agency, or are unable or unwilling to appropriately participate, the Agency reserves the right pursuant to the provisions of the Act to acquire parcels, to encourage other owners to acquire other property within the Project Area, or to select non-owner developers by private negotiation, public advertisement, bidding or the solicitation of written proposals, or a combination of one or more of the above methods. It is assumed that a moderate number properties in the area will not be the subject of new development or significant redevelopment but will ultimately benefit from the goals and implementation of the plan.

#### **B. IDENTIFICATION OF DEVELOPERS WHO ARE CURRENTLY INVOLVED IN THE PROPOSED COMMUNITY REINVESTMENT AREA**

There are no developers who are currently pursuing the use of tax increment financing in the proposed Kaysville City Center Community Reinvestment Area. Development guidelines and agreements regarding the use and payment of tax increment will be set forth in Development Agreement or other agreements between the Agency and any development teams.

##### **1. QUALIFIED OWNERS**

Any person wishing to become a developer will be required to own or have the right to purchase a part of the Project Area.

##### **2. OTHER PARTIES**

If there are no owners in the Project Area who possesses the skill, experience, and financial resources necessary to become a developer in the Project Area or are able to become a developer to part of the Project Area, the Agency may identify other qualified persons who may be interested in developing part of the Project Area. Potential developers may be identified by one or more of the following processes: (1) public solicitation, (2) requests for proposals (RFP), (3) requests for bids (RFB), (4) private negotiation, or (5) some other method of identification approved by the Agency.

##### **3. OWNER PARTICIPATION AGREEMENTS**

The Agency has not entered into nor does it intend to enter into any owner participation agreements or agreements with developers to develop parts of the Project Area until after the Agency and the City decide whether or not to adopt this Plan for the Project Area.

**XII. REASONS FOR THE SELECTION OF THE COMMUNITY REINVESTMENT PROJECT AREA [17C-5-105(9)]**

The Project Area was selected by the Agency as having a significant impact to the community and a near-term ability to strengthen Kaysville City and Davis County by allowing for appropriate redevelopment or new development of commercial space, residential housing, and public infrastructure that may support future development anticipated for Kaysville City and provide for development in surrounding areas.

Specific boundaries of the Project Area were arrived at by the Agency after a review of the area by members of the Agency, City staff, economic development consultants, and other technical and legal consultants. Planned treatment of this area is intended to stimulate development to the degree necessary for sound long-term growth in the Project Area and to encourage the development of real property located within the Project Area. Finally, the Project Area is a key element in the City's 2022 General Plan.

**XIII. DESCRIPTION OF THE PHYSICAL, SOCIAL AND ECONOMIC CONDITIONS EXISTING IN THE AREA [17C-5-105(10)]****A. PHYSICAL CONDITIONS**

The Project Area consists of approximately 261.5 acres of land as shown on the Project Area map located in the Addenda.

**B. SOCIAL CONDITIONS**

There are currently a significant number of buildings of nearly all use types within the Project Area. No unusual social conditions were found to exist. The Project Area Plan may help to further bring consumers and visitors from across the area to the Project Area for shopping, living, and employment.

**C. ECONOMIC CONDITIONS**

The study area currently generates a significant amount of taxable values from its variety of uses. Overall, as of the most recent tax year (2023), the project year had a base taxable value of \$203,550,124.

**XIV. FINANCIAL ASSISTANCE ANTICIPATED TO BE OFFERED TO A PARTICIPANT [17C-5-105(11)]**

The Agency intends to negotiate and enter into one or more inter-local agreements with Davis County, Davis County School District, Weber Basin Water Conservancy District, Davis County Mosquito Abatement District, Central Davis County Sewer District, Davis County Library, and Kaysville City to secure receipt of a portion of the property tax increment generated within the Project Area that would otherwise be paid to those taxing entities. Collectively, those tax revenues may be used for the reasons already outlined. Subject to the provisions of the Act, the Agency may agree to pay for eligible development costs and



other items from such tax revenues for any period of time the Agency and the taxing entities may deem appropriate under the circumstances.

## **XV. RESULTS OF THE PUBLIC BENEFIT ANALYSIS [17C-5-105(12)]**

### **A. THE BENEFIT OF ANY FINANCIAL ASSISTANCE OR OTHER PUBLIC SUBSIDY PROPOSED TO BE PROVIDED BY THE AGENCY**

#### **1. AN EVALUATION OF THE REASONABLENESS OF THE COSTS OF THE PROPOSED PROJECT AREA DEVELOPMENT**

The preliminary cost estimates for downtown improvements include expenses for roadways, parking improvements, public open space areas, façade programs, trail development, etc., and appear to be reasonable given current and anticipated market conditions.

The City has partnered with UDOT to create a specific concept plans for rehabilitation of Main Street between 200 North and approximately 100 South. A copy of the Main Street Preferred Alternative (Appendix C) which was adopted by the City Council on July 21, 2022 included a cost estimate of \$2,363,000 (2025 valuation).

Estimates of costs and probable project area use for increment include:

- Main Street improvements between 200 North and 100 South, including expansion, installation of medians, intersection realignment, and traffic calming (~\$2,363,000)
- Other roadway and intersection improvements (~\$800,000)
- Beautification and landscaping (~\$250,000)
- Sidewalk expansion or realignment, trail development, etc. (~\$500,000)
- Creation of pedestrian oriented atmosphere and facilities (~\$250,000)
- Creation of public open space amenities (~\$190,000)
- Property acquisition (~\$2,000,000)
- Parking enhancements, parking structure and facilities (~\$5,000,000)
- Traffic, circulation and parking studies (~\$35,000)
- Relocation assistance for businesses and or residences (~\$350,000)
- Location assistances for businesses (~\$150,000)
- Demolition and pre-demolition environmental assessment costs (~\$20,000)
- Utility expansion, extension or upgrades (~\$250,000)
- Installation of fiber optic networks (~\$200,000)

- Facilitation of façade grant and loan programs (~\$200,000)
- Relocation of historical markers (~\$75,000)

## **2. EFFORTS TO MAXIMIZE PRIVATE INVESTMENT**

The City has made efforts to maximize private investment in the area. The City has pursued a development pattern that will attract desirable tenants and will bring a strong tax base to the City. The City anticipates that this Project Area focus will create new jobs. The wages paid for these jobs will then be re-spent, by the private sector, in the local and regional economies that will bring benefits to private businesses in the area.

It is likely that redevelopment and new development will significantly increase taxable values from the current taxable value of around \$203,550,124, to roughly \$280,061,524 over 15 years. The Project Area is currently generating approximately \$1,981,968 in property tax revenues; it is projected to generate an additional \$744,002 per year at the end of 15 years. Developers will also likely be paying for improvements to various public infrastructure needs.

## **3. RATIONALE FOR USE OF PROJECT AREA FUNDS**

Tax increment funds are necessary in order for this site to be competitive with similar sites under consideration. Building upgrades and enhancements need to be made to those showing signs of aging and deterioration. Therefore, in order to enhance this area and uplift the desirability of the city center core, the Agency is proactively seeking to create a Project Area, with the use of tax increment, so that redevelopment and new development can be considered.

## **4. ESTIMATE OF TOTAL PROJECT AREA FUNDS AND LENGTH OF TIME OF PROJECT AREA**

Project Area funds will be disbursed to the Agency for a period of 15 years and are anticipated to be approximately \$5,189,360 over the 15-year period, with a NPV of nearly \$3,316,322.

# **B. THE ANTICIPATED PUBLIC BENEFIT DERIVED FROM THE PROPOSED PROJECT AREA DEVELOPMENT**

## **1. BENEFICIAL INFLUENCES ON THE COMMUNITY'S TAX BASE**

The property tax base of the taxing entities should increase by over \$76,000,000 from the various investments in real property (land and buildings) alone. In addition, the personal property tax base of the taxing entities will increase but will vary depending on the type of equipment located in the Project Area as well as individual depreciation schedules.

In addition to tax revenues, the Project Area will generate other revenues including sales tax, Class B/C Road Funds, business license fees, charges for services, and one-time fees such as building permits and impact fees.

## **2. ASSOCIATED BUSINESS AND ECONOMIC ACTIVITY STIMULATED BY THE DEVELOPMENT**

Other business and economic activity likely to be stimulated includes business employee and construction expenditures. There are significant opportunities for increased economic development and tax generating development that can occur within the immediate sphere of influence of the Project Area that otherwise may not occur in a timely basis or at the same level of increased development and private investment.

## **3. BUSINESS AND EMPLOYEE EXPENDITURES**

It is anticipated that employees and business owners in the Project Area will directly or indirectly purchase local goods and services related to their operations from local or regional suppliers. These purchases will likely increase employment opportunities in the related areas of business equipment, furniture and furnishings, business supplies, computer equipment, communication, security, transportation and delivery services, maintenance, repair and janitorial services, packaging supplies, office and printing services, transportation and delivery services.

A summary of benefits is as follows:

- Provide an increase in direct purchases in the City and the County.
- Provide economic diversification within the City and the County.
- Complement existing businesses and industries located within the City by providing new employees who may live and shop and pay taxes in the City and the region.
- Generate indirect and induced (“multiplier”) impacts from business and employee expenses in the local area. The types of expenditures by employees in the area will likely include shopping for personal and household goods, lunches at area restaurants, convenience purchases and personal services (haircuts, banking, dry cleaning, etc.). The employees will not make all of their convenience or personal services purchases near their workplace, and each employee's purchasing patterns will be different. However, it is reasonable to assume that a percentage of these annual purchases will occur within close proximity to the workplace (assuming the services are available).

## **4. CONSTRUCTION EXPENDITURES**

Economic activity associated with the development will include construction activity. Construction costs for labor and materials will likely be notable. This will create a moderate number of construction jobs. Construction supplies are also anticipated to create significant sales tax revenues for the State, County and City.

**5. ADOPTION OF THE PLAN IS NECESSARY AND APPROPRIATE TO UNDERTAKE THE PROJECT AREA PLAN**

Adoption of the Plan is necessary and appropriate to undertake the Project Area Plan because:

- The Plan conforms with and furthers the City's General Plan; and
- Private investment will increase the tax base by over \$76,000,000 which will provide increased tax revenues to all taxing entities.

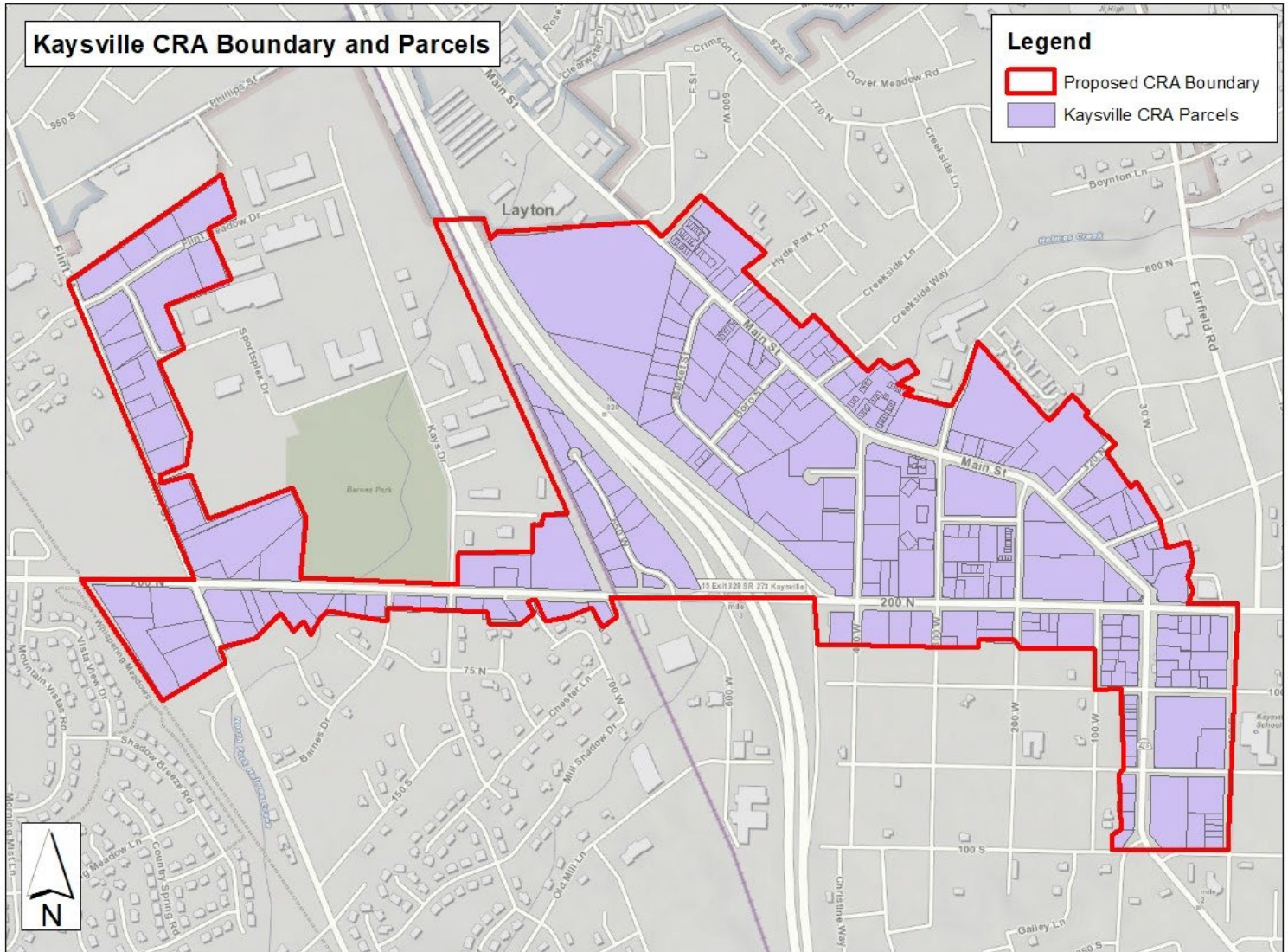
**XVI. IF APPLICABLE, STATE THAT THE AGENCY SHALL COMPLY WITH SECTION 9-8-404 [17C-5-105(13)]**

The Agency will comply with Section 9-8-404 if any of the existing buildings are eligible for inclusion in the National Register of Historic Places or the State Register and the Agency spends Agency funds on the demolition or rehabilitation of said existing buildings.

**XVII. STATE WHETHER THE PLAN IS SUBJECT TO A TAXING ENTITY COMMITTEE OR AN INTERLOCAL AGREEMENT [17C-5-105(14)]**

This Plan was not adopted before May 14, 2019, as stated in the code, however, this Plan is subject to Interlocal Agreements.

## APPENDIX A: PROJECT AREA MAP





## APPENDIX B: LEGAL DESCRIPTION

### CRA Metes and Bounds description (**Description Only – NOT SURVEYED**)

Commencing at the NW Corner of Section 33, Township 4 North, Range 1 West and running S 0 degrees 37'28" W 513.12 feet along the section boundary; thence N 89 degrees 52'23" E 521.92 feet to the True Point of Beginning; thence continue N 54 degrees 54'11" E 1346.71 feet; thence continue S 21 degrees 14'27" E 317.12 feet; thence continue S 69 degrees 32'05" W 215.99 feet; thence continue S 20 degrees 26'27" E 430.41 feet; thence continue S 69 degrees 33'59" W 485.95 feet; thence continue S 22 degrees 01'30" E 355.05 feet; thence continue S 69 degrees 33'25" W 206.34 feet; thence continue S 22 degrees 17'45" E 571.30 feet; thence continue S 67 degrees 34'09" W 24.29 feet; thence continue S 00 degrees 20'39" W 187.85 feet; thence continue S 21 degrees 56'42" E 457.92 feet; thence continue N 67 degrees 20'02" E 656.17 feet; thence continue S 24 degrees 16'23" E 218.83 feet; thence continue S 01 degrees 31'40" W 465.02 feet; thence continue S 88 degrees 28'34" E 1125.89 feet; thence continue N 01 degrees 42'10" E 238.06 feet; thence continue S 88 degrees 30'16" E 532.81 feet; thence continue N 02 degrees 19'43" E 285.07 feet; thence continue S 88 degrees 34'04" E 250.81 feet; thence continue N 24 degrees 52'50" W 2360.1 feet; thence continue N 89 degrees 45'24" E 350.76; thence continue S 24 degrees 57'41" E 158.01 feet; thence continue N 83 degrees 06'09" E 1125.78 feet; thence continue S 47 degrees 51'21" E 147.92 feet; thence continue N 43 degrees 16'16" E 419.70 feet; thence continue S 48 degrees 48'26" E 628.01 feet; thence continue S 47 degrees 23'18" W 230.72 feet; thence continue S 48 degrees 09'53" E 581.23 feet; thence continue N 47 degrees 47'11" E 104.89 feet; thence continue S 44 degrees 21'00" E 510.69 feet; thence continue S 86 degrees 36'28" E 58.3 feet; thence continue N 54 degrees 03'43" E 94.62 feet; thence continue S 65 degrees 24'48" E 84.65 feet; thence continue N 69 degrees 11'29" E 118.45 feet; thence continue S 38 degrees 59'04" E 126.89 feet; thence continue S 63 degrees 26'20" W 143.79 feet; thence continue S 58 degrees 58'22" E 89.92 feet; thence continue S 28 degrees 30'46" W 47.95 feet; thence continue S 74 degrees 38'39" E 340.22 feet; thence continue N 20 degrees 35'51" E 501.5 feet; thence continue S 42 degrees 37'03" E 750.1 feet; thence continue N 44 degrees 02'30" E 267.13 feet; thence continue S 42 degrees 30'20" E 178.45 feet; thence continue S 47 degrees 16'39" W 52.19 feet; thence continue S 41 degrees 23'20" E 290.64 feet; thence continue S 30 degrees 03'56" W 80.98 feet; thence continue S 46 degrees 04'20" E 288.76 feet; thence continue N 58 degrees 35'44" E 25.44 feet; thence continue S 31 degrees 57'55" E 315.08 feet; thence continue S 18 degrees 01'49" E 210.07 feet; thence continue N 74 degrees 44'18" E 132.54 feet; thence continue S 24 degrees 00'18" E 83.56 feet; thence continue S 08 degrees 06'21" E 142.44 feet; thence continue S 35 degrees 57'02" W 60.54 feet; thence continue S 00 degrees 44'49" W 201.24 feet; thence continue N 89 degrees 15'00" E 342.25 feet; thence continue S 01 degrees 14'24" W 1799.83 feet; thence continue N 89 degrees 02'59" W 843.92 feet; thence continue N 0 degrees 25'53" E 132.57 feet; thence continue N 35 degrees 27'07" E 43.14 feet; thence continue N 89 degrees 49'43" E 49.05 feet; thence continue N 0 degrees 20'02" E 133.65 feet;

thence continue N 89 degrees 39'20" W 24.99 feet; thence continue N 0 degrees 19'14" E 113.73 feet; thence continue N 07 degrees 57'23" W 20.23 feet; thence continue N 89 degrees 39'21" W 54.99 feet; thence continue N 0 degrees 20'40" E 110.98 feet; thence continue N 0 degrees 34'59" W 64.42 feet; thence continue S 88 degrees 11'46" E 83.87 feet; thence continue N 1 degrees 03'18" E 381.9 feet; thence continue N 88 degrees 54'34" W 10.38 feet; thence continue N 0 degrees 40'54" E 196.94 feet; thence continue N 89 degrees 16'21" W 149.42 feet; thence continue N 0 degrees 57'52" E 189.03 feet; thence continue S 89 degrees 07'39" E 99.94 feet; thence continue S 89 degrees 09'56" E 15.97 feet; thence continue N 0 degrees 21'13" E 69.63 feet; thence continue N 89 degrees 09'09" W 2190.82 feet; thence continue N 0 degrees 57'57" E 332.87 feet; thence continue N 89 degrees 22'48" W 1511.4 feet; thence continue S 08 degrees 06'15" E 51.55 feet; thence continue S 26 degrees 47'17" E 135.21 feet; thence continue S 46 degrees 03'27" W 133.78 feet; thence continue N 25 degrees 05'25" W 192.2 feet; thence continue S 64 degrees 13'55" W 140.41 feet; thence continue S 75 degrees 12'08" W 210.27 feet; thence continue N 39 degrees 23'08" W 76.81 feet; thence continue N 17 degrees 34'21" W 102.01 feet; thence continue N 88 degrees 33'08" W 38.08 feet; thence continue S 17 degrees 34'21" E 92.04 feet; thence continue S 55 degrees 40'56" W 123.56 feet; thence continue N 33 degrees 53'57" W 24.08 feet; thence continue N 88 degrees 32'35" W 240.02 feet; thence continue N 01 degrees 31'41" E 48.94 feet; thence continue N 89 degrees 42'44" W 704.71 feet; thence continue S 01 degrees 31'39" W 44.99 feet; thence continue N 88 degrees 28'36" W 434.95 feet; thence continue S 54 degrees 59'23" W 64.81 feet; thence continue S 18 degrees 39'09" W 114.27 feet; thence continue N 38 degrees 42'09" W 120.33 feet; thence continue S 44 degrees 48'14" W 91.03 feet; thence continue N 35 degrees 34'47" W 136.05 feet; thence continue S 51 degrees 49'40" W 224.26 feet; thence continue S 63 degrees 49'31" W 285.46 feet; thence continue S 20 degrees 59'09" E 69.01 feet; thence continue S 55 degrees 57'02" W 521.65 feet; thence continue N 32 degrees 37'16" W 991.73 feet; thence continue S 89 degrees 35'48" E 748.82 feet; thence continue N 23 degrees 21'29" W along said line 2370.43 feet to the Point of Beginning.

## **APPENDIX C: KAYSVILLE MAIN STREET PREFERRED CONCEPT**



## Kaysville Main Street DRAFT Preferred Concept

This document summarizes the preferred concept for Kaysville's Main Street (S.R. 273). This is a joint vision created by both Kaysville City and the Utah Department of Transportation. The concept was developed through a collaborative process involving key people in UDOT and Kaysville and addresses the needs of both UDOT and the Kaysville community.

The concept builds on Kaysville City's Main Street Vision the City created in 2019. This vision is a broad directive for Main Street, and this more detailed collaboration with UDOT for the street right-of-way and transportation elements is an important implementation piece of that vision.

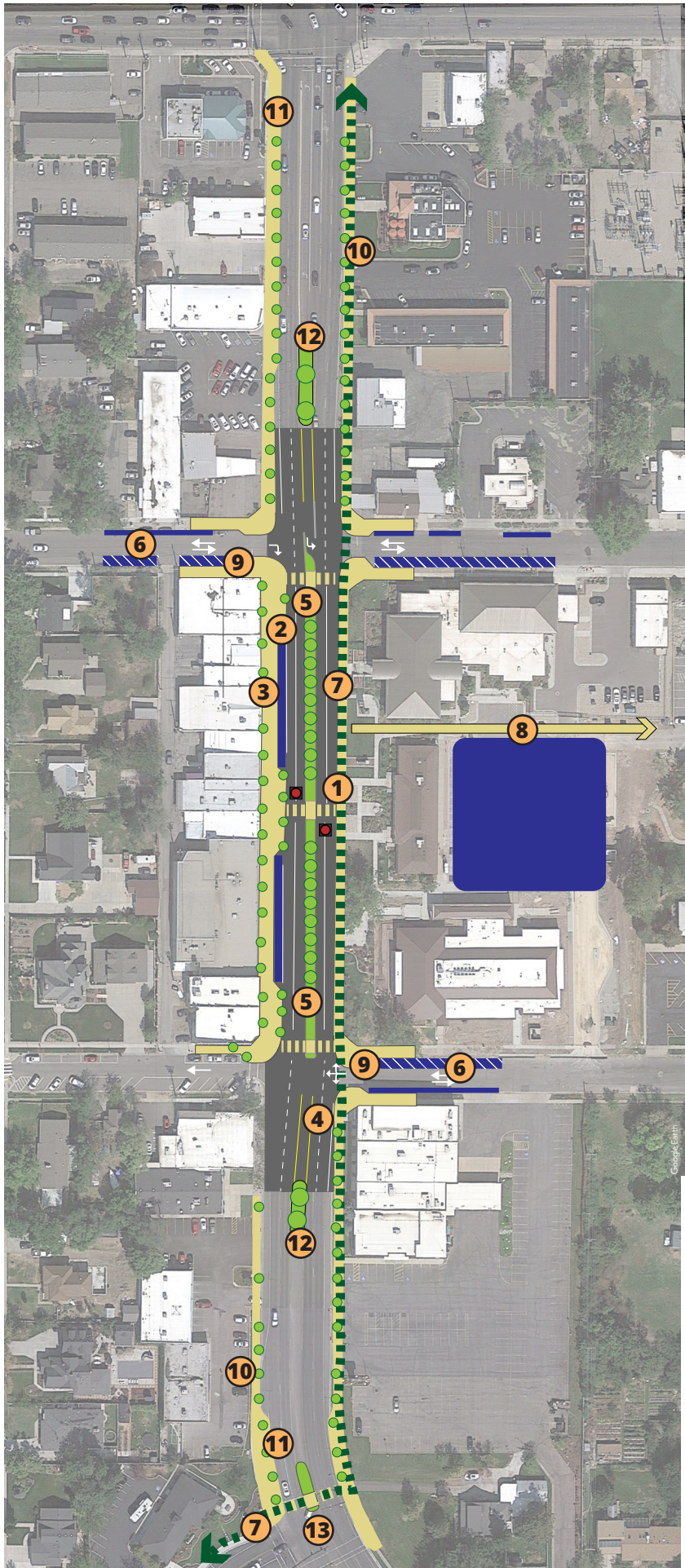
The initial conversations among Kaysville and UDOT highlighted two key priorities: placemaking and access. The concept reflects these themes. Place in this case means public space, aesthetics, slowing traffic, and a full downtown streetscape extension. Access means pedestrian crossings, parking, access management, network, and active transportation.

This document provides an overview of the concept and its elements; the details and examples of each element; and ideas for how the project will be implemented and funded.



*Rendering of Kaysville Main Street Preferred Concept*





### PEDESTRIAN



New pedestrian space



Marked pedestrian crossing



HAWK pedestrian-activated crossing

### STREETSCAPE



Street trees



Planted median island

### PARKING



Reconfigured diagonal parking



Reconfigured parallel parking



Key district off-street parking area

### NETWORK LINKS



Shared use pathway



## Concept Overview

The Kaysville Main Street Preferred Concept seeks to improve Main Street's access and sense of place while still moving traffic on the state highway corridor. It does this through a major extension of the pedestrian area on the west side of the central block of Main Street and landscape and streetscape improvements in the new space; a lateral transition of the traffic lanes to the east to allow for the west side sidewalk extension; a set of landscaped medians; the movement of the existing HAWK to a mid-block location and additional pedestrian crossings at Center Street and 100 North; reconfiguring of 100 North and Center Street with diagonal parking; and some restriction of turns on and off Main Street. The concept keeps the street's existing vehicle capacity.

These improvements will create more high quality public space; improve the pedestrian environment; slow traffic; increase the ability for pedestrians to cross the street safely, conveniently, and with ease; better connect Main Street to the parking on the City Hall block; maintain parking and make it overall more convenient; and manage vehicle access on and off Main Street.

The major tradeoff of the concept is likely the loss of on-street parking spaces on Main Street (primarily on the east side) in exchange for a much bigger pedestrian environment on the west side of the street, a more traffic calmed environment, and shorter and more frequent pedestrian crossings. The concept seeks to make the parking in the City Hall block more convenient to Main Street patrons and diagonal spaces on the nearby cross streets help make up for lost Main Street parking as well.

## Concept Elements

### CENTRAL BLOCK

- ➊ Move HAWK signal and crosswalk from Center Street to mid-block between Center Street and 100 North
- ➋ Extend curb on west side in central block of Historic Main Street
- ➌ Preserve the majority of on-street parking on west side of central block with time-restricted or pay spaces - with the exception of the north and south ends and middle, where pedestrian area curb extensions would take the place of an estimated six spaces.
- ➍ Lane shift to east so that travel lanes are against existing east curb in central block; begin shift on north and south blocks
- ➎ Median in central block with pedestrian refuges at mid-block, 100 North and Center Street, and "super street" access management extension
- ➏ Stripe diagonal parking on one side of Center Street and 100 North (with parallel on the other side)
- ➐ East side shared use path to connect with other planned pathways, especially to the south
- ➑ Intuitive, direct pathway through the civic block, linking Main Street to the parking lot and beyond to the Recreation Center and Senior Center and Kaysville Elementary, with supportive wayfinding to parking and downtown locations
- ➒ Curb extensions into cross streets at the corners of Center Street and 100 South, similar to the existing curb extensions at Center Street on west side of Main Street

### NORTH AND SOUTH BLOCKS

- ➓ Downtown streetscape extension to north and south blocks
- ➑ Sidewalk extensions into shoulder at north and south ends of historic Main Street
- ➒ Short medians at strategic locations on north and south blocks
- ➓ Marked pedestrian crossing with ped refuge on north leg of 50 West crosswalk – change signal phases accordingly

## Enhancing public space.

The concept starts with public space – leveraging and complementing Kaysville’s historic storefronts and civic buildings with a wide, high-quality sidewalk area and pedestrian realm that will provide space for strolling, people-watching, outdoor dining, farmer’s markets and events.

This space is created by extending the west side sidewalk substantially at the central block to a 20- to 30-foot pedestrian realm with street trees, landscape and furnishings such as benches and pedestrian scale lighting, as well as opportunities for outdoor dining. This space can be a large piece of revitalizing Main Street, complementing existing businesses and attracting new ones, especially restaurants. Most importantly, it can be a promenade for the community to gather, whether for events such as farmers markets or parades or on a typical Saturday evening.

The possibility remains for upgrades on the east side of Main Street with enhancements to the plaza area near the former library building. This could be a space that connects to and complements the widened pedestrian realm on the west side. Plaza upgrades and could host events such as a Christmas tree lighting.

## Traffic calming.

Calming traffic is a foundational part of a vibrant Main Street and walkable downtown. The Kaysville Main Street concept has several elements that will contribute to traffic slowing, while not causing undue delays. With the curb extension and the median, the concept narrows the roadway. It creates a human scale for the street with trees, streetscape, and public space on the sides. And the lanes moving to the east edge of the roadway at the central block creates a lateral shift that drivers must make, which will also slow them down.

## Increasing and improving pedestrian crossings.

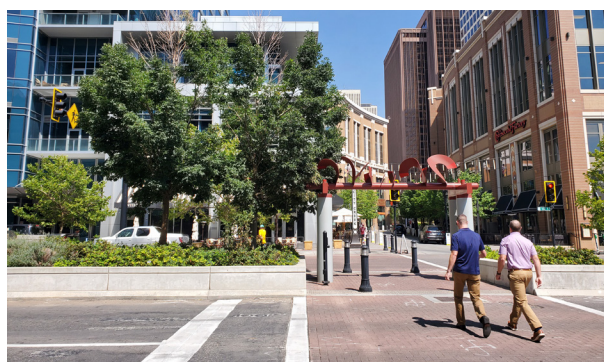
Moving the HAWK crosswalk currently located at Center Street to mid-block will place a safe crossing at the most desired point along Main Street. This will work hand-in-hand with the parking strategy by connecting to and promoting where people can park in the middle of the block in place of some of the removed parking along the west side storefronts.

In addition, because of the traffic calming strategies, the shortening and breaking up of the crossing by the curb extension and the pedestrian refuge, crossings will be marked at 100 North and Center, providing a frequent series of crossings in the heart of Main Street that will also work with traffic patterns.

Finally, the extension of downtown streetscape and pedestrian realm includes the addition of the north crosswalk leg of the Main Street / 50 West signalized



Above are examples of the type of wide pedestrian realm that the concept proposes for Kaysville Main Street’s central block, demonstrating a range of uses, including strolling, dining, landscape, and public space.



A center median in a downtown area can provide multiple functions - establishing a pedestrian refuge for pedestrian crossings while calming traffic, managing access, and greening the street, such as in this example from downtown Salt Lake City.



intersection, which will also be a bike/multi-use path crossing.

### Increasing aesthetics/beautification.

Aesthetics are a major part of the concept. The aesthetics play off the historic character of Main Street's storefronts, civic buildings, and large trees. Aesthetics have two key aspects in this concept:

- Greening through additional street trees and other landscape – both along the sidewalk and in the new medians, which will be planted with trees and other landscape (while maintaining appropriate sight distances).
- Streetscape elements that complement and reflect the heritage of Kaysville and the historic character of Main Street.

### Reconfiguring and connecting parking.

Parking is a critical issue on most Main Streets, and because of the Main Street Vision's emphasis on vehicular and pedestrian access to Main Street, parking takes on extra importance. The concept's approach to parking is to designate on- and off-street parking resources that complement the public space approach and support the desired uses of Main Street. While some of these changes may be surprising and unsettling to the community initially, we think this parking approach in the long term will best achieve the Vision. The concept's parking related recommendations are:

- Remove on-street parking on the east side of Main Street's central block, preserving all but an estimated six spaces on the west side, and making these on-street spaces short-term parking intended for customers.
- Replace these Main Street on-street parking spaces by creating diagonal parking on one side of 100 North and the east segment of Center Street (the west segment is already diagonal on one side). Creating these parking areas is still convenient to Main Street storefronts.
- Having a pedestrian-activated HAWK signal mid-block, a pedestrian refuge, and slowed traffic much more closely links the west side storefronts to the civic block parking lot.



A coordinated set of streetscape amenities is important to create a human scale environment on Main Street.



The approach to Center Street of diagonal parking on one side can be expanded to the other side of Main Street and 100 North.

- The civic lot and other parking would benefit from increased wayfinding and information for visitors.

### Managing vehicle access.

Access management is a key part of the Main Street concept. Restricting some turn and through-traffic movements reduces potential conflicts and allows for safer pedestrian circulation.

- Turn restrictions: The “super street” concept will help reduce conflicts from left and through movements from 100 North.

### Connecting the street/pathway network

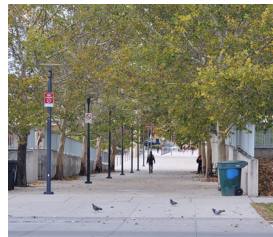
While the gridded street network of Kaysville’s downtown area is established, one smaller street/pathway network improvements is recommended: the consideration of a more intuitive pathway through the civic block, linking the planned mid-block crosswalk of Main Street to the parking lot and the recreation center, and then to Kaysville Elementary School beyond.

### Extending the downtown street character

The north and south blocks of Kaysville’s Main Street have parts of the historic streetscape treatments, such as street trees, but also have more of a suburban character, with unbuffered parking lots, frequent driveways, and grassy park strips. The concept includes the extension of the central block streetscape features that evoke a walkable downtown to the north and south blocks, as well as sidewalk extensions into the shoulder at the north and south entries into the downtown and



*An example of the “super street ” concept that restricts left and though movements from cross streets onto a major street.*



*Downtown Salt Lake City has a range of positive examples of pedestrian pathways through the district's large blocks that inform a potential pathway through Kaysville's civic block.*



landscaped medians that still allow for left turns into driveways.

## Helping people riding bikes access Main Street.

While the focus of the Main Street concept is pedestrian and vehicular access, there are opportunities to better connect people riding bikes to Main Street. The best opportunity for this concept is to manifest an extension of the “Ponds” multi-use path up 50 West to Main Street and build a multi-use pathway on the east side of Main Street. This emphasis on bike and pedestrian mobility on the east side of Main Street complements the emphasis on the west side of public space.

This shared use path does present some implementation challenges. There is little existing right-of-way above the curb to transform into a multi-use path, which should be at least 8 feet wide, preferably 10 feet. While the east side of the central block of Main Street does include City-owned property, this space includes mature trees and relatively new investments in landscaping and the police station stairs. Consequently,



While the Kaysville Main Street Vision focuses on pedestrian and vehicle access, bicycles are a relatively popular way for people to access Main Street. This composite image of all non-vehicle trips in one hour on Main Street is heavily tilted toward people riding bikes or scooters.



## Concept Development Process

The Kaysville Main Street concept builds on the City's Main Street Vision created in 2019. At the same time, the City was developing an updated General Plan, whose process identified Main Street as a priority. This created the opportunity to initiate a focused collaboration with the Utah Department of Transportation (UDOT) on how improvements to the Main Street right-of-way can help support the City's vision.

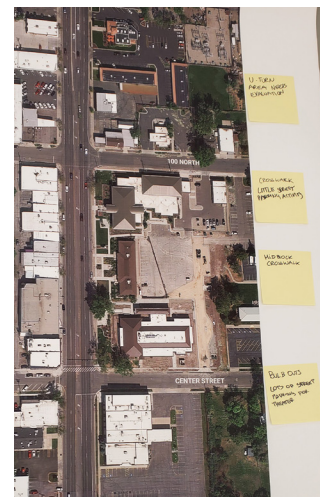
The process started in February 2021 with a site tour undertaken by Kaysville City leadership and staff and UDOT Region 1 staff. Then, over an online meeting using a polling program, the same group provided feedback 1) about the importance of a range of potential goals and 2) what each goal means. These conversations highlighted two key shared priorities: **placemaking**- public space, aesthetics, slowing traffic, streetscape- and **access**- pedestrian crossings, parking, access management, network, and active transportation.

The project team studied existing conditions throughout the Main Street area that focused on access and placemaking, as well as analysis of the range of transportation modes served by Main Street- traffic, transit, bicycling, and walking. The team engaged Main Street business owners through a short survey.

In August 2021, the Kaysville/UDOT group came together at Kaysville City Hall for a workshop to develop ideas based on the identified shared priorities. The workshop yielded four alternative concepts with various approaches to sidewalk expansions, pedestrian crossings, medians, and parking solutions (see images at right).

The team presented the concepts to the group, which convened again in October to select a preferred concept. The group gravitated toward a mix of the concepts that became the Preferred Concept - a solution that is unorthodox and creative but still achieves the goals of both the community and UDOT.

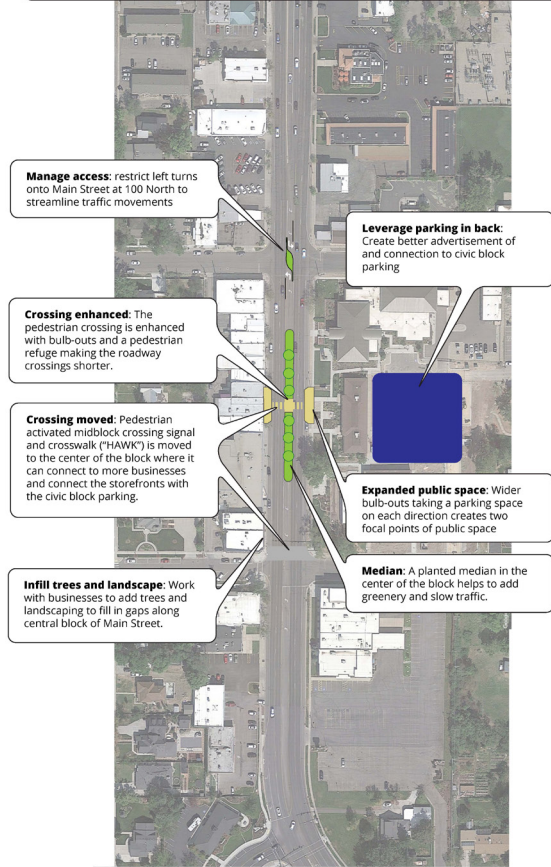
The Kaysville Main Street process shows that focused, careful collaboration between UDOT and a local community that considers common goals can open the door to creative solutions.





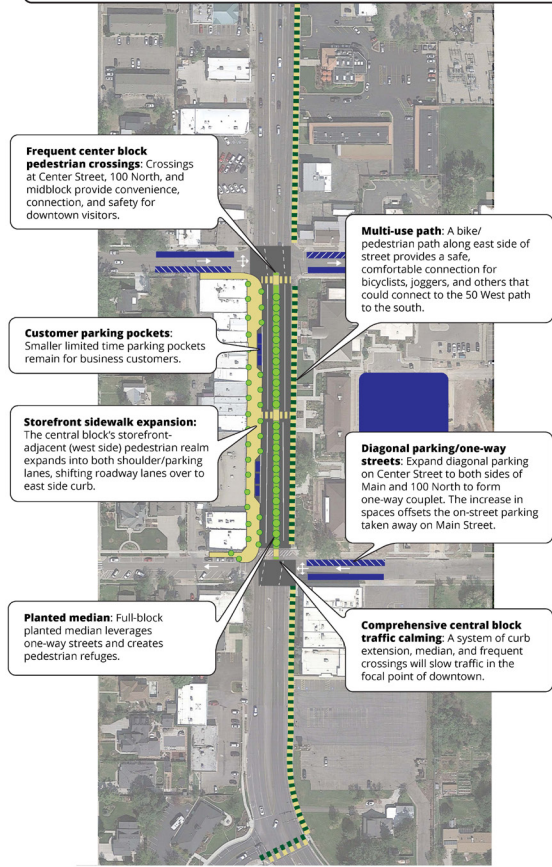
### ALTERNATIVE 1

Move crossing to midblock and smaller improvements



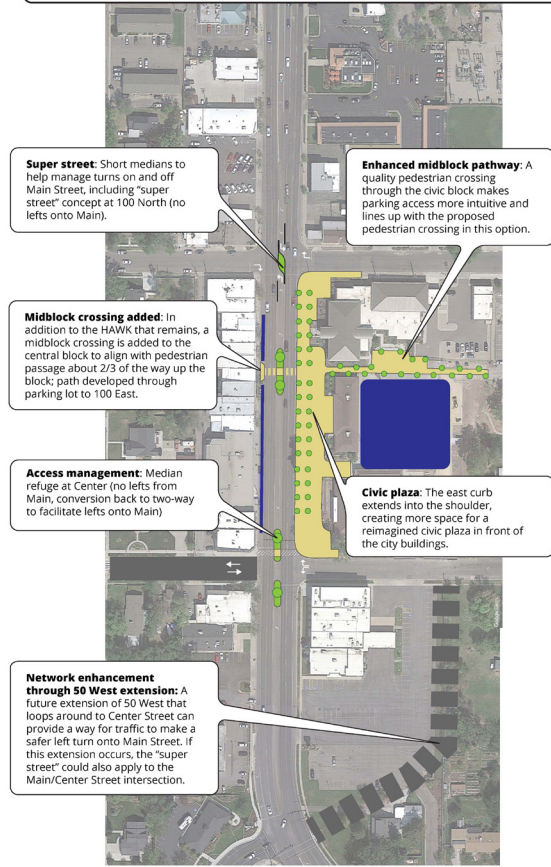
### ALTERNATIVE 2

Historic storefront pedestrian realm expansion



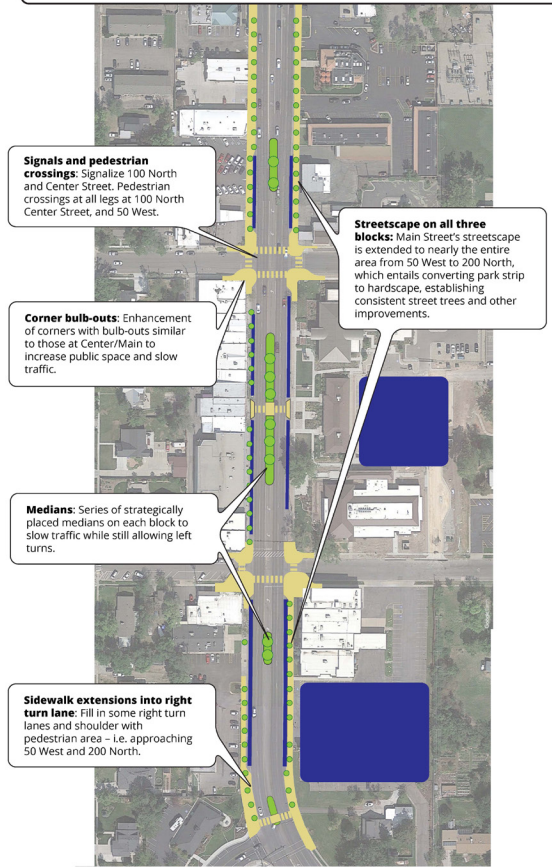
### ALTERNATIVE 3

Civic campus plaza enhancement



### ALTERNATIVE 4

Full historic Main Street streetscape



much of the pathway could need to run immediately along the roadway, which will be without a shoulder or on-street parking as a buffer to moving traffic.

## Implementation

Aspects of implementation discussed here include:

- Roles: Who will do what to get the project done.
- Funding: How the project's design, construction, and any other costs will be covered.
- Phasing : How the project will be broken up into manageable and feasible pieces, and which ones will happen first.
- Addressing key concerns: Anticipating concerns from stakeholders and the public that may arise, and how to address those concerns.

Below are considerations for each.

### Roles

The Kaysville Main Street project will be a partnership. Kaysville City and UDOT will continue to work together, coordinating and meeting as needed as the project progresses.

**Kaysville City** will engage stakeholders and the broader community on the Preferred Concept for Main Street. The City will seek adoption of the Preferred Concept by the Mayor and City Council. The City will consider the extension of its downtown redevelopment area north of 200 North to encompass this project's study area, in order to capture tax increment to help fund the project. The City will work to identify a mix of potential funding sources and then work with UDOT to refine, continue to plan, design, and construct the project.

**UDOT Region 1** will work with Kaysville City to establish and define the Main Street improvements as a distinct project and place it on the Statewide Transportation Improvements Program (STIP). UDOT will work with Kaysville to seek state and regional funding sources.

In case of desire to move or enhance bus stops to implement the concept, Kaysville and UDOT will seek to include **Utah Transit Authority (UTA)** as a partner.

**Business and property owner stakeholders** are also partners in the project, both from a planning and design standpoint, a logistics standpoint (construction management), and possibly from the standpoint of shaping or contributing to the streetscape improvements.

### Funding

Appendix 1 is an initial high-level cost estimate for the Preferred Concept and identifies a rough cost of \$2.37 Million for the project, including all three Main Street blocks addressed in the concept. Several options exist to help pay for the project.

Local sources:

- Kaysville City General Fund or Capital Improvements Program
- Potential extension of downtown redevelopment area to the project study area and resulting tax increment financing (TIF) funds

UDOT sources:

- Transportation Investment Fund (TIF) Active
- Transportation Alternatives Program (TAP)
- Class B & C Road Funds

Other State funds:

- GO-UTAH Utah Main Street Program funds

## Phasing

The project could be phased in a number of different ways. It could be built as one large project, from 200 North through 50 West. Or it could be divided into a few phases, each of which can work independently as a functional project until the other phases are added. The following are considerations:

- **Moving the HAWK from Center Street to mid-block** between Center Street and 100 North could be an initial “pre-phase” of the project, in order to begin the connection of the west side of the central block of Main Street with the civic campus and its parking. However, the placement of the HAWK pole on the west side available now is not likely optimal for the eventual project layout.
- **The central (civic) block improvements** could be implemented before those on the block to the north and the south. However, with the planned lateral transition of the lanes to the east and back, work would extend into the north and south blocks for this phase, so it might make sense to make any improvements there at the same time. In addition, the improvements on the north and south blocks constitute a relatively minor part of the overall improvements- there is little downside to do all three blocks at once.

In summary, each element of the concept does help reinforce and lead to the success of the others. If the project is broken up into phases, the concerns would be that temporary transitional fixes may be needed and the trade-offs of the concept would not be apparent. For example, street parking might be lost or changed but the public space improvements wouldn't have been built, not yet demonstrating the payoff for giving up parking.

## Addressing potential concerns

The following are some potential concerns about the concept, based on conversation among the project committee, and initial thoughts on how to address those concerns.

**Reconfiguration of parking:** On-street parking in the Main Street area will be reconfigured to complement the concept, and especially along the central block of Main Street directly adjacent to the businesses in the historic storefronts the reconfiguration could be perceived as a loss of parking. Indeed, there will be fewer spaces directly adjacent to these businesses that rely on such parking. However, there are many considerations:

- The west side of Main Street in the central block would only lose an estimated six spaces.
- New diagonal parking on side streets will likely make up for the lost Main Street parking.
- In addition, the mid-block HAWK signalized crossing will make it easier for patrons, proprietors, and employees of these businesses to access the large parking lot across the street, in back of the City Hall.
- We hope that what is gained in public space by trading off the on-street parking is, especially in the long run, worth the loss.
- Part of the concept is a series of customer parking pockets on the west side of Main Street in the central block - on-street parking spaces with time restrictions.

**Vehicle access:** Main Street's current configuration generally allows open vehicle access on and off Main Street. The Main Street concept restricts this vehicle access on and off Main Street, which may force drivers to think more carefully about how they access certain Main Street destinations. But by implementing these restrictions, Main Street becomes easier and safer to use as a pedestrian and becomes safer for motorists as well, due to the potential conflicts with other vehicles eliminated.

**Mobility on Main Street:** The Main Street concept is designed to slow traffic between 50 West and 200 North. This may raise concerns about increases of travel time through this segment of Main Street (S.R. 273). Yet this is a very short segment that, at peak traffic times, often produces queues especially in the p.m. peak in the northbound direction. Slowing, combined with the access management improvements, are likely to smooth traffic flow.

**Visibility:** Introducing elements such as planted medians and streetscape can raise concerns about motorists being able to see crossing pedestrians or cyclists or other motorists. However, these additional elements are designed to create a slow environment for autos that reduces the speed, increasing available reaction time to react to other users in the roadway. Furthermore, creating a human scale for the street also engenders slow auto travel.



**Special events:** The Kaysville community has historically used Main Street for community events such as its 4<sup>th</sup> of July parade. There may be concerns about whether these events will thrive under the new configuration. We assert that parades and other community events will still thrive with the new medians and streetscape, and in some cases, will thrive more than the current configuration.



EXISTING STREET



VISION CONCEPT



## **APPENDIX: Draft Cost Estimate**

KAYSVILLE MAIN STREET CONCEPT ESTIMATE - DRAFT

|               |           |                                                                            | Center to 100 N |           | 50 W to Center |          | 100 N to 200 N |          | Units       | Combined Total | Combined Total Price | Price    | Remarks |
|---------------|-----------|----------------------------------------------------------------------------|-----------------|-----------|----------------|----------|----------------|----------|-------------|----------------|----------------------|----------|---------|
|               |           |                                                                            | Quantity        | Cost      | Quantity       | Cost     | Quantity       | Cost     |             |                |                      |          |         |
| Road          | 015017010 | Remove Tree                                                                | 6               | \$3,000   | 0              | \$0      | 10             | \$5,000  | each        | 16             | \$8,000.00           | \$500    |         |
|               | 015547005 | Remove Concrete Curb and Gutter                                            | 830             | \$12,450  | 300            | \$4,500  | 310            | \$4,650  | foot        | 1,440          | \$21,600.00          | \$15     |         |
|               | 01557001* | Remove Asphalt Pavement                                                    | 1,920           | \$28,800  | 440            | \$6,600  | 180            | \$2,700  | square yard | 2,540          | \$38,100.00          | \$15     |         |
|               | 022217050 | Untreated Base Course (Plan Quantity)                                      | 100             | \$2,000   | 90             | \$1,800  | 90             | \$1,800  | cubic yard  | 280            | \$5,600.00           | \$20     |         |
|               | 022217125 | Asphalt Pavement Soft Spot Repair - Type A                                 | 300             | \$15,000  | 190            | \$9,500  | 210            | \$10,500 | sq yd       | 700            | \$35,000.00          | \$50     |         |
|               | 022217165 | HMA - 1/2 Inch                                                             | 495             | \$52,010  | 305            | \$32,051 | 340            | \$35,700 | ton         | 1,141          | \$119,761.69         | \$105    |         |
|               | 027217020 | HMA - Bike/Ped Path 1/2 Inch                                               | 130             | \$14,950  | 120            | \$13,800 | 120            | \$13,800 | ton         | 370            | \$42,550.00          | \$115    |         |
|               | 02737001* | Emulsified Asphalt CSS-1                                                   | 1               | \$500     | 1              | \$500    | 1              | \$500    | ton         | 3              | \$1,500.00           | \$500    |         |
|               | 027417050 | Detectable Warning Surface                                                 | 10              | \$5,000   | 6              | \$3,000  | 2              | \$1,000  | each        | 18             | \$9,000.00           | \$500    |         |
|               | 027437040 | Concrete Curb and Gutter Type B1                                           | 2,030           | \$60,900  | 750            | \$22,500 | 545            | \$16,350 | foot        | 3,325          | \$99,750.00          | \$30     |         |
|               | 027487040 | Concrete Flatwork, 4 inch thick                                            | 24,050          | \$240,500 | 4,220          | \$42,200 | 5,050          | \$50,500 | square foot | 33,320         | \$333,200.00         | \$10     |         |
|               | 027717086 | Rotomilling - 1 1/2 Inch                                                   | 5,950           | \$47,600  | 3,670          | \$29,360 | 4,010          | \$32,080 | square yard | 13,630         | \$109,040.00         | \$8      |         |
| Drainage      | 026107386 | Drainage Pipe - 18 inch, Smooth, Leak-Resistant                            | 40              | \$6,000   | 40             | \$6,000  | 20             | \$3,000  | foot        | 100            | \$15,000.00          | \$150    |         |
|               | 026337130 | Concrete Drainage Structure 5 ft to 7 ft deep - CB 9                       | 2               | \$10,000  | 2              | \$10,000 | 1              | \$5,000  | each        | 5              | \$25,000.00          | \$5,000  |         |
|               | 018927050 | Reconstruct Manhole                                                        | 2               | \$3,000   | 4              | \$6,000  | 1              | \$1,500  | each        | 7              | \$10,500.00          | \$1,500  |         |
| Traffic       | 027657050 | Pavement Marking Paint                                                     | 40              | \$2,000   | 42             | \$2,100  | 40             | \$2,000  | gallon      | 122            | \$6,100.00           | \$50.00  |         |
|               | 027687105 | Pavement Message (Preformed Thermoplastic)                                 | 2               | \$800     | 2              | \$800    | 10             | \$4,000  | each        | 14             | \$5,600.00           | \$400.00 |         |
|               | 027687110 | Pavement Message (Preformed Thermoplastic Stop Line, Crosswalks - 12 inch) | 310             | \$4,650   | 140            | \$2,100  | 160            | \$2,400  | ft          | 610            | \$9,150.00           | \$15.00  |         |
|               | 028917028 | Sign Type A-1, 12 Inch X 36 Inch                                           | 5               | \$500     | 5              | \$500    | 5              | \$500    | each        | 15             | \$1,500.00           | \$100.00 |         |
|               | 028917270 | Remove Sign Less Than 20 Square Feet                                       | 2               | \$60      | 2              | \$60     | 2              | \$60     | each        | 6              | \$180.00             | \$30.00  |         |
|               | 028917285 | Relocate Sign Less Than 20 Square Feet                                     | 8               | \$1,600   | 6              | \$1,200  | 5              | \$1,000  | each        | 19             | \$3,800.00           | \$200.00 |         |
|               |           |                                                                            |                 |           |                |          |                |          |             |                |                      |          |         |
| Environmental |           | Landscaping w/topsoil, sod and irrigation                                  | 3,115           | \$46,725  | 700            | \$10,500 | 655            | \$9,825  | square foot | 4,470          | \$67,050.00          | \$15.00  |         |
|               |           | New Tree, 2 inch caliper                                                   | 25              | \$16,250  | 15             | \$9,750  | 10             | \$6,500  | each        |                |                      | \$650.00 |         |
|               |           |                                                                            |                 |           |                |          |                |          |             |                |                      |          |         |

|                                            |           |           |           |              |
|--------------------------------------------|-----------|-----------|-----------|--------------|
| <b>Totals</b>                              | \$574,300 | \$214,820 | \$210,370 | \$999,490.00 |
| <b>Totals (no path)</b>                    | \$557,350 | \$199,220 | \$194,770 | \$951,340.00 |
| <b>Totals (no mill + fill)</b>             | \$459,690 | \$143,910 | \$132,090 | \$735,690.00 |
| <b>Totals (no mill + fill and no path)</b> | \$442,740 | \$128,310 | \$116,490 | \$687,540.00 |

subtotal \$951,340 no path, all 3 blocks

|           |                                       |   |           |
|-----------|---------------------------------------|---|-----------|
| #N/A      | Traffic Signal System (RELOCATE HAWK) | 1 | \$150,000 |
| 16525701D | Highway Lighting System               | 1 | \$100,000 |

subtotal \$1,201,340

|           |                             |   |           |                               |
|-----------|-----------------------------|---|-----------|-------------------------------|
| 015017010 | Mobilization                | 1 | \$121,000 | Usually 7-10% of construction |
| 015547005 | Traffic Control             | 1 | \$61,000  | Usually 3-5% of construction  |
| 01557001* | Maintenance of Traffic      | 1 | \$13,000  | Usually 1% of construction    |
| 015407010 | Public Information Services | 1 | \$4,000   | Usually 0.25% of construction |

Subtotal \$1,400,340  
Contingency 20.00% \$280,070  
Construction Total \$1,680,410

PE Subtotal 8% \$134,430  
CE Subtotal 10% \$168,040  
Aesthetics 0.75% \$12,610  
Change Order Contingency 9% \$151,240

Total \$2,146,730

Assumed Inflation for 2025 3.25% \$2,363,000

Assumed 5% of total mill and fill area for full depth patching (soft spot repair)  
Assumed no additional subbase work (beyond Flatwork) for concrete replacement/expansion  
Assumed 11' lanes, crown in center of existing center lane.  
Assumed lighting cost prorated for distance based off another project  
Assumed \$100,000 for HAWK relocation (original cost)  
Assumed \$50,000 to move HAWK cabinet, etc (was already there for original HAWK project)  
General pavement + base costs for HMA paths, this does not take into consideration the impacts which are considerable



**Kaysville City Redevelopment Agency**  
**Kaysville City Center Reinvestment Area**  
**Project Area Budget**  
November 19, 2024

## KAYSVILLE CITY CENTER | CRA PROJECT AREA BUDGET

The following narrative has been prepared in accordance with Utah Code §17C-5-303 for an Agency that receives tax increment.

This Budget is prepared in good faith as a current reasonable estimate of the economic impact of projected development and redevelopment within the Project Area. Fundamental economic and other circumstances may influence the actual impact. With these assumptions, the information contained within this Budget represents the reasonable expectations of the Agency. Due to multiple factors beyond our control, the Agency makes no guarantee that the projections contained in this Budget of the Project Area Plan for the Project Area will accurately reflect the future development and/or redevelopment within the Project Area. Further, the Agency specifically reserves all powers granted to it under the Act, now and as may be amended; this Budget shall not be interpreted to limit or restrict the powers of the Agency as granted by the Act. The actual amount of tax increment received by the Agency will be determined solely by interlocal agreement(s) between the Agency and the various taxing entities; this Budget does not control the flow of tax increment money, nor does it entitle the Agency to receive money from tax increment or any other source.

### 1(A). THE BASE TAXABLE VALUE [17C-5-303(1)(A)]

The base year taxable value is the year 2023 value of \$203,550,124.

### 1(B). PROJECTED AMOUNT OF TAX INCREMENT TO BE GENERATED WITHIN THE PROJECT AREA [17C-5-303(1)(B)]

The overall total projected amount of tax increment to be generated within the Project Area over 15 years is \$8,302,933.

**TABLE 1: INCREMENTAL PROPERTY TAX REVENUES FOR 15 YEARS**

| Taxing Entities                                  | Total              | NPV*               |
|--------------------------------------------------|--------------------|--------------------|
| Davis County                                     | \$982,333          | \$626,825          |
| Multicounty Assessing & Collecting Levy          | \$12,791           | \$8,162            |
| County Assessing & Collecting Levy               | \$111,706          | \$71,280           |
| Davis County School District                     | \$5,310,739        | \$3,388,774        |
| Kaysville                                        | \$1,331,948        | \$849,914          |
| Weber Basin Water Conservancy District           | \$170,544          | \$108,824          |
| Davis County Mosquito Abatement District         | \$83,567           | \$53,324           |
| Central Davis County Sewer District              | \$99,768           | \$63,662           |
| County Library                                   | \$199,536          | \$127,324          |
| <b>TOTAL</b>                                     | <b>\$8,302,933</b> | <b>\$5,298,089</b> |
| *NPV = net present value discounted at 3 percent |                    |                    |

**1(c). PROJECT AREA FUNDS COLLECTION PERIOD [17C-5-303(1)(c)]**

The collection period is 15 years.

**1(d). PROJECTED AMOUNT OF TAX INCREMENT TO BE PAID TO OTHER TAXING ENTITIES [17C-5-303(1)(d)]****TABLE 2: INCREMENTAL PROPERTY TAX REVENUES PAID TO TAXING ENTITIES FOR 15 YEARS**

| Taxing Entities                                   | Total              | NPV*               |
|---------------------------------------------------|--------------------|--------------------|
| Davis County                                      | \$392,933          | \$250,730          |
| Multicounty Assessing & Collecting Levy           | \$12,791           | \$8,162            |
| County Assessing & Collecting Levy                | \$111,706          | \$71,280           |
| Davis County School District                      | \$2,124,296        | \$1,355,510        |
| Kaysville                                         | \$266,390          | \$169,983          |
| Weber Basin Water Conservancy District            | \$68,218           | \$43,530           |
| Davis County Mosquito Abatement District          | \$33,427           | \$21,329           |
| Central Davis County Sewer District               | \$39,907           | \$25,465           |
| County Library                                    | \$79,815           | \$50,930           |
| <b>TOTAL</b>                                      | <b>\$3,129,482</b> | <b>\$1,996,917</b> |
| *NPV = net present value discounted at 3 percent. |                    |                    |

**1(e). IF THE AREA FROM WHICH TAX INCREMENT IS COLLECTED IS LESS THAN THE ENTIRE PROJECT AREA [17C-5-303(1)(e)]**

Not applicable.

**1(f). THE PERCENTAGE OF TAX INCREMENT THE AGENCY IS AUTHORIZED TO RECEIVE [17C-5-303(1)(f)]**

We propose the Agency is authorized to receive 60 percent of the tax increment for a period of 15 years from participating taxing entities, including Davis County, Davis County School District, Weber Basin Water Conservancy District, Davis County Mosquito Abatement District, Central Davis County Sewer District and the County Library. Kaysville City would participate at a rate of 80 percent. The projected dollar amount of increment going to the Agency would be \$5,173,451.

**1(g). THE MAXIMUM CUMULATIVE DOLLAR AMOUNT OF TAX INCREMENT THE AGENCY IS AUTHORIZED TO RECEIVE FROM THE PROJECT AREA [17C-5-303(1)(g)]**

The maximum dollar amount the Agency is authorized to receive is proposed to be \$10,000,000. Note that out of this amount, the Agency will have administrative expense and housing payments.

**2. IF THE AGENCY RECEIVES SALES AND USE TAX REVENUE [17C-5-303(2)(a) AND (b)]**

Not applicable.



### **3. AMOUNT OF PROJECT AREA FUNDS THE AGENCY WILL USE TO IMPLEMENT THE PROJECT AREA [17C-5-303(3)]**

The Agency approximates its funds will be used as follows but reserves the right to maintain flexibility and not strictly adhere to the items listed below. All Agency funds will be used for infrastructure, economic development or administrative purposes within the Project Area. Administrative funds have been calculated based on three percent of Agency tax increment receipts annually. In addition, ten percent of Agency receipts have been set aside for housing projects. Housing funds do not need to be spent within the Project Area. The remaining funds would be generally allocated as follows:

- Main Street improvements between 200 North and 100 South, including expansion, installation of medians, intersection realignment, and traffic calming (~\$2,363,000)
- Other roadway and intersection improvements (~\$800,000)
- Beautification and landscaping (~\$250,000)
- Sidewalk expansion or realignment, trail development, etc. (~\$500,000)
- Creation of pedestrian oriented atmosphere and facilities (~\$250,000)
- Creation of public open space amenities (~\$190,000)
- Property acquisition (~\$2,000,000)
- Parking enhancements, parking structure and facilities (~\$5,000,000)
- Traffic, circulation and parking studies (~\$35,000)
- Relocation assistance for businesses and or residences (~\$350,000)
- Location assistances for businesses (~\$150,000)
- Demolition and pre-demolition environmental assessment costs (~\$20,000)
- Utility expansion, extension or upgrades (~\$250,000)
- Installation of fiber optic networks (~\$200,000)
- Facilitation of façade grant and loan programs (~\$200,000)
- Relocation of historical markers (~\$75,000)

### **4. THE AGENCY'S COMBINED INCREMENTAL VALUE [17C-5-303(4)]**

The total incremental value in the Kaysville City Center Project Area is estimated at approximately \$76,511,400 at buildout.

The City has one additional project area in place, the Flint Street CDA, with an incremental value of \$27,715,391 in 2022.

### **5. THE AMOUNT OF PROJECT AREA FUNDS THAT WILL BE USED TO COVER THE COST OF ADMINISTERING THE PROJECT AREA [17C-5-303(5)]**

The Agency is requesting that three percent of revenues received be set aside for administrative purposes. The projected total amount of administrative cost over the 15-year timeframe is approximately \$155,681 to the Kaysville City Redevelopment Agency and another \$17,682 to the County for administrative costs.

**6. FOR PROPERTY THAT THE AGENCY OWNS AND EXPECTS TO SELL, THE EXPECTED TOTAL COST OF THE PROPERTY TO THE AGENCY AND THE EXPECTED SALE PRICE [17C-5-303(6)]**

Not applicable.



**KAYSVILLE CITY  
REDEVELOPMENT AGENCY BOARD  
NOTICE OF MEETING AND AGENDA**

NOTICE IS HEREBY GIVEN that a meeting of the Governing Board of the Redevelopment Agency of Kaysville City, Utah (the “Authority”) will be held on Thursday, January 16, 2025, at 8:00 p.m., or as soon as the City Council Meeting adjourns, in the Council Chambers of Kaysville City Hall at 23 East Center Street, Kaysville, UT.

The agenda shall be as follows:

1. Opening.
2. Approval of minutes from the January 2, 2025 Redevelopment Agency Board Meeting.
3. A Resolution adopting the Kaysville City Center Reinvestment Area Plan and Budget.
4. Approval of an Interlocal Agreement between the Kaysville Redevelopment Agency and Davis County for the Kaysville City Center Community Reinvestment Plan and Budget. (TABLED ITEM)
5. Approval of an Interlocal Agreement between the Kaysville Redevelopment Agency and Kaysville City for the Kaysville City Center Community Reinvestment Plan and Budget. (TABLED ITEM)
6. 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](http://www.kaysville.gov), and the Utah Public Notice website at [www.utah.gov/pmn](http://www.utah.gov/pmn). Posted on January 10, 2025.

Annemarie Plaizier  
Agency Secretary

KAYSVILLE CITY  
REDEVELOPMENT AGENCY BOARD MEETING  
January 2, 2025

Minutes of a Kaysville City Redevelopment Agency Board Meeting held on January 2, 2025, at 9:11 p.m. in the Council Chambers of Kaysville City Hall at 23 East Center Street, Kaysville, UT.

Board Members present: Chairperson Tamara Tran, John Swan Adams, Mike Blackham, Abbigayle Hunt, Nate Jackson and Perry Oaks

Others Present: City Manager Jaysen Christensen, City Attorney Nic Mills, City Recorder Annemarie Plaizier, Community Development Director Melinda Greenwood, Information Systems Assistant Ardi Harsano, Jill Dredge, Doug Dredge, Nedra Saunders, Val Starkey, Laurene Starkey, Paul Himle, Karlie Himle, Jennifer Adams Hart, Sarah Hamblin, Dallas Hamblin, Cameron Tingey, Brad Walters, Caleb Walters, Chandler Reed, Jeff Clarkson, Joyce Clarkson, Larry Jensen, Chase Maxfield, Kelsie Maxfield, Chad LaDow, Tonya LaDow, Flemming D. Hyllested, Gary McBride, Rob Pyper, Karen Pyper, Donald Woodward, Nancy Woodward, Jill Dredge, Doug Dredge, Rosalie Taylor, Leisa Jacobson, Curt Cragun, Lauri Cragun, Mitch Shepherd, Anna Shepherd, Marlon Borup, Jennifer Borup, Douglas Foster, Jeanne Foster, Raleigh Morris, Truman Carver, Dee Hyde, Nephi Harvey, Annette Allred, Lee Allred, Mark Taylor, Taylor Regis, Savannah Regis, Heidi Kendall, Steve Kendall, Jeanna Stockdale, Adam Denison, Nanette Lujan, Tony Lujan, Dave Bremer, Bruce McGraw, Keith Romney, Julie Romney, Jason Largey, Erica Largey, Julie Powell, Ariel Defay, Ryan Forsyth, Brad Clawson, Steve Gardner, Jenny Romney, Alexander Tarbet, Coral Petersen, George Rudarmel, Cliff Dutcher, Sharon Dutcher, Dave Defay, Becky Hope, Christian Nielsen, Michael Beck, Gary McBride

**OPENING**

Chairperson Tran opened the meeting by welcoming those present.

**APPROVAL OF AN INTERLOCAL AGREEMENT BETWEEN THE KAYSVILLE REDEVELOPMENT AGENCY AND DAVIS COUNTY FOR THE KAYSVILLE CITY CENTER COMMUNITY REINVESTMENT PLAN AND BUDGET**

**APPROVAL OF AN INTERLOCAL AGREEMENT BETWEEN THE KAYSVILLE REDEVELOPMENT AGENCY AND KAYSVILLE CITY FOR THE KAYSVILLE CITY CENTER COMMUNITY REINVESTMENT PLAN AND BUDGET**

Community Development Director Melinda Greenwood explained that the second item on the agenda involved the approval of an interlocal agreement between the Kaysville Redevelopment Agency (RDA) and Kaysville City for the community reinvestment plan and budget, which had been postponed during the earlier city council meeting. State law requires the RDA to negotiate an interlocal agreement (ILA) with each taxing entity to create a community reinvestment area (CRA). The proposed ILA is between Kaysville City as a taxing entity and the Kaysville City

Redevelopment Agency. If the City Council approves the ILA, the RDA will also need to approve it. The ILA would formalize the deferral of 80% of the City's incremental growth in property tax revenues within the Kaysville City Center CRA to the RDA for 15 years. The City would retain 20% of the property tax revenue growth and continue to receive the same property tax revenues it collected prior to the CRA being established.

Ms. Greenwood also explained the first agenda item, an interlocal agreement between the RDA and Davis County. She noted that on January 30, 2024, City officials had presented the draft CRA to the Davis County Commission during a work session, where it was well received. The County Commission subsequently approved the interlocal agreement on November 19, 2024, requiring RDA approval to finalize the agreement.

Ms. Greenwood indicated that both items could be postponed to the January 16 meeting if the board wished to await the city council's decision on the interlocal agreement.

Chairperson Tran stated that, since no action had been taken during the earlier city council meeting on the interlocal agreement, postponing these items to January 16 seemed appropriate.

Board Member Oaks made a motion to postpone both items under consideration until January 16, pending the city council's approval of the interlocal agreement. The motion was seconded by Board Member Adams.

A vote on the motion was as follows:

Board Member Adams, yea  
Board Member Hunt, yea  
Board Member Jackson, yea  
Board Member Oaks, yea  
Board Member Blackham, yea

The motion passed unanimously.

### **ADJOURNMENT**

Board Member Hunt made a motion to adjourn the Kaysville City Redevelopment Agency Board Meeting at 9:14 p.m. The motion passed unanimously.



# **CITY COUNCIL STAFF REPORT**



**MEETING DATE:** January 16, 2025

**TYPE OF ITEM:** Action Item

**PRESENTED BY:** Melinda Greenwood, Community Development Director

**SUBJECT/AGENDA TITLE:** A Resolution adopting the Kaysville City Center Reinvestment Area Plan and Budget

## **EXECUTIVE SUMMARY:**

State law requires the RDA adopt a community reinvestment area through a resolution. If approved, the Kaysville City Center Reinvestment Area would formalize the plan and the associated budget. The legislative body of the City must also adopt the plan and budget.

If the RDA and the City Council approve the Kaysville City Center Reinvestment Area, interlocal agreements with each individual taxing entity would need to be approved. Taxing entity participation is voluntary and interlocal agreements are negotiated with each individual taxing entity.

## **City Council Options:**

1. Approve the resolution adopting the Kaysville City Center Community Reinvestment Area plan and budget.
2. Denial of the proposed resolution.

## **Staff Recommendation:**

Staff recommends the Agency approve the resolution adopting the Kaysville City Center Reinvestment Area plan and budget.

## **Fiscal Impact:**

The creation of the CRA should generate additional property tax revenues for both the City and the RDA.

## **ATTACHMENTS:**

1. Resolution Kaysville City Center CRA Adoption RDA
  2. Kaysville City Center Reinvestment Area Plan and Budget
  3. Community Reinvestment Area FAQ
-

**RESOLUTION 25-XX-XX**

**A RESOLUTION OF THE KAYSVILLE CITY REDEVELOPMENT AGENCY ADOPTING THE KAYSVILLE CITY CENTER REINVESTMENT AREA PROJECT PLAN AND BUDGET**

**WHEREAS**, the Kaysville City Redevelopment Agency (hereinafter “Agency”) approved Resolution 21-05-01RDA on May 5, 2021 to begin the process of studying and creating a community reinvestment area; and

**WHEREAS**, Utah State Code Title 17C Limited Purpose Local Government Entities - Community Reinvestment Agency Act authorizes an Agency to create project areas to assist with economic development and appropriate development activities; and

**WHEREAS**, the Agency agrees that the Kaysville City Center Reinvestment Area plan and budget is congruent with the 2022 General Plan; and

**WHEREAS**, on January 2, 2025 a public hearing was held to receive comments on the proposed Kaysville City Center Reinvestment Area; and

**WHEREAS**, after deliberation and discussion, the Agency finds that adopting the Kaysville City Center Reinvestment Area will provide opportunities to enhance the city’s economic health that would not otherwise exist without the creation of the project area;

**NOW, THEREFORE, BE IT RESOLVED BY THE KAYSVILLE CITY REDEVELOPMENT AGENCY:**

1. Hereby adopts the attached Kaysville City Center Reinvestment Area Plan and Budget.
2. This Resolution shall become effective immediately upon its passage.

**PASSED AND ADOPTED** by the Kaysville City Redevelopment Agency, Kaysville City, Utah, this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_  
Tamara Tran, RDA Executive Director

ATTEST:

\_\_\_\_\_  
Annemarie Plaizier, City Recorder



**Kaysville City Redevelopment Agency**  
**Kaysville City Center Reinvestment Area**  
**Project Area Plan**  
November 19, 2024



|                                                                                                                                                                                            |    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| I. Introduction .....                                                                                                                                                                      | 3  |
| II. Recitals of Preconditions for Designating a Community Development Project Area .....                                                                                                   | 6  |
| III. Definitions .....                                                                                                                                                                     | 7  |
| IV. Project Area Boundaries [17C-5-105(1)] .....                                                                                                                                           | 8  |
| V. General Statement of Land Uses, Layout of Principal Streets, Population Densities, Building Intensities and How They Will be Affected by the Project Area Development [17C-5-105(2)] .. | 9  |
| VI. Standards That Will Guide the Project Area Development [17C-5-105(3)] .....                                                                                                            | 10 |
| A. General Design Objectives.....                                                                                                                                                          | 10 |
| B. Techniques to Achieve the Project Area Development Plan Objectives.....                                                                                                                 | 12 |
| C. Property Acquisition, Disposition and Development .....                                                                                                                                 | 12 |
| 1. Acquisition of Real Property .....                                                                                                                                                      | 12 |
| 2. Cooperation with the Community and Public Entities.....                                                                                                                                 | 12 |
| 3. Property Management.....                                                                                                                                                                | 13 |
| 4. Property Disposition and Development.....                                                                                                                                               | 13 |
| 5. Approvals .....                                                                                                                                                                         | 14 |
| VII. How the Project Area Development Will Further Purposes of This Title [17C-5-105(4)] ..                                                                                                | 14 |
| A. Establishment of New Business .....                                                                                                                                                     | 15 |
| B. Creation of New Jobs .....                                                                                                                                                              | 15 |
| C. Public Infrastructure Improvements.....                                                                                                                                                 | 15 |
| D. Provision of Essential Services .....                                                                                                                                                   | 16 |
| VIII. The Plan is Consistent With and Will Conform to the Community's General Plan [17C-5-105(5)].....                                                                                     | 16 |
| IX. If Applicable, Describe How the Project Area Will Reduce or Eliminate Development Impediments [17C-5-105(6)] .....                                                                     | 16 |
| X. Description of Any Specific Project or Projects That are the Object of the Proposed Community Reinvestment [17C-5-105(7)].....                                                          | 16 |
| XI. How Participants Will Be Selected [17C-5-105(8)].....                                                                                                                                  | 16 |
| A. Selection of Private Developers .....                                                                                                                                                   | 16 |
| B. Identification of Developers Who are Currently Involved in the Proposed Community Reinvestment Area .....                                                                               | 17 |
| 1. Qualified Owners .....                                                                                                                                                                  | 17 |
| 2. Other Parties .....                                                                                                                                                                     | 17 |

|                                                                                                                      |    |
|----------------------------------------------------------------------------------------------------------------------|----|
| 3. Owner Participation Agreements .....                                                                              | 17 |
| XII. Reasons for the Selection of the Community Reinvestment Project Area [17C-5-105(9)]                             | 18 |
| XIII. Description of the Physical, Social and Economic Conditions Existing in the Area [17C-5-105(10)].....          | 18 |
| A. Physical Conditions.....                                                                                          | 18 |
| B. Social Conditions.....                                                                                            | 18 |
| C. Economic Conditions .....                                                                                         | 18 |
| XIV. Financial Assistance Anticipated to be Offered to a Participant [17C-5-105(11)] .....                           | 18 |
| XV. Results of the Public Benefit Analysis [17C-5-105(12)] .....                                                     | 19 |
| XVI. If Applicable, State that the Agency Shall Comply with Section 9-8-404 [17C-5-105(13)]                          | 22 |
| XVII. State Whether the Plan is Subject to a Taxing Entity Committee or an Interlocal Agreement [17C-5-105(14)]..... | 22 |
| Appendix A: Project Area Map.....                                                                                    | 23 |
| Appendix B: Legal Description .....                                                                                  | 24 |
| Appendix C: Kaysville Main Street Preferred Concept .....                                                            | 26 |



## KAYSVILLE CITY CENTER | CRA PROJECT AREA PLAN

### I. INTRODUCTION

The Kaysville City Redevelopment Agency (“Agency”), following thorough consideration of the needs and desires of the City and its residents, as well as the need and capacity for redevelopment and new development, has carefully crafted this Kaysville City Center Community Reinvestment Project Area Plan (“Plan”).

In accordance with the terms of this Plan, the Agency will promote and provide for a variety of land uses, public improvements, infrastructure, redevelopment, and new development in an area focused in and around the historic downtown Kaysville, Main Street and 200 North. The Project Area includes approximately 261.5 acres (not including roads), with much of the study area currently developed with commercial uses. Only 40.4 acres (15.5%) of the proposed project area remain undeveloped.

On August 18, 2022, Kaysville City Council adopted the 2022 General Plan: The Next Chapter for Utah’s Hometown. The process was a comprehensive update and included a scientific survey of the community’s



### Enrich our city center and downtown

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

*A Guiding Principle of the 2022 General Plan is dedicated to Kaysville's City Center.*

development preferences. In accordance with the adopted 2022 General Plan, the proposed Community Reinvestment Area (CRA) is intended to help carry out the vision as expressed by community members. An excerpt from the 2022 General Plan states:

*“The future city center will be a place that builds upon its history, while introducing new ideas and places to create a diverse and people-centric downtown center. The plan looks to enhance the city center with commercial and mixed-use development and invest in streetscape and parking. It will also focus on becoming a pedestrian-friendly district and a place for the community to gather for events and activities.”*

The 2022 General Plan includes five objectives, one which is specifically centered on the downtown, or the city center. The objective states we will look to: Enrich our city center and downtown - We will enhance our city center with commercial and mixed-use development and investing in streetscape and parking.

In addition, the following 2022 General Plan Goals and Objectives support the creation of the Kaysville City Center Community Reinvestment Area and portrays the public’s interest in enriching the city center and downtown.

### ***Chapter 1: Land Use & Placemaking Plan***

- Objective 1.2: Preserve Historic Main Street as the heart of the community.
- Goal 2: Make Kaysville City Center Distinct and Identifiable from Adjacent Neighborhoods and Surrounding Cities.
- Objective 2.1: Improve commercial Frontage and streetscapes along key corridors such as Main Street and 200 North.
- Objective 2.2: Create a distinct city center and expand the “heart of the community” to include areas beyond the historic core.
- Objective 2.4: Create Places for the community to gather and events to draw users and visitors.
- Objective 9.1: Focus primary commercial uses in the City Center and secondary uses in smaller existing/future nodes.
- Objective 10.1: Encourage the development of a small commercial/civic Town Center near City Hall.



A bird's eye view looking north on Main Street from approximately 200 South.

### ***Chapter 2: Transportation & Connectivity***

- Objective 3.2: Use street design to shape neighborhood character.
- Goal 4: Improve access, walkability, and sense of place on Historic Main Street.
- Objective 4.2: Slow traffic.
- Objective 4.3: Develop shared parking solutions to support Main Street businesses and walkability.
- Objective 4.4: Improve Walkability.
- Objective 4.5: Improve cross and parallel streets to support needs of Main Street.
- Goal 5: Create Kaysville City Center to Increase Sustainable Transportation Choices.
- Objective 5.1: Create a new and enhanced person-focused network.
- Objective 5.3: Re-envision major corridors running through the area.

### ***Chapter 5: Economic Development & Prosperity***

- Goal 1: Promote Kaysville City Center Redevelopment to Strengthen Commercial Areas.
- Objective 1.2: Focus on small scale and local services to meet public requests and provide local growth.

- Goal 2: Utilize the wide variety of tools and incentives available to help achieve economic development goals.
- Objective 2.1: Establish redevelopment areas to fund infrastructure and future developments.
- Goal 3: Allow for Mixed Use Development in Identified Areas to Generate more Rooftops and Prevent Sales Leakage

In addition to these guidelines, goals and objectives, the City intends to further foster the following growth, development and redevelopment patterns in the Kaysville City Center CRA by:

- Promoting development that is high quality, diversified and adaptable to changing conditions
- Creating mixed-use areas where residents can enjoy a live/work lifestyle in addition to lively destinations
- Encouraging businesses and industries to locate and invest within the City in appropriate locations
- Implementing specific streetscape and mobility improvements to enhance pedestrian and transit centered transportation
- Creating districts and a places for residents to gather for community events and activities
- Refurbishing or replacing deteriorating structures so that land is used to its long-term potential

Through the aforementioned planning efforts, Kaysville City recognizes the impact new growth may have on quality of life characteristics. Current population projects Kaysville's population to reach 40,000-45,000 residents by 2030. According to the "Kaysville Main Street Vision," this growth will provide a benefit to the community by adding tax revenue. In addition, the increased population will provide new life to the downtown and increase visitors to Historic Main Street.

Kaysville's Historic Main Street started with mainly general merchandise stores from the mid-1860's until the Great Depression. Most buildings along Main Street are fairly old in terms of original construction date, and some buildings show signs of decline. The "Kaysville Main Street Vision" includes ideas that will transform Historic Main Street to be more walkable and embody Kaysville's identity and character to a higher degree.

In aggregate with the recent adoption of the 2022 General Plan, the City has made other giant strides to strengthen this request and support redevelopment in the downtown and city center area. Those efforts include:

- In fall of 2021, the City adopted its first mixed-use zoning ordinance which will help to facilitate a vibrant and active downtown and city center area. The ordinance was amended in 2023 to create additional opportunities for mixed-use development.
- In July of 2022, the City Council adopted a preferred alternative for the reconstruction of Main Street between 200 North and approximately 100 South. The City developed the preferred alternative after working closely with UDOT, Main Street businesses and property owners.
- In May of 2023, the City Council entered into an Exclusive Negotiation Agreement with Alchemy Development for redevelopment of the Old Library on the municipal block. The intention is to save the historic building and repurpose it for a food hall.
- In August of 2023, in efforts to assist with mixed-use projects and destination oriented development within the bulk of the City Center area, the City Council adopted an ordinance which prohibits uses which are singularly focused on vehicles.
- In April of 2024, the City was awarded a \$140,000 grant from Wasatch Front Regional Council for Transportation and Land Use Connection funds for a small area plan for the Kaysville City Center concept.
- Based on stakeholder feedback, the City conducted a circulation and parking analysis of the historic Main Street. In September of 2024, the City conducted a project to restripe Center Street east of Main Street and add additional on-street parking to downtown area.

These projects have been intentionally completed prior to bringing the Kaysville City Center CRA to taxing entities so Kaysville City and the Agency could adequately show our commitment to the project.

It is the purpose of this Plan to clearly set forth the aims and objectives of this proposed CRA, its scope, its mechanism, and its value to the residents, businesses and property owners of the City and County. The Project is undertaken as a community reinvestment project pursuant to the provisions of the Act.

## **II. RECITALS OF PRECONDITIONS FOR DESIGNATING A COMMUNITY DEVELOPMENT PROJECT AREA**

- A. Pursuant to the provisions of §17C-5-103 et seq. of the Limited Purpose Local Government Entities Community Development and Renewal Agencies Act, the governing body of the Redevelopment Agency of Kaysville City authorized the preparation of a draft community reinvestment Project Area plan; and
- B. Pursuant to the provisions of §17C-5-104(1)(a) and (b) of the Act, the City has a planning commission and general plan as required by law; and
- C. Pursuant to the provisions of §17C-5-104(3)(e) of the Act, the Agency has conducted one or more public hearings for the purpose of informing the public about the proposed

Project Area, allowing public comment on the draft Project Area Plan and whether the Plan should be revised, approved or rejected; and

- D. Pursuant to the provisions of §17C-5-104(3)(b) and (d) of the Act, the Agency made a draft Project Area Plan available to the public at the Agency's offices during normal business hours, provided notice of the Plan hearing and will hold a public hearing on the draft Plan on **January 2, 2025**.

### III. DEFINITIONS

As used in this Community Development Project Area Plan:

- A. The term "**Act**" shall mean and include the Limited Purpose Local Government Entities – Community Development and Renewal Agencies Act in Title 17C, Chapters 1 through 5, Utah Code Annotated 1953, as amended, or such other amendments as shall from time to time be enacted or any successor or replacement law or act.
- B. The term "**Agency**" shall mean the Kaysville City Redevelopment Agency, a separate body corporate and politic.
- C. The term "**base taxable value**" shall mean the base taxable value of the property within the Project Area from which tax increment will be collected, as shown upon the assessment roll last equalized, before: (A) the date the Project Area Plan is adopted by the City legislative body; and (B) the date the Agency adopts the first Project Area Budget.
- D. The term "**City**" shall mean Kaysville City, Utah.
- E. The term "**community**" shall mean the community of Kaysville City, Utah.
- F. The term "**community reinvestment**" shall mean development activities within the community, including the encouragement, promotion, or provision of development.
- G. The term "**developer**" shall mean the entities potentially investing in the development in the area.
- H. The term "**Plan Hearing**" means the public hearing on the draft Project Area Plan required under Subsection 17C-5-104 of the Act.
- I. The term "**planning commission**" shall mean the planning commission of the City.
- J. The term "**Project Area**" or "**Kaysville City Center Community Reinvestment Project Area**" shall mean the geographic area described in this Project Area Plan or Draft Project Area Plan where the community reinvestment set forth in this Project Area Plan or Draft Project Area Plan takes place or is proposed to take place.
- K. The term "**Project Area Budget**" shall mean a budget setting forth:
  - 1. The anticipated costs, including administrative costs, of implementing the Kaysville City Center Community Reinvestment Project Area Plan; and
  - 2. The tax increment, sales tax, and other revenue the Agency anticipates to fund the project.
- L. The term "**Project Area Map**" is the area depicted in Appendix A.

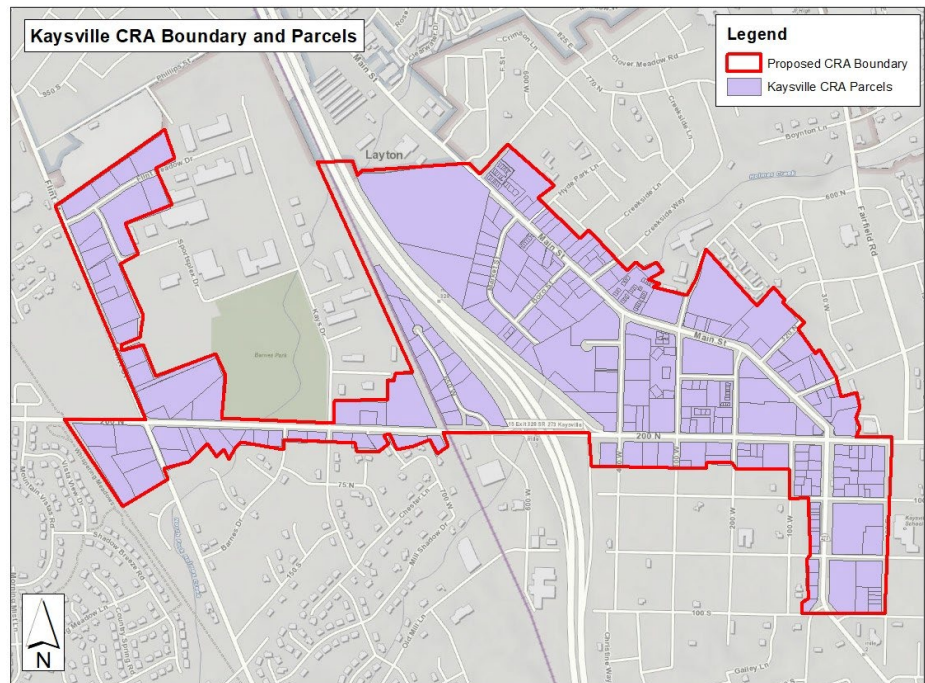


- M. The term **"Project Area Plan"** or **"Plan"** shall mean a Project Area plan adopted pursuant to the Act to guide and control community reinvestment activity within the Project Area.
- N. The term **"Kaysville City Center Community Reinvestment Project Area Plan"** or **"Plan"** shall mean a Project Area plan and Project Area map adopted pursuant to the Act to guide and control community reinvestment activities within a Project Area.
- O. The terms **"tax," "taxes," "property tax" or "property taxes"** include privilege tax and each levy on an ad valorem basis on tangible or intangible personal or real property.
- P. The term **"taxing entity"** shall mean a public entity that levies a tax on property within the Project Area.
- Q. The term **"Tax Increment"** shall mean the difference between the amount of property tax revenues generated each tax year by all Taxing Entities from the area designated in the Project Area Plan from which Tax Increment is to be collected, using the current assessed value of the property and the amount of property tax revenues that would be or were generated from that same area using the Base Taxable Value of the property.
- R. **All other terms** shall have the same meaning set forth in the Act unless the context clearly indicates otherwise.

#### IV. PROJECT AREA BOUNDARIES [17C-5-105(1)]

The Project Area consists of 261.5 acres located along Main Street, starting at approximately Mutton Hollow Road and continuing south to about 100 South. The Project area also covers the frontage area along 200 North starting near Main Street and continuing west under Interstate-15. The northwestern boundary follows Flint Street north until about Flint Meadow Drive. The Project area also includes the area directly southwest of the intersection of 200 North and Flint Street.

The Project Area boundaries and a Project Area map are included in Appendix A, with a legal description of the parcels in the Project Area included in Appendix B.



## V. GENERAL STATEMENT OF LAND USES, LAYOUT OF PRINCIPAL STREETS, POPULATION DENSITIES, BUILDING INTENSITIES AND HOW THEY WILL BE AFFECTED BY THE PROJECT AREA DEVELOPMENT [17C-5-105(2)]

### A. LAND USES IN THE PROJECT AREA

The existing land uses in the Project Area include primarily developed land (84.5%), with light industrial, commercial and residential dispersed throughout. Uses range from typical retail strip malls to flex warehouse, medical offices, vacant commercial and ranging densities of residential.

**TABLE 1: LAND USE IN PROJECT AREA**

| Land Use     | Acres        | Percent of All Acres |
|--------------|--------------|----------------------|
| Commercial   | 173.1        | 66.2%                |
| Residential  | 48           | 18.35%               |
| Vacant Land  | 40.4         | 15.45%               |
| <b>TOTAL</b> | <b>261.5</b> | <b>100%</b>          |

*Source: Davis County Assessor's Database, ZPFI*

Land uses will be affected as currently vacant or underutilized land is developed in accordance with this Plan. The 40 acres of vacant land is planned for General Commercial or Mixed Use zoning. Redevelopment and development will change existing vacant land to commercial and mixed use projects. Other existing uses may experience use type changes as valuations and opportunities for redevelopment influence highest and best use considerations.

### B. LAYOUT OF PRINCIPAL STREETS IN THE PROJECT AREA

The layout of principal streets in the Project Area is shown in Appendix A. Generally, major roads in the Project Area includes portions of 200 North, Main Street, Flint Street and I-15. Impacts to the layout of principal streets from this project area are not anticipated.

### C. POPULATION DENSITIES IN THE PROJECT AREA

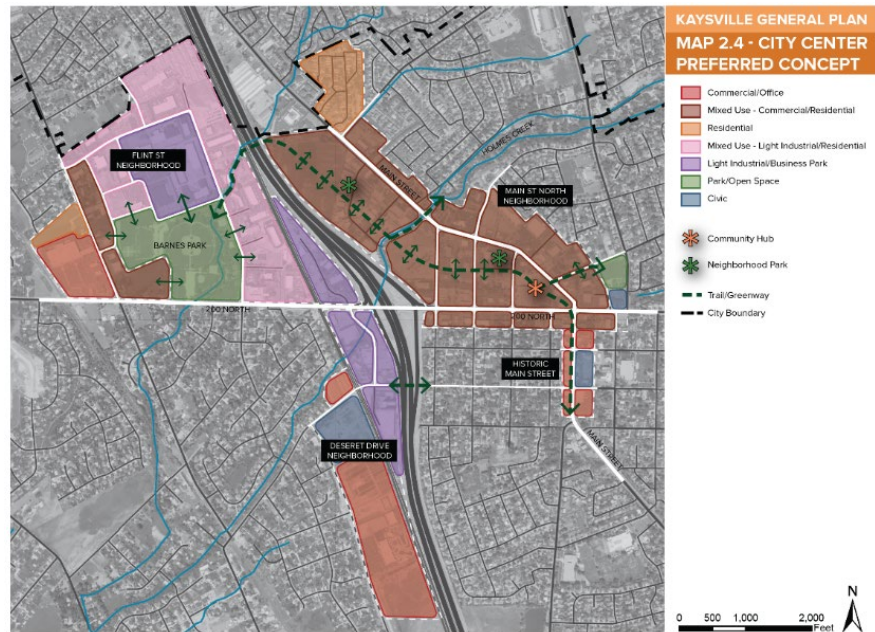
There are some areas of residential uses within the Project Area, including single-family homes, townhomes, and apartments of varying densities. Some proposed development in the Project Area may increase the number of homes, although specific densities are not known. Redevelopment of existing parcels will result in varied densities. It is estimated that the current population within the project area is 390 individuals, resulting in a total area population density of 1.5 persons per acre.

**D. BUILDING INTENSITIES IN THE PROJECT AREA**

The Project Area currently has a significant amount of commercial space located throughout the downtown. Current proposals for downtown, although still uncertain, suggest the possible addition of mixed-use projects, including more retail and commercial uses with residential to support the commercial uses.

**VI. STANDARDS THAT WILL GUIDE THE PROJECT AREA DEVELOPMENT [17C-5-105(3)]****A. GENERAL DESIGN OBJECTIVES**

Development within the Project Area will be held to high quality design and construction standards and will be subject to: (1) appropriate elements of the City's General Plan; (2) applicable City building codes and ordinances; (3) Planning Commission review and recommendation; (4) the City's land use code; (5) development agreements that include design guidelines or generally established guidelines; and (6) applicable small area plans.



Owners and developers will be allowed flexibility in the development of land located within the Project Area and are expected to obtain quality design and development. Development contemplated in the area should use materials that are in harmony with adjoining areas and subject to design review and approval by the City. It is envisioned that these design objectives will be codified or included in development agreements with prospective developers specifically addressing these points.

Coordinated, attractive and water wise landscaping will also contribute to the character of the Project Area. Construction materials including design pavers, retaining walls, fences, curbs, benches and other items will be addressed in the design guidelines.

Parking areas will be designed with careful regard to orderly arrangement, topography, relationship to view, ease of access, and as an integral part of the overall area function. Parking,

and potentially shared parking agreements or new parking alignments for portions of the downtown area, will be a key consideration for redevelopment and new development.

All development will be accompanied by site plans, development data, and other appropriate materials clearly describing the development. These plans will also include land coverage, building setbacks, heights, landscaping, open space and any other data required by the City's land use code, development agreement or as requested by the City or the Agency.

The general standards that will guide development are those found in the Kaysville City General Plan. These include:

- Creating a large and varied grouping of uses to sustain civic and economic activity
- Interconnecting sites for pedestrian and vehicular access
- Renovation and preservation of historical landmarks, sites and structures

Additional consideration may be made for the following criteria:

- Strengthening the tax base and economic health of the entire community and the State of Utah.
- Implementing the tax increment financing provisions of the Act, which are incorporated herein by reference and made a part of this Plan.
- Encouraging economic use of new construction, redevelopment, or continued usage of existing properties located within the Project Area.
- Promoting and marketing the Project Area for Project Area development that would be complementary to existing businesses that would enhance the economic base of the City through diversification.
- Providing compatible relationships among land uses and quality standards for development, such that the area functions as a unified and viable center of community activity for the City.
- Removing any impediments to land disposition and development through assembly of land into reasonably sized and shaped parcels served by adequate public utilities and infrastructure improvements.
- Achieving an environment that reflects an appropriate level of concern for architectural, landscape and design principles, developed through encouragement, guidance, appropriate controls, and financial and professional assistance to owner participants and developers.
- Providing for construction of public streets, utilities, curbs and sidewalks, other public rights-of-way, streetlights, landscaped areas, public parking, water utilities, sewer utilities, storm drainage, open space, and other public improvements.
- Providing public streets and road access to the area to facilitate better traffic circulation and reduce traffic hazards by assisting in the street alignments.

**B. TECHNIQUES TO ACHIEVE THE PROJECT AREA DEVELOPMENT PLAN OBJECTIVES**

Activities contemplated in carrying out the Plan in the Project Area may include the acquisition and development of properties in the Project Area.

Parcels of real property located in the Project Area may be acquired by purchase, but may not be acquired by condemnation, unless from an Agency board member or officer with their consent [§17C-1-206 (1) and (2)(b)].

**C. PROPERTY ACQUISITION, DISPOSITION AND DEVELOPMENT**

The objectives of this Plan are to be accomplished by various means including but not limited to the following:

**1. ACQUISITION OF REAL PROPERTY**

The Agency may acquire, but is not required to acquire, real property located in the Project Area. The Agency may acquire property by negotiation, gift, devise, exchange, purchase, or other lawful method, but not by eminent domain (condemnation) unless from an Agency board member or officer with their consent.

The Agency is authorized to acquire any other interest in real property less than fee title such as leasehold interests, easements, rights of way, etc. by negotiation, gift, devise, exchange, purchase or other lawful method, but not by eminent domain (condemnation) unless from an Agency board member or officer with their consent [§17C-1-206 (1) and (2)(b)].

**2. COOPERATION WITH THE COMMUNITY AND PUBLIC ENTITIES**

The community and certain public entities are authorized by state law, with or without consideration, to assist and cooperate in the planning, undertaking, construction, or operation of projects within this Project Area. The Agency may seek the aid and cooperation of such public entities in order to accomplish the purposes of Project Area development and the highest public good.

The Agency, by law, is not authorized to acquire real property owned by a public entity without the consent of the public entity. The Agency, however, will seek the cooperation of all public entities that own or intend to acquire property in the Project Area. To the extent allowed by law, the Agency shall impose on all public entities owning real property in the Project Area the planning and design controls contained in this Plan to the end that uses and any future development by public entities will conform to the requirements of this Plan.



### **3. PROPERTY MANAGEMENT**

During such time that property, if any, in the Project Area is owned by the Agency, such property shall be under the management and control of the Agency. Such property may be rented or leased by the Agency pending its disposition for Project Area development.

### **4. PROPERTY DISPOSITION AND DEVELOPMENT**

The Agency is also authorized, by lawful means, to provide for and promote Project Area development of the Project Area as described below.

While there are currently a significant number of buildings or structures in the Project Area and it is relatively unlikely that there will ever be a need to demolish and clear a notable number of buildings or structures in the Area, the Agency is authorized to demolish and clear buildings, structures, and other improvements from any real property in the Project Area, should such a need occur, to carry out the purposes of this Plan.

The Agency is authorized to install and construct or to cause to be installed and constructed the public improvements, public facilities, and public utilities, within the Project Area, not prohibited by law which are necessary or desirable to carry out this Plan, as well as publicly-owned improvements and infrastructure outside the Project Area that are of benefit to the Project Area. The Agency is authorized to prepare or cause to be prepared as building sites any real property in the Project Area. The Agency is also authorized to rehabilitate or to cause to be rehabilitated any building or structure in the Project Area should such a need occur in the future. The Agency is also authorized to advise, encourage, and assist in the rehabilitation of property in the Project Area not owned by the Agency should such a need occur in the future.

For the purposes of this Plan, the Agency is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property. The Agency is authorized to dispose of real property by leases or sales by negotiation with or without public bidding. All real property acquired by the Agency in the Project Area shall be sold or leased to public or private persons or entities for development for the uses permitted in this Plan. Real property may be conveyed by the Agency to the City or any other public entity without charge. The Agency shall reserve such controls in the disposition and development documents as may be necessary to prevent transfer, retention, or use of property for speculative purposes and to ensure that development is carried out pursuant to this Plan. All purchasers or lessees of property from the Agency shall be made obligated to use the property for the purposes designated in this Plan, to begin and complete development of the property within a period of time which the Agency fixes as reasonable, and to comply with other conditions which the Agency deems necessary to carry out the purposes of this Plan.

To the maximum possible extent, the objectives of this Plan are to be accomplished through Agency encouragement of, and assistance to, private enterprise in carrying out development activities. To provide adequate safeguards to ensure that the provisions of this Plan will be carried out, all real property sold, leased, or conveyed by the Agency, as well as all property subject to participation agreements, shall be made subject to the provisions of this Plan by leases, deeds, contracts, agreements, declarations of restrictions, provisions of the City ordinances, conditional use permits, or other means. Where appropriate, as determined by the Agency, such documents or portions thereof shall be recorded in the Office of the County Recorder. The leases, deeds, contracts, agreements, and declarations of restrictions may contain restrictions, covenants, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes, or any other provision necessary or desirable to carry out this Plan.

To the extent now or hereafter permitted by law, the Agency is authorized to pay for, develop, or construct any building, facility, structure, or other improvement either within or outside the Project Area for itself or for any public entity to the extent that such improvement would be of benefit to the Project Area. During the period of development in the Project Area, the Agency shall require that the provisions of this Plan and of other documents formulated pursuant to this Plan are being observed, and that development in the Project Area is proceeding in accordance with development documents and time schedules. Plans for development by owners or developers shall be submitted to the City for review and approval. All Project Area development must conform to this Plan and all applicable federal, state, and local laws.

For the purpose of this Plan, the Agency is authorized to sell, lease, exchange, transfer, assign, pledge, encumber, and otherwise dispose of personal property.

#### **5. APPROVALS**

The City shall approve the design of all development within the Project Area to ensure that development therein is consistent with this Plan. Mixed Use development projects or increment funded projects will need approval from the City Council and/or the Agency.

### **VII. HOW THE PROJECT AREA DEVELOPMENT WILL FURTHER PURPOSES OF THIS TITLE [17C-5-105(4)]**

It is the intent of the Agency, with the assistance and participation of private owners, to facilitate new development or redevelopment within the Project Area that includes the objectives previously stated that are a key part of the Kaysville City 2022 General Plan. The proposed Project Area will additionally provide for the encouragement, promotion, or provision of a walkable historic downtown in the community. Further, the Project will strengthen the tax base of the community, will accomplish community development objectives, and create a well-planned and vibrant downtown core. The Project Area Plan will further the purposes of the Act by accomplishing the following items:

**A. ESTABLISHMENT OF NEW BUSINESS**

The Project Area includes the potential for notable commercial development which will benefit the State and the City through increased job creation, increased sales tax base, and increased income taxes paid.

**B. CREATION OF NEW JOBS**

The Project Area includes the potential for new businesses and related jobs. It is anticipated that new jobs will be created as new businesses are attracted to the revitalized downtown and city center areas.

1. **Office** – There are current plans for the addition of 56,000 square feet of office space in the project area. Staff estimates another 54,000 square feet of office could be added to the project area over its 15 year course. Current market conditions indicate one job is created per 200 square feet of office space. If current plans and estimates are realized, the Kaysville City Center CRA could bring more than 550 new office jobs to the Project Area.
2. **Commercial** – Commercial jobs include retail sales and services, restaurants, banks and other similar uses. Current market conditions indicate one job is created for every 150 square feet of commercial space. Conservative estimates for new commercial space within the Project Area include the addition of 45,000 square feet of new commercial space which would create at least 300 new jobs.
3. **Construction** – Temporary construction jobs will also be created within the project area. It is not feasible at this time to estimate how many jobs will be created throughout the 15 year time period.

**C. PUBLIC INFRASTRUCTURE IMPROVEMENTS**

The construction of the public infrastructure improvements and upgrades necessary to the area will support a variety of development and will provide for future development in surrounding areas. Infrastructure is an important element of economic development and areas that lack good infrastructure are not able to be competitive in attracting good-quality businesses to locate in their community.

The development of the Project Area and the associated public infrastructure improvements will also: (1) make the land within the Project Area more desirable and potentially more accessible to and from other parts of the City; and (2) allow existing infrastructure to be extended and connected to other infrastructure and thereby used more efficiently. Thus, the components of the Project provided in this Plan will encourage,

promote, and provide for community development within the Project Area and the City generally for years to come.

#### **D. PROVISION OF ESSENTIAL SERVICES**

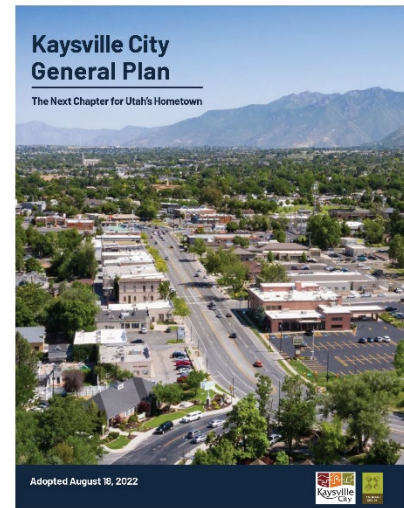
Potential redevelopment or new development will most likely provide essential services to existing and possible new housing units for the Project Area. Commercial development will also likely include office spaces which may offer a variety of medical and dental services as well as professional office uses.

### **VIII. THE PLAN IS CONSISTENT WITH AND WILL CONFORM TO THE COMMUNITY'S GENERAL PLAN [17C-5-105(5)]**

The City Center Project Area Plan is consistent with the City's 2022 General Plan. New development or redevelopment will diversify and strengthen the City by adding updated or new uses to the community.

Further development of this area will provide a strong tax base that will enable the City to expand and provide additional services.

For more details regarding the Kaysville City Center CRA and how the 2022 General Plan supports this request, please refer to Section I: Introduction.



### **IX. IF APPLICABLE, DESCRIBE HOW THE PROJECT AREA WILL REDUCE OR ELIMINATE DEVELOPMENT IMPEDIMENTS [17C-5-105(6)]**

While some portions of the study area may have development impediments (largely due to age), these are relatively minimal and not overly applicable to the Project Area plan.

### **X. DESCRIPTION OF ANY SPECIFIC PROJECT OR PROJECTS THAT ARE THE OBJECT OF THE PROPOSED COMMUNITY REINVESTMENT [17C-5-105(7)]**

The Project Area is intended to accomplish a larger vision of the historic Main Street downtown and Kaysville City Center Concept and is not intended for any specific development. It is assumed that multiple parts of the study area will support new development or redevelopment, resulting in new residential units, retail offerings, and commercial uses (office and flex office).

### **XI. HOW PARTICIPANTS WILL BE SELECTED [17C-5-105(8)]**

#### **A. SELECTION OF PRIVATE DEVELOPERS**

The Agency contemplates that owners of real property within the Project Area may take advantage of the opportunity to develop their property, redevelop, maintain, or sell their

property to developers for the development of facilities within the Project Area. In the event that owners do not wish to participate in the development in compliance with the Plan, or in a manner acceptable to the Agency, or are unable or unwilling to appropriately participate, the Agency reserves the right pursuant to the provisions of the Act to acquire parcels, to encourage other owners to acquire other property within the Project Area, or to select non-owner developers by private negotiation, public advertisement, bidding or the solicitation of written proposals, or a combination of one or more of the above methods. It is assumed that a moderate number properties in the area will not be the subject of new development or significant redevelopment but will ultimately benefit from the goals and implementation of the plan.

#### **B. IDENTIFICATION OF DEVELOPERS WHO ARE CURRENTLY INVOLVED IN THE PROPOSED COMMUNITY REINVESTMENT AREA**

There are no developers who are currently pursuing the use of tax increment financing in the proposed Kaysville City Center Community Reinvestment Area. Development guidelines and agreements regarding the use and payment of tax increment will be set forth in Development Agreement or other agreements between the Agency and any development teams.

##### **1. QUALIFIED OWNERS**

Any person wishing to become a developer will be required to own or have the right to purchase a part of the Project Area.

##### **2. OTHER PARTIES**

If there are no owners in the Project Area who possesses the skill, experience, and financial resources necessary to become a developer in the Project Area or are able to become a developer to part of the Project Area, the Agency may identify other qualified persons who may be interested in developing part of the Project Area. Potential developers may be identified by one or more of the following processes: (1) public solicitation, (2) requests for proposals (RFP), (3) requests for bids (RFB), (4) private negotiation, or (5) some other method of identification approved by the Agency.

##### **3. OWNER PARTICIPATION AGREEMENTS**

The Agency has not entered into nor does it intend to enter into any owner participation agreements or agreements with developers to develop parts of the Project Area until after the Agency and the City decide whether or not to adopt this Plan for the Project Area.



**XII. REASONS FOR THE SELECTION OF THE COMMUNITY REINVESTMENT PROJECT AREA [17C-5-105(9)]**

The Project Area was selected by the Agency as having a significant impact to the community and a near-term ability to strengthen Kaysville City and Davis County by allowing for appropriate redevelopment or new development of commercial space, residential housing, and public infrastructure that may support future development anticipated for Kaysville City and provide for development in surrounding areas.

Specific boundaries of the Project Area were arrived at by the Agency after a review of the area by members of the Agency, City staff, economic development consultants, and other technical and legal consultants. Planned treatment of this area is intended to stimulate development to the degree necessary for sound long-term growth in the Project Area and to encourage the development of real property located within the Project Area. Finally, the Project Area is a key element in the City's 2022 General Plan.

**XIII. DESCRIPTION OF THE PHYSICAL, SOCIAL AND ECONOMIC CONDITIONS EXISTING IN THE AREA [17C-5-105(10)]****A. PHYSICAL CONDITIONS**

The Project Area consists of approximately 261.5 acres of land as shown on the Project Area map located in the Addenda.

**B. SOCIAL CONDITIONS**

There are currently a significant number of buildings of nearly all use types within the Project Area. No unusual social conditions were found to exist. The Project Area Plan may help to further bring consumers and visitors from across the area to the Project Area for shopping, living, and employment.

**C. ECONOMIC CONDITIONS**

The study area currently generates a significant amount of taxable values from its variety of uses. Overall, as of the most recent tax year (2023), the project year had a base taxable value of \$203,550,124.

**XIV. FINANCIAL ASSISTANCE ANTICIPATED TO BE OFFERED TO A PARTICIPANT [17C-5-105(11)]**

The Agency intends to negotiate and enter into one or more inter-local agreements with Davis County, Davis County School District, Weber Basin Water Conservancy District, Davis County Mosquito Abatement District, Central Davis County Sewer District, Davis County Library, and Kaysville City to secure receipt of a portion of the property tax increment generated within the Project Area that would otherwise be paid to those taxing entities. Collectively, those tax revenues may be used for the reasons already outlined. Subject to the provisions of the Act, the Agency may agree to pay for eligible development costs and

other items from such tax revenues for any period of time the Agency and the taxing entities may deem appropriate under the circumstances.

## **XV. RESULTS OF THE PUBLIC BENEFIT ANALYSIS [17C-5-105(12)]**

### **A. THE BENEFIT OF ANY FINANCIAL ASSISTANCE OR OTHER PUBLIC SUBSIDY PROPOSED TO BE PROVIDED BY THE AGENCY**

#### **1. AN EVALUATION OF THE REASONABLENESS OF THE COSTS OF THE PROPOSED PROJECT AREA DEVELOPMENT**

The preliminary cost estimates for downtown improvements include expenses for roadways, parking improvements, public open space areas, façade programs, trail development, etc., and appear to be reasonable given current and anticipated market conditions.

The City has partnered with UDOT to create a specific concept plans for rehabilitation of Main Street between 200 North and approximately 100 South. A copy of the Main Street Preferred Alternative (Appendix C) which was adopted by the City Council on July 21, 2022 included a cost estimate of \$2,363,000 (2025 valuation).

Estimates of costs and probable project area use for increment include:

- Main Street improvements between 200 North and 100 South, including expansion, installation of medians, intersection realignment, and traffic calming (~\$2,363,000)
- Other roadway and intersection improvements (~\$800,000)
- Beautification and landscaping (~\$250,000)
- Sidewalk expansion or realignment, trail development, etc. (~\$500,000)
- Creation of pedestrian oriented atmosphere and facilities (~\$250,000)
- Creation of public open space amenities (~\$190,000)
- Property acquisition (~\$2,000,000)
- Parking enhancements, parking structure and facilities (~\$5,000,000)
- Traffic, circulation and parking studies (~\$35,000)
- Relocation assistance for businesses and or residences (~\$350,000)
- Location assistances for businesses (~\$150,000)
- Demolition and pre-demolition environmental assessment costs (~\$20,000)
- Utility expansion, extension or upgrades (~\$250,000)
- Installation of fiber optic networks (~\$200,000)

- Facilitation of façade grant and loan programs (~\$200,000)
- Relocation of historical markers (~\$75,000)

## **2. EFFORTS TO MAXIMIZE PRIVATE INVESTMENT**

The City has made efforts to maximize private investment in the area. The City has pursued a development pattern that will attract desirable tenants and will bring a strong tax base to the City. The City anticipates that this Project Area focus will create new jobs. The wages paid for these jobs will then be re-spent, by the private sector, in the local and regional economies that will bring benefits to private businesses in the area.

It is likely that redevelopment and new development will significantly increase taxable values from the current taxable value of around \$203,550,124, to roughly \$280,061,524 over 15 years. The Project Area is currently generating approximately \$1,981,968 in property tax revenues; it is projected to generate an additional \$744,002 per year at the end of 15 years. Developers will also likely be paying for improvements to various public infrastructure needs.

## **3. RATIONALE FOR USE OF PROJECT AREA FUNDS**

Tax increment funds are necessary in order for this site to be competitive with similar sites under consideration. Building upgrades and enhancements need to be made to those showing signs of aging and deterioration. Therefore, in order to enhance this area and uplift the desirability of the city center core, the Agency is proactively seeking to create a Project Area, with the use of tax increment, so that redevelopment and new development can be considered.

## **4. ESTIMATE OF TOTAL PROJECT AREA FUNDS AND LENGTH OF TIME OF PROJECT AREA**

Project Area funds will be disbursed to the Agency for a period of 15 years and are anticipated to be approximately \$5,189,360 over the 15-year period, with a NPV of nearly \$3,316,322.

# **B. THE ANTICIPATED PUBLIC BENEFIT DERIVED FROM THE PROPOSED PROJECT AREA DEVELOPMENT**

## **1. BENEFICIAL INFLUENCES ON THE COMMUNITY'S TAX BASE**

The property tax base of the taxing entities should increase by over \$76,000,000 from the various investments in real property (land and buildings) alone. In addition, the personal property tax base of the taxing entities will increase but will vary depending on the type of equipment located in the Project Area as well as individual depreciation schedules.

In addition to tax revenues, the Project Area will generate other revenues including sales tax, Class B/C Road Funds, business license fees, charges for services, and one-time fees such as building permits and impact fees.

## **2. ASSOCIATED BUSINESS AND ECONOMIC ACTIVITY STIMULATED BY THE DEVELOPMENT**

Other business and economic activity likely to be stimulated includes business employee and construction expenditures. There are significant opportunities for increased economic development and tax generating development that can occur within the immediate sphere of influence of the Project Area that otherwise may not occur in a timely basis or at the same level of increased development and private investment.

## **3. BUSINESS AND EMPLOYEE EXPENDITURES**

It is anticipated that employees and business owners in the Project Area will directly or indirectly purchase local goods and services related to their operations from local or regional suppliers. These purchases will likely increase employment opportunities in the related areas of business equipment, furniture and furnishings, business supplies, computer equipment, communication, security, transportation and delivery services, maintenance, repair and janitorial services, packaging supplies, office and printing services, transportation and delivery services.

A summary of benefits is as follows:

- Provide an increase in direct purchases in the City and the County.
- Provide economic diversification within the City and the County.
- Complement existing businesses and industries located within the City by providing new employees who may live and shop and pay taxes in the City and the region.
- Generate indirect and induced (“multiplier”) impacts from business and employee expenses in the local area. The types of expenditures by employees in the area will likely include shopping for personal and household goods, lunches at area restaurants, convenience purchases and personal services (haircuts, banking, dry cleaning, etc.). The employees will not make all of their convenience or personal services purchases near their workplace, and each employee's purchasing patterns will be different. However, it is reasonable to assume that a percentage of these annual purchases will occur within close proximity to the workplace (assuming the services are available).

## **4. CONSTRUCTION EXPENDITURES**

Economic activity associated with the development will include construction activity. Construction costs for labor and materials will likely be notable. This will create a moderate number of construction jobs. Construction supplies are also anticipated to create significant sales tax revenues for the State, County and City.

**5. ADOPTION OF THE PLAN IS NECESSARY AND APPROPRIATE TO UNDERTAKE THE PROJECT AREA PLAN**

Adoption of the Plan is necessary and appropriate to undertake the Project Area Plan because:

- The Plan conforms with and furthers the City's General Plan; and
- Private investment will increase the tax base by over \$76,000,000 which will provide increased tax revenues to all taxing entities.

**XVI. IF APPLICABLE, STATE THAT THE AGENCY SHALL COMPLY WITH SECTION 9-8-404 [17C-5-105(13)]**

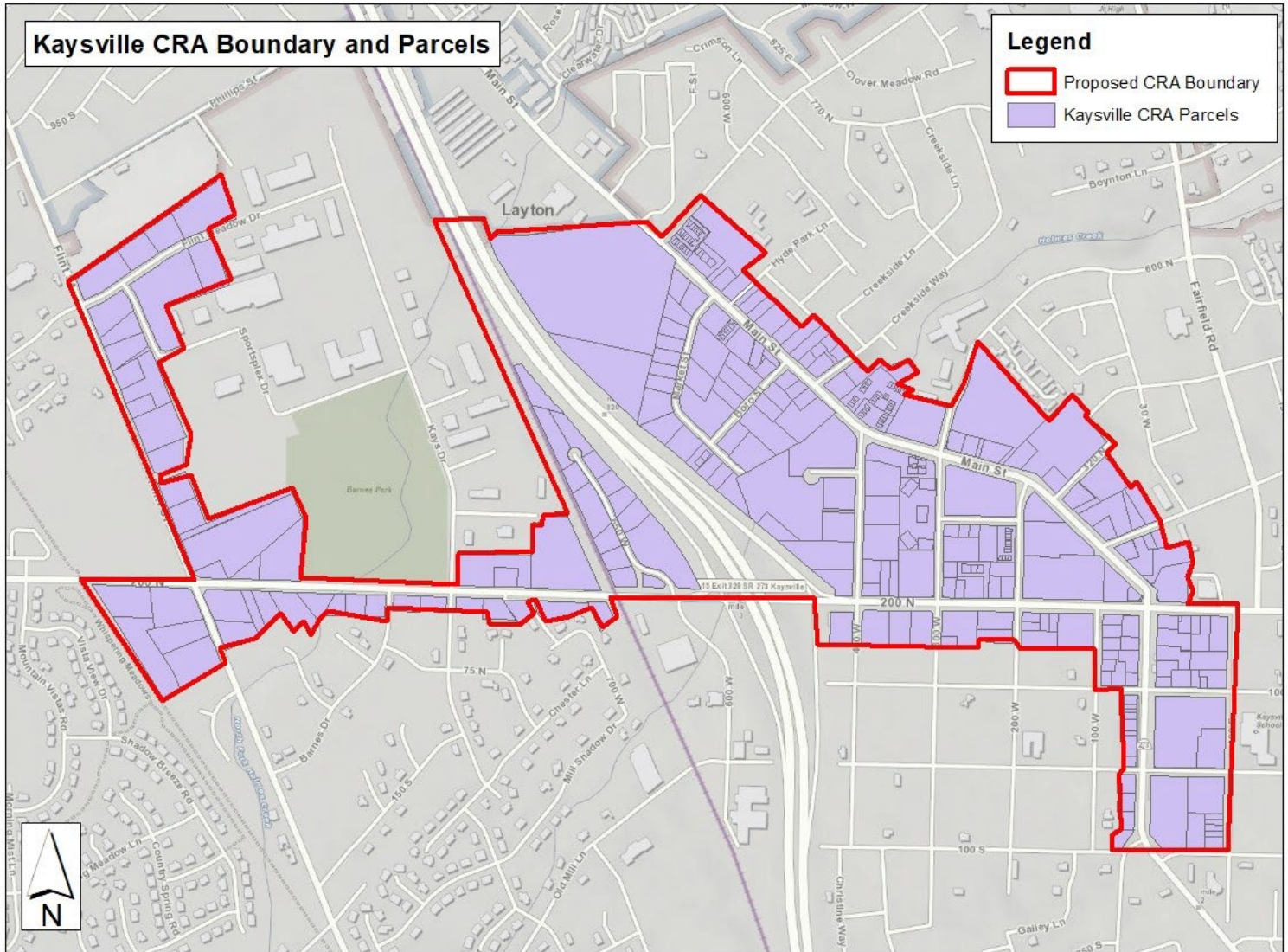
The Agency will comply with Section 9-8-404 if any of the existing buildings are eligible for inclusion in the National Register of Historic Places or the State Register and the Agency spends Agency funds on the demolition or rehabilitation of said existing buildings.

**XVII. STATE WHETHER THE PLAN IS SUBJECT TO A TAXING ENTITY COMMITTEE OR AN INTERLOCAL AGREEMENT [17C-5-105(14)]**

This Plan was not adopted before May 14, 2019, as stated in the code, however, this Plan is subject to Interlocal Agreements.



## APPENDIX A: PROJECT AREA MAP



## APPENDIX B: LEGAL DESCRIPTION

### CRA Metes and Bounds description (**Description Only – NOT SURVEYED**)

Commencing at the NW Corner of Section 33, Township 4 North, Range 1 West and running S 0 degrees 37'28" W 513.12 feet along the section boundary; thence N 89 degrees 52'23" E 521.92 feet to the True Point of Beginning; thence continue N 54 degrees 54'11" E 1346.71 feet; thence continue S 21 degrees 14'27" E 317.12 feet; thence continue S 69 degrees 32'05" W 215.99 feet; thence continue S 20 degrees 26'27" E 430.41 feet; thence continue S 69 degrees 33'59" W 485.95 feet; thence continue S 22 degrees 01'30" E 355.05 feet; thence continue S 69 degrees 33'25" W 206.34 feet; thence continue S 22 degrees 17'45" E 571.30 feet; thence continue S 67 degrees 34'09" W 24.29 feet; thence continue S 00 degrees 20'39" W 187.85 feet; thence continue S 21 degrees 56'42" E 457.92 feet; thence continue N 67 degrees 20'02" E 656.17 feet; thence continue S 24 degrees 16'23" E 218.83 feet; thence continue S 01 degrees 31'40" W 465.02 feet; thence continue S 88 degrees 28'34" E 1125.89 feet; thence continue N 01 degrees 42'10" E 238.06 feet; thence continue S 88 degrees 30'16" E 532.81 feet; thence continue N 02 degrees 19'43" E 285.07 feet; thence continue S 88 degrees 34'04" E 250.81 feet; thence continue N 24 degrees 52'50" W 2360.1 feet; thence continue N 89 degrees 45'24" E 350.76; thence continue S 24 degrees 57'41" E 158.01 feet; thence continue N 83 degrees 06'09" E 1125.78 feet; thence continue S 47 degrees 51'21" E 147.92 feet; thence continue N 43 degrees 16'16" E 419.70 feet; thence continue S 48 degrees 48'26" E 628.01 feet; thence continue S 47 degrees 23'18" W 230.72 feet; thence continue S 48 degrees 09'53" E 581.23 feet; thence continue N 47 degrees 47'11" E 104.89 feet; thence continue S 44 degrees 21'00" E 510.69 feet; thence continue S 86 degrees 36'28" E 58.3 feet; thence continue N 54 degrees 03'43" E 94.62 feet; thence continue S 65 degrees 24'48" E 84.65 feet; thence continue N 69 degrees 11'29" E 118.45 feet; thence continue S 38 degrees 59'04" E 126.89 feet; thence continue S 63 degrees 26'20" W 143.79 feet; thence continue S 58 degrees 58'22" E 89.92 feet; thence continue S 28 degrees 30'46" W 47.95 feet; thence continue S 74 degrees 38'39" E 340.22 feet; thence continue N 20 degrees 35'51" E 501.5 feet; thence continue S 42 degrees 37'03" E 750.1 feet; thence continue N 44 degrees 02'30" E 267.13 feet; thence continue S 42 degrees 30'20" E 178.45 feet; thence continue S 47 degrees 16'39" W 52.19 feet; thence continue S 41 degrees 23'20" E 290.64 feet; thence continue S 30 degrees 03'56" W 80.98 feet; thence continue S 46 degrees 04'20" E 288.76 feet; thence continue N 58 degrees 35'44" E 25.44 feet; thence continue S 31 degrees 57'55" E 315.08 feet; thence continue S 18 degrees 01'49" E 210.07 feet; thence continue N 74 degrees 44'18" E 132.54 feet; thence continue S 24 degrees 00'18" E 83.56 feet; thence continue S 08 degrees 06'21" E 142.44 feet; thence continue S 35 degrees 57'02" W 60.54 feet; thence continue S 00 degrees 44'49" W 201.24 feet; thence continue N 89 degrees 15'00" E 342.25 feet; thence continue S 01 degrees 14'24" W 1799.83 feet; thence continue N 89 degrees 02'59" W 843.92 feet; thence continue N 0 degrees 25'53" E 132.57 feet; thence continue N 35 degrees 27'07" E 43.14 feet; thence continue N 89 degrees 49'43" E 49.05 feet; thence continue N 0 degrees 20'02" E 133.65 feet;

thence continue N 89 degrees 39'20" W 24.99 feet; thence continue N 0 degrees 19'14" E 113.73 feet; thence continue N 07 degrees 57'23" W 20.23 feet; thence continue N 89 degrees 39'21" W 54.99 feet; thence continue N 0 degrees 20'40" E 110.98 feet; thence continue N 0 degrees 34'59" W 64.42 feet; thence continue S 88 degrees 11'46" E 83.87 feet; thence continue N 1 degrees 03'18" E 381.9 feet; thence continue N 88 degrees 54'34" W 10.38 feet; thence continue N 0 degrees 40'54" E 196.94 feet; thence continue N 89 degrees 16'21" W 149.42 feet; thence continue N 0 degrees 57'52" E 189.03 feet; thence continue S 89 degrees 07'39" E 99.94 feet; thence continue S 89 degrees 09'56" E 15.97 feet; thence continue N 0 degrees 21'13" E 69.63 feet; thence continue N 89 degrees 09'09" W 2190.82 feet; thence continue N 0 degrees 57'57" E 332.87 feet; thence continue N 89 degrees 22'48" W 1511.4 feet; thence continue S 08 degrees 06'15" E 51.55 feet; thence continue S 26 degrees 47'17" E 135.21 feet; thence continue S 46 degrees 03'27" W 133.78 feet; thence continue N 25 degrees 05'25" W 192.2 feet; thence continue S 64 degrees 13'55" W 140.41 feet; thence continue S 75 degrees 12'08" W 210.27 feet; thence continue N 39 degrees 23'08" W 76.81 feet; thence continue N 17 degrees 34'21" W 102.01 feet; thence continue N 88 degrees 33'08" W 38.08 feet; thence continue S 17 degrees 34'21" E 92.04 feet; thence continue S 55 degrees 40'56" W 123.56 feet; thence continue N 33 degrees 53'57" W 24.08 feet; thence continue N 88 degrees 32'35" W 240.02 feet; thence continue N 01 degrees 31'41" E 48.94 feet; thence continue N 89 degrees 42'44" W 704.71 feet; thence continue S 01 degrees 31'39" W 44.99 feet; thence continue N 88 degrees 28'36" W 434.95 feet; thence continue S 54 degrees 59'23" W 64.81 feet; thence continue S 18 degrees 39'09" W 114.27 feet; thence continue N 38 degrees 42'09" W 120.33 feet; thence continue S 44 degrees 48'14" W 91.03 feet; thence continue N 35 degrees 34'47" W 136.05 feet; thence continue S 51 degrees 49'40" W 224.26 feet; thence continue S 63 degrees 49'31" W 285.46 feet; thence continue S 20 degrees 59'09" E 69.01 feet; thence continue S 55 degrees 57'02" W 521.65 feet; thence continue N 32 degrees 37'16" W 991.73 feet; thence continue S 89 degrees 35'48" E 748.82 feet; thence continue N 23 degrees 21'29" W along said line 2370.43 feet to the Point of Beginning.

## **APPENDIX C: KAYSVILLE MAIN STREET PREFERRED CONCEPT**



## Kaysville Main Street DRAFT Preferred Concept

This document summarizes the preferred concept for Kaysville's Main Street (S.R. 273). This is a joint vision created by both Kaysville City and the Utah Department of Transportation. The concept was developed through a collaborative process involving key people in UDOT and Kaysville and addresses the needs of both UDOT and the Kaysville community.

The concept builds on Kaysville City's Main Street Vision the City created in 2019. This vision is a broad directive for Main Street, and this more detailed collaboration with UDOT for the street right-of-way and transportation elements is an important implementation piece of that vision.

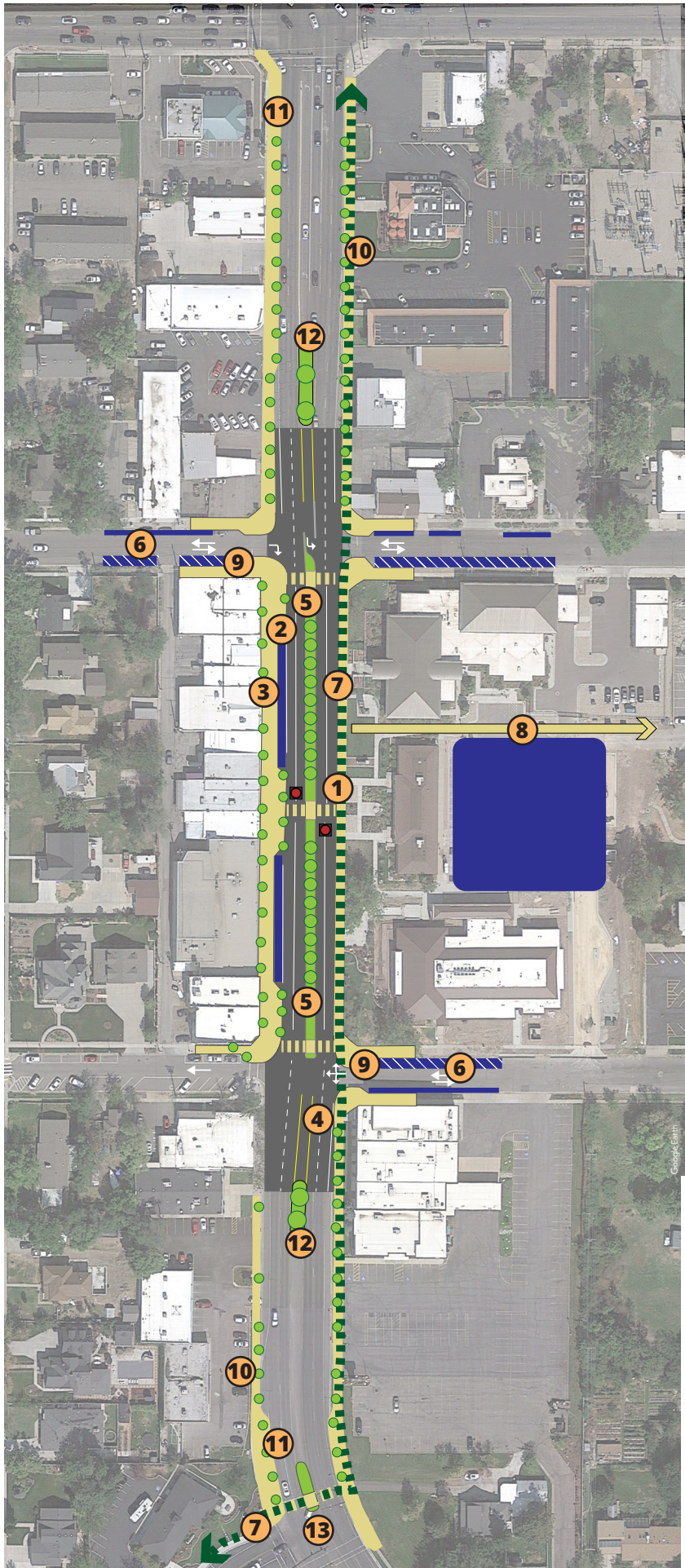
The initial conversations among Kaysville and UDOT highlighted two key priorities: placemaking and access. The concept reflects these themes. Place in this case means public space, aesthetics, slowing traffic, and a full downtown streetscape extension. Access means pedestrian crossings, parking, access management, network, and active transportation.

This document provides an overview of the concept and its elements; the details and examples of each element; and ideas for how the project will be implemented and funded.



*Rendering of Kaysville Main Street Preferred Concept*





## PEDESTRIAN



New pedestrian space



Marked pedestrian crossing



HAWK pedestrian-activated crossing

## STREETSCAPE



Street trees



Planted median island

## PARKING



Reconfigured diagonal parking



Reconfigured parallel parking



Key district off-street parking area

## NETWORK LINKS



Shared use pathway

## Concept Overview

The Kaysville Main Street Preferred Concept seeks to improve Main Street's access and sense of place while still moving traffic on the state highway corridor. It does this through a major extension of the pedestrian area on the west side of the central block of Main Street and landscape and streetscape improvements in the new space; a lateral transition of the traffic lanes to the east to allow for the west side sidewalk extension; a set of landscaped medians; the movement of the existing HAWK to a mid-block location and additional pedestrian crossings at Center Street and 100 North; reconfiguring of 100 North and Center Street with diagonal parking; and some restriction of turns on and off Main Street. The concept keeps the street's existing vehicle capacity.

These improvements will create more high quality public space; improve the pedestrian environment; slow traffic; increase the ability for pedestrians to cross the street safely, conveniently, and with ease; better connect Main Street to the parking on the City Hall block; maintain parking and make it overall more convenient; and manage vehicle access on and off Main Street.

The major tradeoff of the concept is likely the loss of on-street parking spaces on Main Street (primarily on the east side) in exchange for a much bigger pedestrian environment on the west side of the street, a more traffic calmed environment, and shorter and more frequent pedestrian crossings. The concept seeks to make the parking in the City Hall block more convenient to Main Street patrons and diagonal spaces on the nearby cross streets help make up for lost Main Street parking as well.

## Concept Elements

### CENTRAL BLOCK

- ➊ Move HAWK signal and crosswalk from Center Street to mid-block between Center Street and 100 North
- ➋ Extend curb on west side in central block of Historic Main Street
- ➌ Preserve the majority of on-street parking on west side of central block with time-restricted or pay spaces - with the exception of the north and south ends and middle, where pedestrian area curb extensions would take the place of an estimated six spaces.
- ➍ Lane shift to east so that travel lanes are against existing east curb in central block; begin shift on north and south blocks
- ➎ Median in central block with pedestrian refuges at mid-block, 100 North and Center Street, and "super street" access management extension
- ➏ Stripe diagonal parking on one side of Center Street and 100 North (with parallel on the other side)
- ➐ East side shared use path to connect with other planned pathways, especially to the south
- ➑ Intuitive, direct pathway through the civic block, linking Main Street to the parking lot and beyond to the Recreation Center and Senior Center and Kaysville Elementary, with supportive wayfinding to parking and downtown locations
- ➒ Curb extensions into cross streets at the corners of Center Street and 100 South, similar to the existing curb extensions at Center Street on west side of Main Street

### NORTH AND SOUTH BLOCKS

- ➓ Downtown streetscape extension to north and south blocks
- ➑ Sidewalk extensions into shoulder at north and south ends of historic Main Street
- ➒ Short medians at strategic locations on north and south blocks
- ➓ Marked pedestrian crossing with ped refuge on north leg of 50 West crosswalk – change signal phases accordingly



## Enhancing public space.

The concept starts with public space – leveraging and complementing Kaysville’s historic storefronts and civic buildings with a wide, high-quality sidewalk area and pedestrian realm that will provide space for strolling, people-watching, outdoor dining, farmer’s markets and events.

This space is created by extending the west side sidewalk substantially at the central block to a 20- to 30-foot pedestrian realm with street trees, landscape and furnishings such as benches and pedestrian scale lighting, as well as opportunities for outdoor dining. This space can be a large piece of revitalizing Main Street, complementing existing businesses and attracting new ones, especially restaurants. Most importantly, it can be a promenade for the community to gather, whether for events such as farmers markets or parades or on a typical Saturday evening.

The possibility remains for upgrades on the east side of Main Street with enhancements to the plaza area near the former library building. This could be a space that connects to and complements the widened pedestrian realm on the west side. Plaza upgrades and could host events such as a Christmas tree lighting.

## Traffic calming.

Calming traffic is a foundational part of a vibrant Main Street and walkable downtown. The Kaysville Main Street concept has several elements that will contribute to traffic slowing, while not causing undue delays. With the curb extension and the median, the concept narrows the roadway. It creates a human scale for the street with trees, streetscape, and public space on the sides. And the lanes moving to the east edge of the roadway at the central block creates a lateral shift that drivers must make, which will also slow them down.

## Increasing and improving pedestrian crossings.

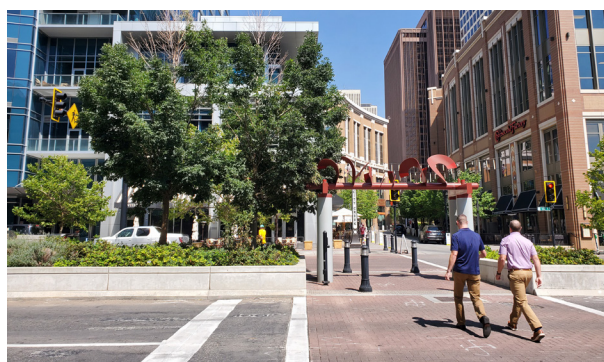
Moving the HAWK crosswalk currently located at Center Street to mid-block will place a safe crossing at the most desired point along Main Street. This will work hand-in-hand with the parking strategy by connecting to and promoting where people can park in the middle of the block in place of some of the removed parking along the west side storefronts.

In addition, because of the traffic calming strategies, the shortening and breaking up of the crossing by the curb extension and the pedestrian refuge, crossings will be marked at 100 North and Center, providing a frequent series of crossings in the heart of Main Street that will also work with traffic patterns.

Finally, the extension of downtown streetscape and pedestrian realm includes the addition of the north crosswalk leg of the Main Street / 50 West signalized



Above are examples of the type of wide pedestrian realm that the concept proposes for Kaysville Main Street’s central block, demonstrating a range of uses, including strolling, dining, landscape, and public space.



A center median in a downtown area can provide multiple functions - establishing a pedestrian refuge for pedestrian crossings while calming traffic, managing access, and greening the street, such as in this example from downtown Salt Lake City.



intersection, which will also be a bike/multi-use path crossing.

### Increasing aesthetics/beautification.

Aesthetics are a major part of the concept. The aesthetics play off the historic character of Main Street's storefronts, civic buildings, and large trees. Aesthetics have two key aspects in this concept:

- Greening through additional street trees and other landscape – both along the sidewalk and in the new medians, which will be planted with trees and other landscape (while maintaining appropriate sight distances).
- Streetscape elements that complement and reflect the heritage of Kaysville and the historic character of Main Street.

### Reconfiguring and connecting parking.

Parking is a critical issue on most Main Streets, and because of the Main Street Vision's emphasis on vehicular and pedestrian access to Main Street, parking takes on extra importance. The concept's approach to parking is to designate on- and off-street parking resources that complement the public space approach and support the desired uses of Main Street. While some of these changes may be surprising and unsettling to the community initially, we think this parking approach in the long term will best achieve the Vision. The concept's parking related recommendations are:

- Remove on-street parking on the east side of Main Street's central block, preserving all but an estimated six spaces on the west side, and making these on-street spaces short-term parking intended for customers.
- Replace these Main Street on-street parking spaces by creating diagonal parking on one side of 100 North and the east segment of Center Street (the west segment is already diagonal on one side). Creating these parking areas is still convenient to Main Street storefronts.
- Having a pedestrian-activated HAWK signal mid-block, a pedestrian refuge, and slowed traffic much more closely links the west side storefronts to the civic block parking lot.



A coordinated set of streetscape amenities is important to create a human scale environment on Main Street.



The approach to Center Street of diagonal parking on one side can be expanded to the other side of Main Street and 100 North.

- The civic lot and other parking would benefit from increased wayfinding and information for visitors.

### Managing vehicle access.

Access management is a key part of the Main Street concept. Restricting some turn and through-traffic movements reduces potential conflicts and allows for safer pedestrian circulation.

- Turn restrictions: The “super street” concept will help reduce conflicts from left and through movements from 100 North.

### Connecting the street/pathway network

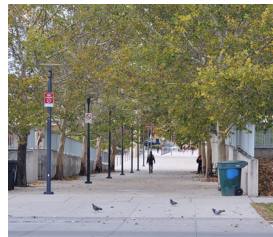
While the gridded street network of Kaysville’s downtown area is established, one smaller street/pathway network improvements is recommended: the consideration of a more intuitive pathway through the civic block, linking the planned mid-block crosswalk of Main Street to the parking lot and the recreation center, and then to Kaysville Elementary School beyond.

### Extending the downtown street character

The north and south blocks of Kaysville’s Main Street have parts of the historic streetscape treatments, such as street trees, but also have more of a suburban character, with unbuffered parking lots, frequent driveways, and grassy park strips. The concept includes the extension of the central block streetscape features that evoke a walkable downtown to the north and south blocks, as well as sidewalk extensions into the shoulder at the north and south entries into the downtown and



An example of the “super street ” concept that restricts left and though movements from cross streets onto a major street.



Downtown Salt Lake City has a range of positive examples of pedestrian pathways through the district's large blocks that inform a potential pathway through Kaysville's civic block.



landscaped medians that still allow for left turns into driveways.

## Helping people riding bikes access Main Street.

While the focus of the Main Street concept is pedestrian and vehicular access, there are opportunities to better connect people riding bikes to Main Street. The best opportunity for this concept is to manifest an extension of the “Ponds” multi-use path up 50 West to Main Street and build a multi-use pathway on the east side of Main Street. This emphasis on bike and pedestrian mobility on the east side of Main Street complements the emphasis on the west side of public space.

This shared use path does present some implementation challenges. There is little existing right-of-way above the curb to transform into a multi-use path, which should be at least 8 feet wide, preferably 10 feet. While the east side of the central block of Main Street does include City-owned property, this space includes mature trees and relatively new investments in landscaping and the police station stairs. Consequently,



While the Kaysville Main Street Vision focuses on pedestrian and vehicle access, bicycles are a relatively popular way for people to access Main Street. This composite image of all non-vehicle trips in one hour on Main Street is heavily tilted toward people riding bikes or scooters.



## Concept Development Process

The Kaysville Main Street concept builds on the City's Main Street Vision created in 2019. At the same time, the City was developing an updated General Plan, whose process identified Main Street as a priority. This created the opportunity to initiate a focused collaboration with the Utah Department of Transportation (UDOT) on how improvements to the Main Street right-of-way can help support the City's vision.

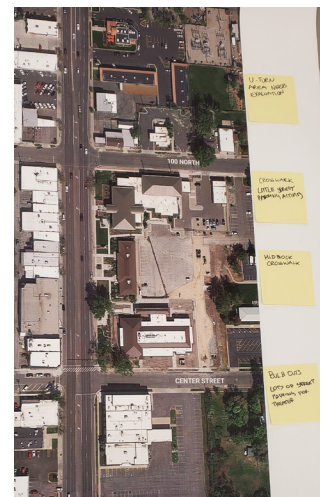
The process started in February 2021 with a site tour undertaken by Kaysville City leadership and staff and UDOT Region 1 staff. Then, over an online meeting using a polling program, the same group provided feedback 1) about the importance of a range of potential goals and 2) what each goal means. These conversations highlighted two key shared priorities: **placemaking**- public space, aesthetics, slowing traffic, streetscape- and **access**- pedestrian crossings, parking, access management, network, and active transportation.

The project team studied existing conditions throughout the Main Street area that focused on access and placemaking, as well as analysis of the range of transportation modes served by Main Street- traffic, transit, bicycling, and walking. The team engaged Main Street business owners through a short survey.

In August 2021, the Kaysville/UDOT group came together at Kaysville City Hall for a workshop to develop ideas based on the identified shared priorities. The workshop yielded four alternative concepts with various approaches to sidewalk expansions, pedestrian crossings, medians, and parking solutions (see images at right).

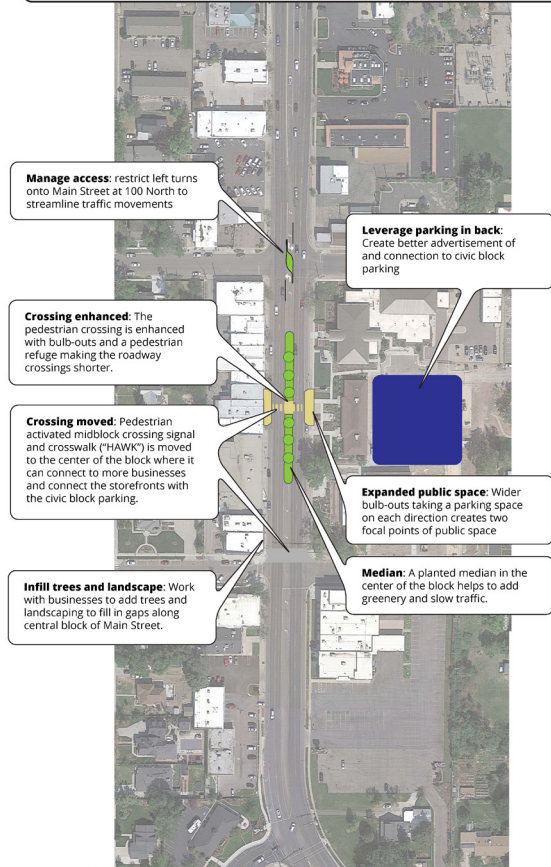
The team presented the concepts to the group, which convened again in October to select a preferred concept. The group gravitated toward a mix of the concepts that became the Preferred Concept - a solution that is unorthodox and creative but still achieves the goals of both the community and UDOT.

The Kaysville Main Street process shows that focused, careful collaboration between UDOT and a local community that considers common goals can open the door to creative solutions.

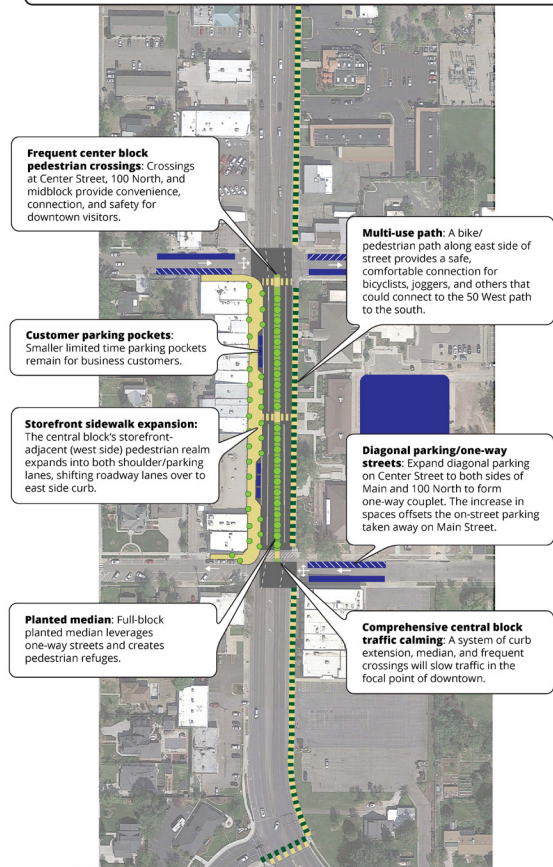




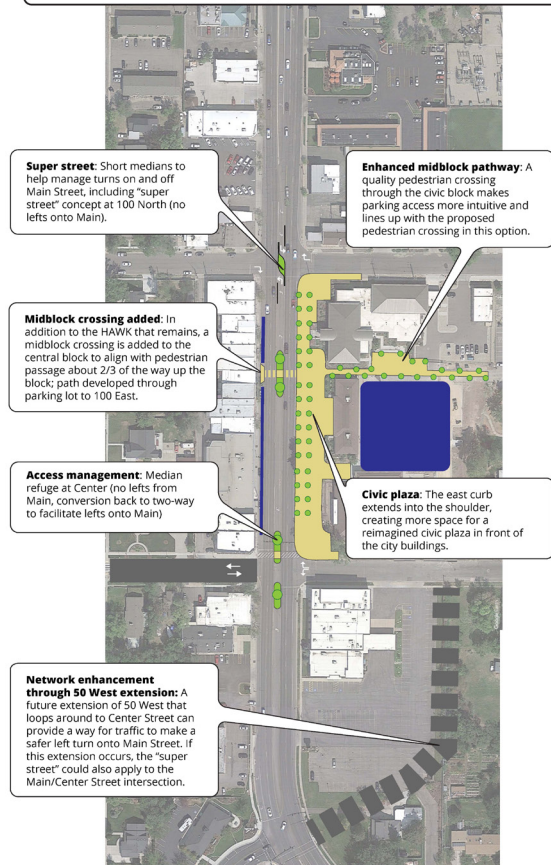
### ALTERNATIVE 1 Move crossing to midblock and smaller improvements



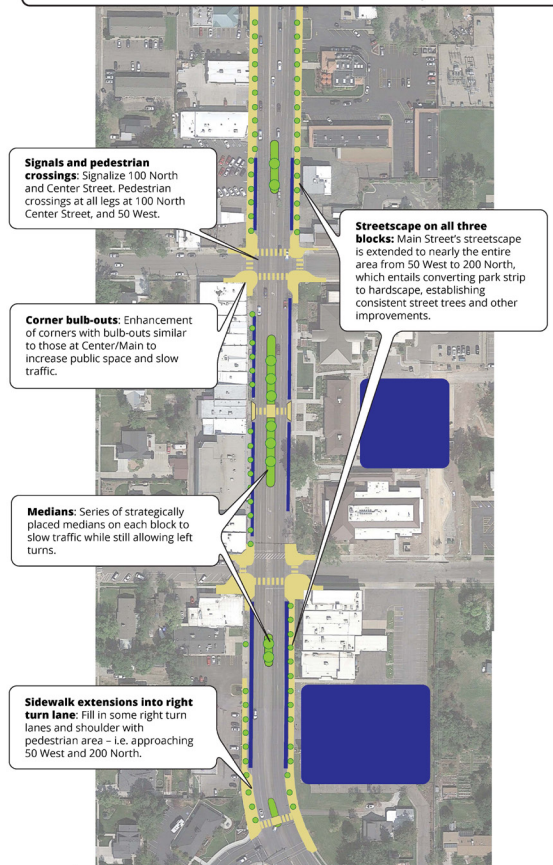
### ALTERNATIVE 2 Historic storefront pedestrian realm expansion



### ALTERNATIVE 3 Civic campus plaza enhancement



### ALTERNATIVE 4 Full historic Main Street streetscape



much of the pathway could need to run immediately along the roadway, which will be without a shoulder or on-street parking as a buffer to moving traffic.

## Implementation

Aspects of implementation discussed here include:

- Roles: Who will do what to get the project done.
- Funding: How the project's design, construction, and any other costs will be covered.
- Phasing : How the project will be broken up into manageable and feasible pieces, and which ones will happen first.
- Addressing key concerns: Anticipating concerns from stakeholders and the public that may arise, and how to address those concerns.

Below are considerations for each.

### Roles

The Kaysville Main Street project will be a partnership. Kaysville City and UDOT will continue to work together, coordinating and meeting as needed as the project progresses.

**Kaysville City** will engage stakeholders and the broader community on the Preferred Concept for Main Street. The City will seek adoption of the Preferred Concept by the Mayor and City Council. The City will consider the extension of its downtown redevelopment area north of 200 North to encompass this project's study area, in order to capture tax increment to help fund the project. The City will work to identify a mix of potential funding sources and then work with UDOT to refine, continue to plan, design, and construct the project.

**UDOT Region 1** will work with Kaysville City to establish and define the Main Street improvements as a distinct project and place it on the Statewide Transportation Improvements Program (STIP). UDOT will work with Kaysville to seek state and regional funding sources.

In case of desire to move or enhance bus stops to implement the concept, Kaysville and UDOT will seek to include **Utah Transit Authority (UTA)** as a partner.

**Business and property owner stakeholders** are also partners in the project, both from a planning and design standpoint, a logistics standpoint (construction management), and possibly from the standpoint of shaping or contributing to the streetscape improvements.

### Funding

Appendix 1 is an initial high-level cost estimate for the Preferred Concept and identifies a rough cost of \$2.37 Million for the project, including all three Main Street blocks addressed in the concept. Several options exist to help pay for the project.

Local sources:

- Kaysville City General Fund or Capital Improvements Program
- Potential extension of downtown redevelopment area to the project study area and resulting tax increment financing (TIF) funds

UDOT sources:

- Transportation Investment Fund (TIF) Active
- Transportation Alternatives Program (TAP)
- Class B & C Road Funds

Other State funds:

- GO-UTAH Utah Main Street Program funds

## Phasing

The project could be phased in a number of different ways. It could be built as one large project, from 200 North through 50 West. Or it could be divided into a few phases, each of which can work independently as a functional project until the other phases are added. The following are considerations:

- **Moving the HAWK from Center Street to mid-block** between Center Street and 100 North could be an initial “pre-phase” of the project, in order to begin the connection of the west side of the central block of Main Street with the civic campus and its parking. However, the placement of the HAWK pole on the west side available now is not likely optimal for the eventual project layout.
- **The central (civic) block improvements** could be implemented before those on the block to the north and the south. However, with the planned lateral transition of the lanes to the east and back, work would extend into the north and south blocks for this phase, so it might make sense to make any improvements there at the same time. In addition, the improvements on the north and south blocks constitute a relatively minor part of the overall improvements- there is little downside to do all three blocks at once.

In summary, each element of the concept does help reinforce and lead to the success of the others. If the project is broken up into phases, the concerns would be that temporary transitional fixes may be needed and the trade-offs of the concept would not be apparent. For example, street parking might be lost or changed but the public space improvements wouldn't have been built, not yet demonstrating the payoff for giving up parking.

## Addressing potential concerns

The following are some potential concerns about the concept, based on conversation among the project committee, and initial thoughts on how to address those concerns.

**Reconfiguration of parking:** On-street parking in the Main Street area will be reconfigured to complement the concept, and especially along the central block of Main Street directly adjacent to the businesses in the historic storefronts the reconfiguration could be perceived as a loss of parking. Indeed, there will be fewer spaces directly adjacent to these businesses that rely on such parking. However, there are many considerations:

- The west side of Main Street in the central block would only lose an estimated six spaces.
- New diagonal parking on side streets will likely make up for the lost Main Street parking.
- In addition, the mid-block HAWK signalized crossing will make it easier for patrons, proprietors, and employees of these businesses to access the large parking lot across the street, in back of the City Hall.
- We hope that what is gained in public space by trading off the on-street parking is, especially in the long run, worth the loss.
- Part of the concept is a series of customer parking pockets on the west side of Main Street in the central block - on-street parking spaces with time restrictions.

**Vehicle access:** Main Street's current configuration generally allows open vehicle access on and off Main Street. The Main Street concept restricts this vehicle access on and off Main Street, which may force drivers to think more carefully about how they access certain Main Street destinations. But by implementing these restrictions, Main Street becomes easier and safer to use as a pedestrian and becomes safer for motorists as well, due to the potential conflicts with other vehicles eliminated.

**Mobility on Main Street:** The Main Street concept is designed to slow traffic between 50 West and 200 North. This may raise concerns about increases of travel time through this segment of Main Street (S.R. 273). Yet this is a very short segment that, at peak traffic times, often produces queues especially in the p.m. peak in the northbound direction. Slowing, combined with the access management improvements, are likely to smooth traffic flow.

**Visibility:** Introducing elements such as planted medians and streetscape can raise concerns about motorists being able to see crossing pedestrians or cyclists or other motorists. However, these additional elements are designed to create a slow environment for autos that reduces the speed, increasing available reaction time to react to other users in the roadway. Furthermore, creating a human scale for the street also engenders slow auto travel.



**Special events:** The Kaysville community has historically used Main Street for community events such as its 4<sup>th</sup> of July parade. There may be concerns about whether these events will thrive under the new configuration. We assert that parades and other community events will still thrive with the new medians and streetscape, and in some cases, will thrive more than the current configuration.



EXISTING STREET



VISION CONCEPT



## **APPENDIX: Draft Cost Estimate**

KAYSVILLE MAIN STREET CONCEPT ESTIMATE - DRAFT

|               |           |                                                                            | Center to 100 N |           | 50 W to Center |          | 100 N to 200 N |          | Units       | Combined Total | Combined Total Price | Price    | Remarks |
|---------------|-----------|----------------------------------------------------------------------------|-----------------|-----------|----------------|----------|----------------|----------|-------------|----------------|----------------------|----------|---------|
|               | Quantity  | Cost                                                                       | Quantity        | Cost      | Quantity       | Cost     | Quantity       | Cost     |             |                |                      |          |         |
| Road          | 015017010 | Remove Tree                                                                | 6               | \$3,000   | 0              | \$0      | 10             | \$5,000  | each        | 16             | \$8,000.00           | \$500    |         |
|               | 015547005 | Remove Concrete Curb and Gutter                                            | 830             | \$12,450  | 300            | \$4,500  | 310            | \$4,650  | foot        | 1,440          | \$21,600.00          | \$15     |         |
|               | 01557001* | Remove Asphalt Pavement                                                    | 1,920           | \$28,800  | 440            | \$6,600  | 180            | \$2,700  | square yard | 2,540          | \$38,100.00          | \$15     |         |
|               | 022217050 | Untreated Base Course (Plan Quantity)                                      | 100             | \$2,000   | 90             | \$1,800  | 90             | \$1,800  | cubic yard  | 280            | \$5,600.00           | \$20     |         |
|               | 022217125 | Asphalt Pavement Soft Spot Repair - Type A                                 | 300             | \$15,000  | 190            | \$9,500  | 210            | \$10,500 | sq yd       | 700            | \$35,000.00          | \$50     |         |
|               | 022217165 | HMA - 1/2 Inch                                                             | 495             | \$52,010  | 305            | \$32,051 | 340            | \$35,700 | ton         | 1,141          | \$119,761.69         | \$105    |         |
|               | 027217020 | HMA - Bike/Ped Path 1/2 Inch                                               | 130             | \$14,950  | 120            | \$13,800 | 120            | \$13,800 | ton         | 370            | \$42,550.00          | \$115    |         |
|               | 02737001* | Emulsified Asphalt CSS-1                                                   | 1               | \$500     | 1              | \$500    | 1              | \$500    | ton         | 3              | \$1,500.00           | \$500    |         |
|               | 027417050 | Detectable Warning Surface                                                 | 10              | \$5,000   | 6              | \$3,000  | 2              | \$1,000  | each        | 18             | \$9,000.00           | \$500    |         |
|               | 027437040 | Concrete Curb and Gutter Type B1                                           | 2,030           | \$60,900  | 750            | \$22,500 | 545            | \$16,350 | foot        | 3,325          | \$99,750.00          | \$30     |         |
|               | 027487040 | Concrete Flatwork, 4 inch thick                                            | 24,050          | \$240,500 | 4,220          | \$42,200 | 5,050          | \$50,500 | square foot | 33,320         | \$333,200.00         | \$10     |         |
|               | 027717086 | Rotomilling - 1 1/2 Inch                                                   | 5,950           | \$47,600  | 3,670          | \$29,360 | 4,010          | \$32,080 | square yard | 13,630         | \$109,040.00         | \$8      |         |
| Drainage      | 026107386 | Drainage Pipe - 18 inch, Smooth, Leak-Resistant                            | 40              | \$6,000   | 40             | \$6,000  | 20             | \$3,000  | foot        | 100            | \$15,000.00          | \$150    |         |
|               | 026337130 | Concrete Drainage Structure 5 ft to 7 ft deep - CB 9                       | 2               | \$10,000  | 2              | \$10,000 | 1              | \$5,000  | each        | 5              | \$25,000.00          | \$5,000  |         |
|               | 018927050 | Reconstruct Manhole                                                        | 2               | \$3,000   | 4              | \$6,000  | 1              | \$1,500  | each        | 7              | \$10,500.00          | \$1,500  |         |
| Traffic       | 027657050 | Pavement Marking Paint                                                     | 40              | \$2,000   | 42             | \$2,100  | 40             | \$2,000  | gallon      | 122            | \$6,100.00           | \$50.00  |         |
|               | 027687105 | Pavement Message (Preformed Thermoplastic)                                 | 2               | \$800     | 2              | \$800    | 10             | \$4,000  | each        | 14             | \$5,600.00           | \$400.00 |         |
|               | 027687110 | Pavement Message (Preformed Thermoplastic Stop Line, Crosswalks - 12 inch) | 310             | \$4,650   | 140            | \$2,100  | 160            | \$2,400  | ft          | 610            | \$9,150.00           | \$15.00  |         |
|               | 028917028 | Sign Type A-1, 12 Inch X 36 Inch                                           | 5               | \$500     | 5              | \$500    | 5              | \$500    | each        | 15             | \$1,500.00           | \$100.00 |         |
|               | 028917270 | Remove Sign Less Than 20 Square Feet                                       | 2               | \$60      | 2              | \$60     | 2              | \$60     | each        | 6              | \$180.00             | \$30.00  |         |
|               | 028917285 | Relocate Sign Less Than 20 Square Feet                                     | 8               | \$1,600   | 6              | \$1,200  | 5              | \$1,000  | each        | 19             | \$3,800.00           | \$200.00 |         |
|               |           |                                                                            |                 |           |                |          |                |          |             |                |                      |          |         |
| Environmental |           | Landscaping w/topsoil, sod and irrigation                                  | 3,115           | \$46,725  | 700            | \$10,500 | 655            | \$9,825  | square foot | 4,470          | \$67,050.00          | \$15.00  |         |
|               |           | New Tree, 2 inch caliper                                                   | 25              | \$16,250  | 15             | \$9,750  | 10             | \$6,500  | each        |                |                      | \$650.00 |         |
|               |           |                                                                            |                 |           |                |          |                |          |             |                |                      |          |         |

|                                            |           |           |           |              |
|--------------------------------------------|-----------|-----------|-----------|--------------|
| <b>Totals</b>                              | \$574,300 | \$214,820 | \$210,370 | \$999,490.00 |
| <b>Totals (no path)</b>                    | \$557,350 | \$199,220 | \$194,770 | \$951,340.00 |
| <b>Totals (no mill + fill)</b>             | \$459,690 | \$143,910 | \$132,090 | \$735,690.00 |
| <b>Totals (no mill + fill and no path)</b> | \$442,740 | \$128,310 | \$116,490 | \$687,540.00 |

subtotal \$951,340 no path, all 3 blocks

|           |                                       |   |           |
|-----------|---------------------------------------|---|-----------|
| #N/A      | Traffic Signal System (RELOCATE HAWK) | 1 | \$150,000 |
| 16525701D | Highway Lighting System               | 1 | \$100,000 |

subtotal \$1,201,340

|           |                             |   |           |                               |
|-----------|-----------------------------|---|-----------|-------------------------------|
| 015017010 | Mobilization                | 1 | \$121,000 | Usually 7-10% of construction |
| 015547005 | Traffic Control             | 1 | \$61,000  | Usually 3-5% of construction  |
| 01557001* | Maintenance of Traffic      | 1 | \$13,000  | Usually 1% of construction    |
| 015407010 | Public Information Services | 1 | \$4,000   | Usually 0.25% of construction |

Subtotal \$1,400,340  
Contingency 20.00% \$280,070  
Construction Total \$1,680,410

PE Subtotal 8% \$134,430  
CE Subtotal 10% \$168,040  
Aesthetics 0.75% \$12,610  
Change Order Contingency 9% \$151,240

Total \$2,146,730

Assumed Inflation for 2025 3.25% \$2,363,000

Assumed 5% of total mill and fill area for full depth patching (soft spot repair)  
Assumed no additional subbase work (beyond Flatwork) for concrete replacement/expansion  
Assumed 11' lanes, crown in center of existing center lane.  
Assumed lighting cost prorated for distance based off another project  
Assumed \$100,000 for HAWK relocation (original cost)  
Assumed \$50,000 to move HAWK cabinet, etc (was already there for original HAWK project)  
General pavement + base costs for HMA paths, this does not take into consideration the impacts which are considerable



**Kaysville City Redevelopment Agency**  
**Kaysville City Center Reinvestment Area**  
**Project Area Budget**  
November 19, 2024



**KAYSVILLE CITY CENTER | CRA PROJECT AREA BUDGET**

The following narrative has been prepared in accordance with Utah Code §17C-5-303 for an Agency that receives tax increment.

This Budget is prepared in good faith as a current reasonable estimate of the economic impact of projected development and redevelopment within the Project Area. Fundamental economic and other circumstances may influence the actual impact. With these assumptions, the information contained within this Budget represents the reasonable expectations of the Agency. Due to multiple factors beyond our control, the Agency makes no guarantee that the projections contained in this Budget of the Project Area Plan for the Project Area will accurately reflect the future development and/or redevelopment within the Project Area. Further, the Agency specifically reserves all powers granted to it under the Act, now and as may be amended; this Budget shall not be interpreted to limit or restrict the powers of the Agency as granted by the Act. The actual amount of tax increment received by the Agency will be determined solely by interlocal agreement(s) between the Agency and the various taxing entities; this Budget does not control the flow of tax increment money, nor does it entitle the Agency to receive money from tax increment or any other source.

**1(A). THE BASE TAXABLE VALUE [17C-5-303(1)(A)]**

The base year taxable value is the year 2023 value of \$203,550,124.

**1(B). PROJECTED AMOUNT OF TAX INCREMENT TO BE GENERATED WITHIN THE PROJECT AREA [17C-5-303(1)(B)]**

The overall total projected amount of tax increment to be generated within the Project Area over 15 years is \$8,302,933.

**TABLE 1: INCREMENTAL PROPERTY TAX REVENUES FOR 15 YEARS**

| <b>Taxing Entities</b>                           | <b>Total</b>       | <b>NPV*</b>        |
|--------------------------------------------------|--------------------|--------------------|
| Davis County                                     | \$982,333          | \$626,825          |
| Multicounty Assessing & Collecting Levy          | \$12,791           | \$8,162            |
| County Assessing & Collecting Levy               | \$111,706          | \$71,280           |
| Davis County School District                     | \$5,310,739        | \$3,388,774        |
| Kaysville                                        | \$1,331,948        | \$849,914          |
| Weber Basin Water Conservancy District           | \$170,544          | \$108,824          |
| Davis County Mosquito Abatement District         | \$83,567           | \$53,324           |
| Central Davis County Sewer District              | \$99,768           | \$63,662           |
| County Library                                   | \$199,536          | \$127,324          |
| <b>TOTAL</b>                                     | <b>\$8,302,933</b> | <b>\$5,298,089</b> |
| *NPV = net present value discounted at 3 percent |                    |                    |

**1(c). PROJECT AREA FUNDS COLLECTION PERIOD [17C-5-303(1)(c)]**

The collection period is 15 years.

**1(d). PROJECTED AMOUNT OF TAX INCREMENT TO BE PAID TO OTHER TAXING ENTITIES [17C-5-303(1)(d)]****TABLE 2: INCREMENTAL PROPERTY TAX REVENUES PAID TO TAXING ENTITIES FOR 15 YEARS**

| Taxing Entities                                   | Total              | NPV*               |
|---------------------------------------------------|--------------------|--------------------|
| Davis County                                      | \$392,933          | \$250,730          |
| Multicounty Assessing & Collecting Levy           | \$12,791           | \$8,162            |
| County Assessing & Collecting Levy                | \$111,706          | \$71,280           |
| Davis County School District                      | \$2,124,296        | \$1,355,510        |
| Kaysville                                         | \$266,390          | \$169,983          |
| Weber Basin Water Conservancy District            | \$68,218           | \$43,530           |
| Davis County Mosquito Abatement District          | \$33,427           | \$21,329           |
| Central Davis County Sewer District               | \$39,907           | \$25,465           |
| County Library                                    | \$79,815           | \$50,930           |
| <b>TOTAL</b>                                      | <b>\$3,129,482</b> | <b>\$1,996,917</b> |
| *NPV = net present value discounted at 3 percent. |                    |                    |

**1(e). IF THE AREA FROM WHICH TAX INCREMENT IS COLLECTED IS LESS THAN THE ENTIRE PROJECT AREA [17C-5-303(1)(e)]**

Not applicable.

**1(f). THE PERCENTAGE OF TAX INCREMENT THE AGENCY IS AUTHORIZED TO RECEIVE [17C-5-303(1)(f)]**

We propose the Agency is authorized to receive 60 percent of the tax increment for a period of 15 years from participating taxing entities, including Davis County, Davis County School District, Weber Basin Water Conservancy District, Davis County Mosquito Abatement District, Central Davis County Sewer District and the County Library. Kaysville City would participate at a rate of 80 percent. The projected dollar amount of increment going to the Agency would be \$5,173,451.

**1(g). THE MAXIMUM CUMULATIVE DOLLAR AMOUNT OF TAX INCREMENT THE AGENCY IS AUTHORIZED TO RECEIVE FROM THE PROJECT AREA [17C-5-303(1)(g)]**

The maximum dollar amount the Agency is authorized to receive is proposed to be \$10,000,000. Note that out of this amount, the Agency will have administrative expense and housing payments.

**2. IF THE AGENCY RECEIVES SALES AND USE TAX REVENUE [17C-5-303(2)(a) AND (b)]**

Not applicable.

### **3. AMOUNT OF PROJECT AREA FUNDS THE AGENCY WILL USE TO IMPLEMENT THE PROJECT AREA [17C-5-303(3)]**

The Agency approximates its funds will be used as follows but reserves the right to maintain flexibility and not strictly adhere to the items listed below. All Agency funds will be used for infrastructure, economic development or administrative purposes within the Project Area. Administrative funds have been calculated based on three percent of Agency tax increment receipts annually. In addition, ten percent of Agency receipts have been set aside for housing projects. Housing funds do not need to be spent within the Project Area. The remaining funds would be generally allocated as follows:

- Main Street improvements between 200 North and 100 South, including expansion, installation of medians, intersection realignment, and traffic calming (~\$2,363,000)
- Other roadway and intersection improvements (~\$800,000)
- Beautification and landscaping (~\$250,000)
- Sidewalk expansion or realignment, trail development, etc. (~\$500,000)
- Creation of pedestrian oriented atmosphere and facilities (~\$250,000)
- Creation of public open space amenities (~\$190,000)
- Property acquisition (~\$2,000,000)
- Parking enhancements, parking structure and facilities (~\$5,000,000)
- Traffic, circulation and parking studies (~\$35,000)
- Relocation assistance for businesses and or residences (~\$350,000)
- Location assistances for businesses (~\$150,000)
- Demolition and pre-demolition environmental assessment costs (~\$20,000)
- Utility expansion, extension or upgrades (~\$250,000)
- Installation of fiber optic networks (~\$200,000)
- Facilitation of façade grant and loan programs (~\$200,000)
- Relocation of historical markers (~\$75,000)

### **4. THE AGENCY'S COMBINED INCREMENTAL VALUE [17C-5-303(4)]**

The total incremental value in the Kaysville City Center Project Area is estimated at approximately \$76,511,400 at buildout.

The City has one additional project area in place, the Flint Street CDA, with an incremental value of \$27,715,391 in 2022.

### **5. THE AMOUNT OF PROJECT AREA FUNDS THAT WILL BE USED TO COVER THE COST OF ADMINISTERING THE PROJECT AREA [17C-5-303(5)]**

The Agency is requesting that three percent of revenues received be set aside for administrative purposes. The projected total amount of administrative cost over the 15-year timeframe is approximately \$155,681 to the Kaysville City Redevelopment Agency and another \$17,682 to the County for administrative costs.

**6. FOR PROPERTY THAT THE AGENCY OWNS AND EXPECTS TO SELL, THE EXPECTED TOTAL COST OF THE PROPERTY TO THE AGENCY AND THE EXPECTED SALE PRICE [17C-5-303(6)]**

Not applicable.





## KAYSVILLE CITY CENTER COMMUNITY REINVESTMENT AREA FREQUENTLY ASKED QUESTIONS

### **What is a redevelopment agency?**

A redevelopment agency is an entity authorized by the State of Utah for the purposes of implementing development goals of a community. The City Council members serve as the board members for the Kaysville Redevelopment Agency (RDA) and the Mayor serves as the Executive Director. In Kaysville, city staff may also do work for or represent the RDA.

### **What do redevelopment agencies do?**

The RDA focuses on development, redevelopment, programs, partnerships, and other actions that encourage, enhance, and leverage private sector investment within a particular area of a community. RDA's generally focus on redevelopment and economic development. Redevelopment encourages private investment in areas that were previously developed and are in need of enhancement. For economic development purposes, the RDA works to increase jobs within the community and to generate additional revenues for the City.

### **What is a project area?**

A project area is an officially adopted area of the city that has been identified as needing RDA assistance. Project areas are based on the needs of a particular area as well as best guesses on where development will occur. A project area may include undeveloped ground or areas of the City that are blighted, aged or in need of an update.

### **Does a project area increase my taxes?**

No. The Redevelopment Agency has no power to set tax rates or levy property or sales taxes and the creation of a project area does not impact the property tax rate. Properties inside the project area will have the same tax rate after the creation of the project area as they do after it is created. Similarly, properties across the city will have the same tax rate after the creation of a project area that they do prior to the project area being approved. The property tax rate is set by the City Council, and any adjustments to the property tax rate requires the City Council to follow a truth in taxation process, outlined in state code.

### **How are project areas created?**

RDAs create a project area by adopting a plan and a budget through a multi-stepped process outlined in [Utah State Code 17C Limited Purpose Local Government Entities - Community Reinvestment Agency Act](#). A project area must first go to public hearing to give the public an opportunity to express views on the proposed plan. State law requires that all properties included in the proposed project area boundary be mailed a public hearing notice at least 30 days prior to the hearing date. After the public hearing concludes, the RDA is free to act on the adoption of the project area. If the project area is adopted, the RDA will become primarily responsible for future projects in the project area.



The RDA will be holding a public hearing for the [Kaysville City Center Community Reinvestment](#) area on January 2, 2025 at 6:30 pm. You may also submit public comments prior to the meeting by sending an email to: [PublicComment@kaysville.gov](mailto:PublicComment@kaysville.gov).

### **What are the quick facts on the proposed [Kaysville City Center Community Reinvestment](#)?**

The project area includes property on Main Street and 200 North, which is the existing commercial core of the City and is 261.5 acres in size. The project area would begin collecting increment in 2025 and continue collecting increment for 15 years. The City would defer 80% of the property tax revenues to the RDA, and the RDA is asking participating taxing entities to defer 60%. During the 15 years the taxing entities continue to receive the same amount of property tax revenues as they did prior to the CRA being established. They would also receive 40% of the increase in property tax revenues and the City would receive 20%.

### **What happens after a redevelopment plan and budget are adopted?**

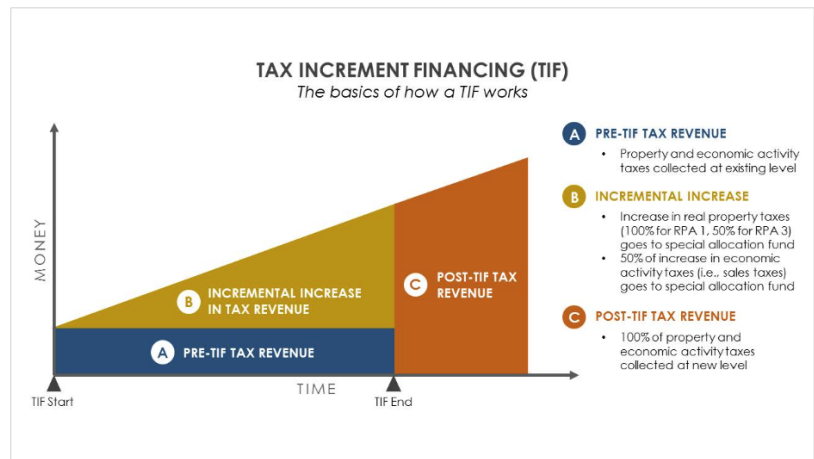
After plan and budget adoption, the RDA implements the plan as funds become available and as interested developers or property owners come forward. The RDA is required to adopt an annual implementation budget for each project area, which is done at the same time as the City adopts their budget. The RDA is also required to submit annual reports to the Governor's Office of Economic Opportunity.

### **What is the benefit of creating a project area?**

The project area creates property tax increment which can help fund improvements within the project area boundary. Typically these improvements are also funded through the use of private investment such as developers.

### **What is Tax Increment Financing (TIF)?**

Property tax increment is the increase in the property taxes generated in a project area above the property taxes generated in the base year defined in the project area plan. For a defined period of time, taxing entities agree to allocate a portion of the new growth of property tax revenues to the RDA. The new growth is called the incremental growth. The chart to the right is a good visual representation on how that works.



In very simple terms, if a property owner currently pays \$1,000 on property assessed at \$100,000 this year and the property is developed, those improvements will increase the property value. If the property has a new valuation of \$500,000, the property owner would then pay \$5,000 in property taxes. The \$4,000 in tax increase is called tax increment.

**Does the CRA effect zoning?**

No, the RDA has no authority over zoning and the CRA does not change zoning. The only way zoning can be changed is through a process which includes mailing public notices and then holding a public hearing with the Planning Commission. The Planning Commission makes a recommendation on the requested zone change and sends that recommendation to the City Council. The City Council then makes a decision on approving or denying the request at a City Council meeting.

**My property is in the project area, should I be worried?**

The inclusion of property inside an RDA project area shouldn't cause concern. The RDA will not condemn your property. Selling your property is voluntary. If you are approached by a developer, realtor or anyone who wants to purchase your property, you are under no obligation to sell to them.

**Will eminent domain be used to acquire property?**

The use of eminent domain is regulated by state code and will not be used by the RDA. The Kaysville City Center Community Reinvestment Project Area Plan states: The Agency may acquire property by negotiation, gift, devise, exchange, purchase, or other lawful method, but not by eminent domain (condemnation) unless from an Agency board member or officer with their consent. This means the only way eminent domain could be used is if the property were owned by the Mayor or a City Council Member, and only if they agreed to the RDA using eminent domain.

**What happens after a project area plan and budget are adopted?**

After plan and budget adoption, the RDA may negotiate participation agreements with a developer, business or property owner on a case by case basis. Participation agreements may assist with removal of development impediments like cleaning up contaminated property, demolition costs, construction of utilities or other items. With redevelopment it is difficult to define what this look likes, because we don't know what properties will be redeveloped or the timing for that redevelopment.

**What happens when the project area expires?**

When a project area expires, all the additional taxes created by the redevelopment revert to the taxing entities. The community benefits from the creation of revitalized, productive properties and the taxing entities get additional revenues that likely would not be as substantial without the creation of the project area and the investments made from the tax increment.

**Do project areas or TIF take away money from other taxing entities?**

If a taxing entity (Davis County, Davis School District, Mosquito Abatement District, Weber Basin Water Conservancy District, etc.) chooses to participate, they enter into an interlocal agreement with the RDA. The taxing entity is held harmless and receives the same amount of property tax revenues after the project area is created as they do before it was created. Taxing entities generally choose to participate because when a project area expires, the reinvestment made within a project area brings additional property tax revenue with new construction or buildings that are renovated. This causes the property valuation to increase and in turn, property tax revenues increase.

# CITY COUNCIL STAFF REPORT



**MEETING DATE:** January 16, 2025

**TYPE OF ITEM:** Action Item

**PRESENTED BY:** Melinda Greenwood, Community Development Director

**SUBJECT/AGENDA TITLE:** Approval of an Interlocal Agreement Between the Kaysville Redevelopment Agency and Davis County for the Kaysville City Center Reinvestment Area (Tabled item)

## **EXECUTIVE SUMMARY:**

On January 30, 2024, City officials met with the Davis County Commission during a work session to present the draft Kaysville City Center Community Reinvestment Area (CRA), which was well received. Subsequently, the County Commission approved an Interlocal agreement between the County and the RDA at their November 19, 2024 meeting.

The Kaysville City Center CRA plan is proposed to start with the 2023 base year valuation and would begin collecting increment in 2025 for a period of 15 years. If approved by the RDA, the interlocal agreement between the County and the RDA will be at a participation rate of 60% of tax increment generation going to the RDA. During the 15 years Davis County will continue to receive the same amount of property tax revenues as they did prior to the CRA being established and will also receive 40% of the increase in property tax revenues.

For more detailed information about the proposed CRA, please refer to the attachments.

## City Council Options:

1. Approve the interlocal agreement between the Kaysville Redevelopment Agency and Davis County for the Kaysville City Center Community Reinvestment Area.
2. Do not approve the interlocal agreement.

## Staff Recommendation:

Staff recommends approval of the interlocal agreement between the Kaysville Redevelopment Agency and Davis County for the Kaysville City Center Reinvestment Area.

## Fiscal Impact:

Unknown.

## ATTACHMENTS:

1. Signed Interlocal Cooperation Agreement between Redevelopment Agency of Kaysville City and Davis County - CRA





# DAVIS COUNTY REGULAR COMMISSION MEETING

## AGENDA ITEM SUMMARY

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**Agenda Item Type:** Agenda Item  
**Department:** CED - Economic Development  
**Presenter:** Kent Andersen, Director  
**Agenda Item:** **Approval of an Interlocal Cooperation Agreement between Redevelopment Agency of Kaysville City and Davis County for Kaysville City Center Community Reinvestment Project Area**

The Kaysville City Center Community Reinvestment Project Area will provide for a variety of land uses, public improvements, infrastructure, redevelopment, and new development in an area focused in and around the historic downtown Kaysville, Main Street and 200 North. The Project Area includes approximately 261.5 acres (not including roads), with much of the study area currently developed with commercial uses. Only 40.4 acres (15.5%) of the proposed project area remain undeveloped.

### Financial Information:

- Type: N/A
- Amount: N/A
- GL Account #: N/A
- Davis County Match Required: N/A
- Additional Financial Information: The County shall authorize the remittance of 60% of the annual Property Tax Increment generated within the Project Area, including the real (i.e., building, land, and fixtures), personal, and centrally assessed property within the Project Area for both the County and County Library to the Agency, beginning with property tax receipts in Year One, and continuing through Year Fifteen, or until a cap of \$10,000,000.00 (The Cap) is reached, whichever comes first. Prior to sending the Tax Increment the County will reduce the payment by 3% of the Tax Increment that the County contributes each year for the cost of administering the project.

### Terms:

- Beginning Date: N/A
- Ending Date: N/A

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### Attachments:

1. Kaysville City Center CRA Project Area Plan
2. Kaysville City Center CRA - Budget
3. Kaysville Interlocal Cooperation Agreement

**#961/2024**

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Proposed Meeting Date: 11/19/2024

Submitted by: Chanel Flores

Document Type: public

**INTERLOCAL COOPERATION AGREEMENT BETWEEN  
REDEVELOPMENT AGENCY OF KAYSVILLE CITY AND DAVIS COUNTY  
FOR KAYSVILLE CITY CENTER COMMUNITY REINVESTMENT PROJECT AREA**

THIS INTERLOCAL COOPERATION AGREEMENT is made and entered into this 19<sup>th</sup> day of November 2024, by and between the **REDEVELOPMENT AGENCY OF KAYSVILLE CITY**, a community reinvestment agency and political subdivision of the State of Utah (the “Agency”), and **DAVIS COUNTY**, a political subdivision of the State of Utah (the “County”) in contemplation of the following facts and circumstances:

- A. WHEREAS**, the Agency is operated under the provisions of the Limited Purpose Local Government Entities - Community Reinvestment Agency Act, Title 17C of the UCA (the “**Act**”), and is authorized and empowered under the Act to undertake, among other things, various community development activities pursuant to the Act, including, among other things, assisting KAYSVILLE City (the “City”) in development activities that are likely to advance the policies, goals and objectives of the City’s general plan, contributing to capital improvements and investments which substantially benefit the City, creating economic benefits to the City, and improving the public health, safety and welfare of its residents; and
- B. WHEREAS**, this Agreement is made pursuant to the provisions of the Act and the Interlocal Cooperation Act (UCA Title 11, Chapter 13) (the “Cooperation Act”); and
- C. WHEREAS**, the Agency created the Kaysville City Center (the “Project Area”), as outlined in Exhibit “A” (the “Property”), through the adoption of the Kaysville City Center Community Reinvestment Project Area Plan (the “Project Area Plan”), located within Kaysville City, which Project Area is described in Exhibit “B” attached hereto and incorporated herein by this reference; and
- D. WHEREAS**, the Project Area is in need of infrastructure improvements and contains vacant and underutilized land and buildings, which is anticipated to develop and redevelop. The Agency has not yet entered into any participation or development agreements with developers but anticipates that the City and/or the Agency may enter into one or more participation agreements with one or more developer(s) which will provide certain terms and conditions upon which the Project Area will be developed using, in part, “Tax Increment” (as that term is defined in the Act), generated from the Project Area; and
- E. WHEREAS**, historically, the Project Area generated a total of approximately \$1,981,968 per year in property taxes for the various taxing entities, including the City, the County, Davis School District (the “School District”), and the other Special Service Districts, with only \$234,490 being generated annually for the County and \$47,631 generated annually for the County Library; and
- F. WHEREAS**, as contemplated in the Project Area Plan, property tax increment produced by the Project Area for the City, County, the School District, and the other Special Service Districts are projected to total approximately \$8,302,933 over 15 years, with the total amount of increment estimated to be generated by the County is \$982,333 plus \$199,536 for the County Library; and
- G. WHEREAS**, the Agency has requested the City, County, School District, and other Special Service Districts participate in the promotion of development in the Project Area by agreeing to remit to the



Agency for a specified period of time specified portions of the increased property tax (i.e., Tax Increment,) which will be generated by the Project Area for a specified period of time; and

**H. WHEREAS,** the Agency has retained Zions Public Finance, Inc., an independent financial consulting firm with substantial experience regarding community reinvestment projects and tax increment funding across the State of Utah, to prepare the Project Area Plan and Budget; and

**I. WHEREAS,** the Agency has adopted the City Center Community Reinvestment Project Area Budget (the “Project Area Budget”), a draft copy of which is attached as **Exhibit “C”**, which Project Area Budget, generally speaking, outlines the anticipated generation, payment and use of Tax Increment within the Project Area;

**J. WHEREAS,** the parties desire to set forth in writing their agreements regarding the nature and timing of such assistance;

NOW, THEREFORE, the parties agree as follows:

**1. Additional Tax Revenue.** The County has determined that significant additional property tax revenue (i.e., Tax Increment, as defined by the Act) will likely be generated by the development of public amenities within the Project Area as described in further detail in the Project Area Plan and Project Area Budget. Each of the parties acknowledge, however, that the development activity required for the generation of the Tax Increment is not likely to occur within the foreseeable future or to the degree possible or desired without Tax Increment participation in order to induce and encourage such development activity.

**2. Offset of Development Costs and Expenses.** The County has determined that it is in the best interests of its residents to pay or distribute specified portions of its Tax Increment to the Agency in order for the Agency to support the construction of public amenities and other development related costs needed to serve the Project Area, to the extent permitted by the Act, the Project Area Plan, and the Project Area Budget, each as adopted and amended from time to time.

**3. Base Year and Base Year Value.** The base year, for purposes of calculation of the Base Taxable Value (as that term is defined in the Act), shall be tax year 2023, meaning the Base Taxable Value shall, to the extent and in the manner defined by the Act, be equal to the equalized taxable value shown on the 2023 Davis County assessment rolls for all property located within the Project Area (which is currently estimated to be \$203,550,124, but is subject to final adjustment and verification by the County and Agency).

**4. Agreement(s) with Developer(s).** The Agency is authorized to enter into one or more participation agreement(s) with one or more participant(s) which may provide for the payment of certain amounts of Tax Increment (to the extent such Tax Increment is actually paid to and received by the Agency from year to year) to the participant(s) conditional upon the participant (s)’s meeting of certain performance measures as outlined in said agreement. Such agreement shall be consistent with the terms and conditions of this Agreement, shall require as a condition of the payment to the participant(s) that the respective participant or its approved successors in title as owners of all current and subsequent parcels within the Project Area, shall pay any and all taxes and assessments which shall be assessed against the Property in accordance with levies made by applicable municipal entities in accordance with the laws of

the state of Utah applicable to such levies, and such other performance measures as the Agency may deem appropriate.

**5. Payment Trigger and Length of Tax Increment Collection Period.** The first year (“Year One”) of payment of Tax Increment from the County to the Agency shall be determined by the Agency, but the Agency will trigger the Project Area for collection no later than by December 2025. Each subsequent year, beginning with the year following Year One, shall be defined in sequence as “Year Two” through “Year Fifteen”. The Agency may trigger the collection of Tax Increment by timely delivering a letter or other written request to the Davis County Auditor’s office.

**6. Total Payment to Agency.** The County shall authorize the remittance of 60% of the annual Property Tax Increment generated within the Project Area, including the real (i.e., building, land, and fixtures), personal, and centrally assessed property within the Project Area for both the County and County Library to the Agency, beginning with property tax receipts in Year One, and continuing through Year Fifteen, or until a cap of \$10,000,000 (The Cap) is reached, whichever comes first. Prior to sending the Tax Increment the County will reduce the payment by 3% for the cost of administering the project as outlined below. If the City applies and is awarded any Transportation Project Grants through the County and within the project area, The Cap shall be reduced by the equivalent amount granted to the City (The Reduced Cap).

**7. Cost of Administering Project.** The County authorizes the Agency to use 3% of the Tax Increment received each year by the Agency for administrative purposes. The maximum total amount of administrative costs over the life of the project is \$300,000 (3% of 10,000,000). In addition, Davis County shall be allowed to use 3% of the Tax Increment that the County contributes for administrative costs each year throughout the 15 years or until the Cap is met. This amount used by the County will be deducted from the Tax Increment sent to the Agency.

**8. Property Tax Increase.** This Agreement provides for the payment of the increase in real property, personal property, and centrally assessed property taxes collected from the Project Area by the County, which is also the tax collection agency. Without limiting the foregoing, this Agreement includes Tax Increment resulting from an increase in the tax rate of the County, which is hereby expressly approved as being included in Tax Increment as required by Section 17C-1-407 of the Act. It is expressly understood that the Property Taxes which are the subject of this Agreement are only those Property Taxes actually collected by the County from the Project Area.

**9. Prohibition of Reduction of Funds by Taxing Entities.** As required under 17C-5-204(6), this agreement prohibits a taxing entity from proportionately reducing the amount of project area funds the taxing entity consents to pay to an agency under this section by the amount of any direct expenditures the taxing entity makes within the project area for the benefit of the project area or the agency.

**10. No Independent Duty.** The County shall be responsible to remit to the Agency only Tax Increment actually received by the County, which is also the tax collecting agency. The County shall have no independent duty to pay any amount to the Agency other than the Tax Increment actually received by the County, on behalf of the County on an annual basis.

**11. Authority to Bind.** Each individual executing this Agreement represents and warrants that such person is authorized to do so, and, that upon executing this Agreement, this Agreement shall be binding and enforceable in accordance with its terms upon the party for whom such person is acting.

**12. Further Documents and Acts.** Each of the parties hereto agrees to cooperate in good faith with the others, and to execute and deliver such further documents and perform such other acts as may be reasonably necessary or appropriate to consummate and carry into effect the transactions contemplated under this Agreement.

**13. Notices.** Any notice, request, demand, consent, approval or other communication required or permitted hereunder or by law shall be validly given or made only if in writing and delivered to an officer or duly authorized representative of the other party in person or by Federal Express, private commercial delivery or courier service for next business day delivery, or by United States mail, duly certified or registered (return receipt requested), postage prepaid, and addressed to the party for whom intended, as follows:

**If to Davis County:**

Davis County  
Attn: Davis County Commission  
61 South Main  
Farmington, Utah 84025  
Phone: (801) 451-3200

**If to Agency:**

Kaysville City  
Attn: Jaysen Christensen, City Manager  
23 East Center  
Kaysville, Utah 84037  
Phone: (801) 546-1235

Any party may from time to time, by written notice to the others as provided above, designate a different address which shall be substituted for that specified above. Notice sent by mail shall be deemed served or delivered seventy-two (72) hours after mailing. Notice by any other method shall be deemed served or delivered upon actual receipt at the address or facsimile number listed above. Delivery of courtesy copies shall be as a courtesy only and failure of any party to give or receive a courtesy copy shall not be deemed to be a failure to provide notice otherwise properly delivered to a party to this Agreement.

**13. Entire Agreement.** This Agreement is the final expression of and contains the entire agreement between the parties with respect to the subject matter hereof and supersedes all prior understandings with respect thereto. This Agreement may not be modified, changed, supplemented or terminated, nor may any obligations hereunder be waived, except by written instrument signed by the party to be charged or by its agent duly authorized in writing or as otherwise expressly permitted herein. This Agreement and its exhibits constitute the entire agreement between the parties hereto pertaining to the subject matter hereof, and the final, complete and exclusive expression of the terms and conditions

thereof. All prior agreements, representations, negotiations and understandings of the parties hereto, oral or written, express or implied, are hereby superseded and merged herein.

**14. No Third-Party Benefit.** The parties do not intend to confer any benefit hereunder on any person, firm or corporation other than the parties hereto. There are no intended third-party beneficiaries to this Agreement.

**15. Construction.** Headings at the beginning of each paragraph and subparagraph are solely for the convenience of the parties and are not a part of the Agreement. Whenever required by the context of this Agreement, the singular shall include the plural and the masculine shall include the feminine and vice versa. Unless otherwise indicated, all references to paragraphs and subparagraphs are to this Agreement. In the event the date on which any of the parties is required to take any action under the terms of this Agreement is not a business day, the action shall be taken on the next succeeding business day.

**16. Partial Invalidity.** If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, the remainder of this Agreement, or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each such term and provision of this Agreement shall be valid and shall be enforced to the fullest extent permitted by law.

**17. Amendments.** No addition to or modification of any provision contained in this Agreement shall be effective unless fully set forth in writing executed by each of the parties hereto.

**18. Counterparts.** This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute but one and the same instrument.

**19. Waivers.** No waiver of any breach of any covenant or provision herein contained shall be deemed a waiver of any preceding or succeeding breach thereof or of any other covenant or provision herein contained. No extension of time for performance of any obligation or act shall be deemed an extension of the time for performance of any other obligation or act.

**20. Governing Law.** This Agreement and the exhibits attached hereto shall be governed by and construed under the laws of the State of Utah. In the event of any dispute hereunder, it is agreed that the sole and exclusive venue shall be in a court of competent jurisdiction in Davis County, Utah, and the parties hereto agree to submit to the jurisdiction of such court.

**21. Declaration of Invalidity.** In the event that a court of competent jurisdiction declares that the County cannot pay and/or that the Agency cannot receive payments of the Tax Increment, declares that the Agency cannot pay the Tax Increment to developers, or takes any other action which has the effect of eliminating or reducing the payments of Tax Increment received by the Agency, the Agency's obligation to pay the Tax Increment to developers shall be reduced or eliminated accordingly, the Agency, and the County shall take such steps as are reasonably required to not permit the payment and/or receipt of the Tax Increment to be declared invalid.

**22. No Separate Legal Entity.** No separate legal entity is created by this Agreement.

**23. Duration.** This Agreement shall terminate after the final payment of Tax Increment to the Agency for Year Fifteen or according to the capped amount of \$10,000,000 whichever comes first.

**24. Assignment.** No party may assign its rights, duties or obligations under this Agreement without the prior written consent first being obtained from all parties. Notwithstanding the foregoing, such consent shall not be unreasonably withheld or delayed so long as the assignee thereof shall be reasonably expected to be able to perform the duties and obligations being assigned.

**25. Termination.** Upon any termination of this Agreement resulting from the uncured default of any party, the order of any court of competent jurisdiction or termination as a result of any legislative action requiring such termination, then any funds held by the Agency and for which the Agency shall not be required to disburse to developers in accordance with the agreements which govern such disbursement, then such funds shall be returned to the party originally remitting same to the Agency and upon such return this Agreement shall be deemed terminated and of no further force or effect.

**26. Interlocal Cooperation Act.** In satisfaction of the requirements of the Cooperation Act in connection with this Agreement, the Parties agree as follows:

- a. This Agreement shall be authorized and adopted by resolution of the legislative body of each Party pursuant to and in accordance with the provisions of Section 11-13-202.5 of the Cooperation Act;
- b. This Agreement shall be reviewed as to proper form and compliance with applicable law by a duly authorized attorney on behalf of each Party pursuant to and in accordance with the provisions of Section 11-13-202.5(3) of the Cooperation Act;
- c. A duly executed original counterpart of this Agreement shall be filed immediately with the keeper of records of each Party pursuant to Section 11-13-209 of the Cooperation Act;
- d. The Chair of the Agency is hereby designated the administrator for all purposes of the Cooperation Act, pursuant to Section 11-13-207 of the Cooperation Act; and
- e. Should a party to this Agreement desire to terminate this Agreement, in part or in whole, each party to the Agreement must adopt, by resolution, an amended Interlocal Cooperation Agreement stating the reasons for such termination. Any such amended Interlocal Cooperation Agreement must be in harmony with any development/participation agreement(s) entered into by the Agency as described in this Agreement.
- f. Immediately after execution of this Agreement by both Parties, the Agency shall, on behalf of both parties, cause to be published notice regarding this Agreement pursuant to Section 11-13-



219 of the Cooperation Act.

- g. This Agreement makes no provision for the parties acquiring, holding and disposing of real and personal property used in the joint undertaking as such action is not contemplated as part of this Agreement nor part of the undertaking. Any such provision would be outside the parameters of the current undertaking. However, to the extent that this Agreement may be construed as providing for the acquisition, holding or disposing of real and/or personal property, all such property shall be owned by the Agency upon termination of this Agreement.

IN WITNESS WHEREOF, the parties have executed this Agreement on the day specified above.

Davis County: DAVIS COUNTY COMMISSION

Attest:

  
Brian McKenzie (Nov 21, 2024 14:05 MST)  
Clerk

  
By: Bob J Stevenson (Nov 19, 2024 10:45 MST)  
Its: Chair

Approved as to form:

Neal Geddes  
Neal Geddes (Nov 21, 2024 14:06 MST)  
Attorney for County

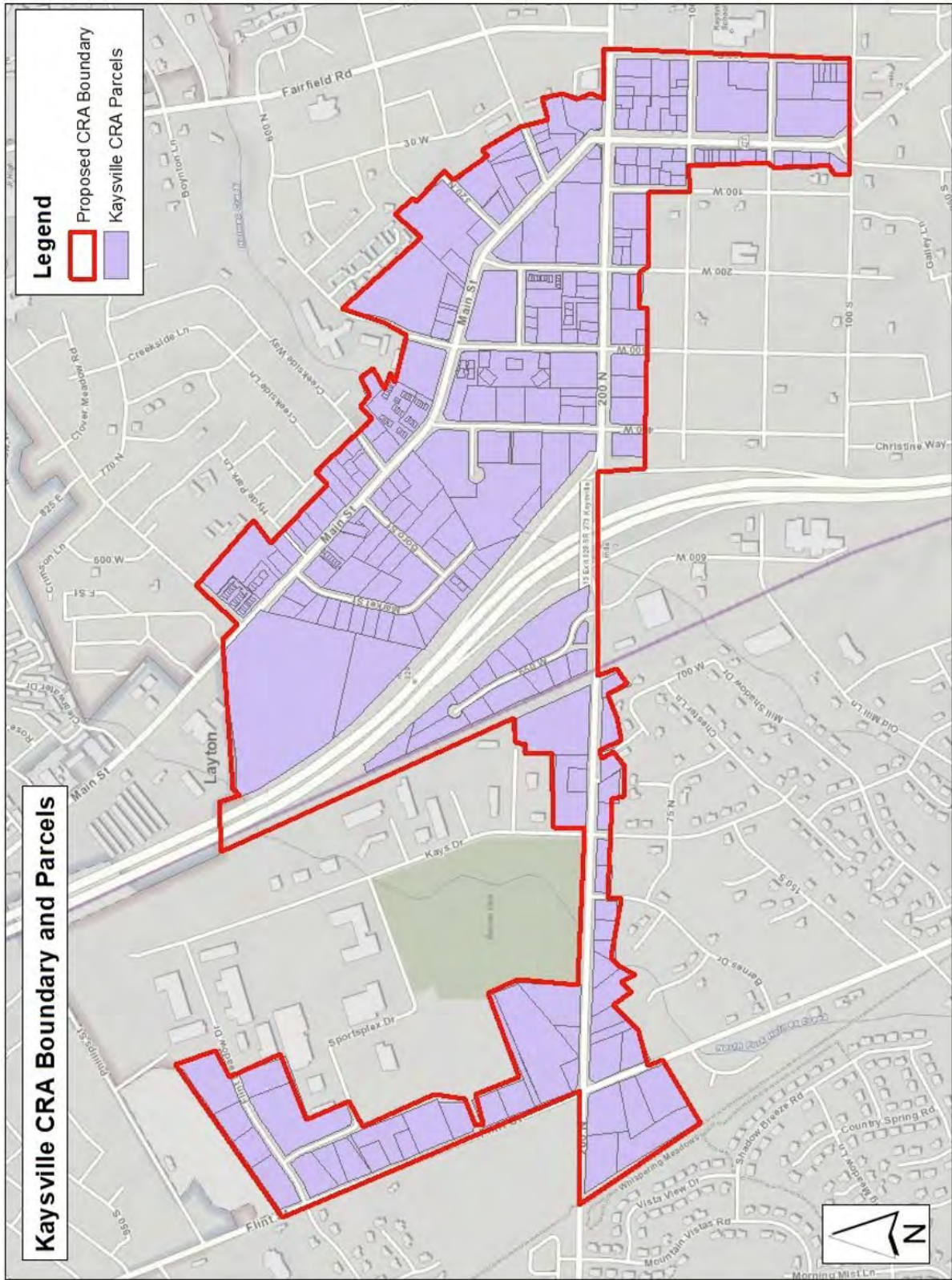
Agency: REDEVELOPMENT AGENCY OF KAYSVILLE

By: \_\_\_\_\_  
Its: Chair

Approved as to form:

\_\_\_\_\_  
Attorney for Agency

**EXHIBIT "A"**  
**INTERLOCAL AGREEMENT**  
Map and Legal Description of Project



**CRA Metes and Bounds description**  
**(Description Only – NOT SURVEYED)**

Commencing at the NW Corner of Section 33, Township 4 North, Range 1 West and running S 0 degrees 37'28" W 513.12 feet along the section boundary; thence N 89 degrees 52'23" E 521.92 feet to the True Point of Beginning; thence continue N 54 degrees 54'11" E 1346.71 feet; thence continue S 21 degrees 14'27" E 317.12 feet; thence continue S 69 degrees 32'05" W 215.99 feet; thence continue S 20 degrees 26'27" E 430.41 feet; thence continue S 69 degrees 33'59" W 485.95 feet; thence continue S 22 degrees 01'30" E 355.05 feet; thence continue S 69 degrees 33'25" W 206.34 feet; thence continue S 22 degrees 17'45" E 571.30 feet; thence continue S 67 degrees 34'09" W 24.29 feet; thence continue S 00 degrees 20'39" W 187.85 feet; thence continue S 21 degrees 56'42" E 457.92 feet; thence continue N 67 degrees 20'02" E 656.17 feet; thence continue S 24 degrees 16'23" E 218.83 feet; thence continue S 01 degrees 31'40" W 465.02 feet; thence continue S 88 degrees 28'34" E 1125.89 feet; thence continue N 01 degrees 42'10" E 238.06 feet; thence continue S 88 degrees 30'16" E 532.81 feet; thence continue N 02 degrees 19'43" E 285.07 feet; thence continue S 88 degrees 34'04" E 250.81 feet; thence continue N 24 degrees 52'50" W 2360.1 feet; thence continue N 89 degrees 45'24" E 350.76; thence continue S 24 degrees 57'41" E 158.01 feet; thence continue N 83 degrees 06'09" E 1125.78 feet; thence continue S 47 degrees 51'21" E 147.92 feet; thence continue N 43 degrees 16'16" E 419.70 feet; thence continue S 48 degrees 48'26" E 628.01 feet; thence continue S 47 degrees 23'18" W 230.72 feet; thence continue S 48 degrees 09'53" E 581.23 feet; thence continue N 47 degrees 47'11" E 104.89 feet; thence continue S 44 degrees 21'00" E 510.69 feet; thence continue S 86 degrees 36'28" E 58.3 feet; thence continue N 54 degrees 03'43" E 94.62 feet; thence continue S 65 degrees 24'48" E 84.65 feet; thence continue N 69 degrees 11'29" E 118.45 feet; thence continue S 38 degrees 59'04" E 126.89 feet; thence continue S 63 degrees 26'20" W 143.79 feet; thence continue S 58 degrees 58'22" E 89.92 feet; thence continue S 28 degrees 30'46" W 47.95 feet; thence continue S 74 degrees 38'39" E 340.22 feet; thence continue N 20 degrees 35'51" E 501.5 feet; thence continue S 42 degrees 37'03" E 750.1 feet; thence continue N 44 degrees 02'30" E 267.13 feet; thence continue S 42 degrees 30'20" E 178.45 feet; thence continue S 47 degrees 16'39" W 52.19 feet; thence continue S 41 degrees 23'20" E 290.64 feet; thence continue S 30 degrees 03'56" W 80.98 feet; thence continue S 46 degrees 04'20" E 288.76 feet; thence continue N 58 degrees 35'44" E 25.44 feet; thence continue S 31 degrees 57'55" E 315.08 feet; thence continue S 18 degrees 01'49" E 210.07 feet; thence continue N 74 degrees 44'18" E 132.54 feet; thence continue S 24 degrees 00'18" E 83.56 feet; thence continue S 08 degrees 06'21" E 142.44 feet; thence continue S 35 degrees 57'02" W 60.54 feet; thence continue S 00 degrees 44'49" W 201.24 feet; thence continue N 89 degrees 15'00" E 342.25 feet; thence continue S 01 degrees 14'24" W 1799.83 feet; thence continue N 89 degrees 02'59" W 843.92 feet; thence continue N 0 degrees 25'53" E 132.57 feet; thence continue N 35 degrees 27'07" E 43.14 feet; thence continue N 89 degrees 49'43" E 49.05 feet; thence continue N 0 degrees 20'02" E 133.65 feet; thence continue N 89 degrees 39'20" W 24.99 feet; thence continue N 0 degrees 19'14" E 113.73 feet; thence continue N 07 degrees 57'23" W 20.23 feet; thence continue N 89 degrees 39'21" W 54.99 feet; thence continue N 0 degrees 20'40" E 110.98 feet; thence continue N 0 degrees 34'59" W

64.42 feet; thence continue S 88 degrees 11'46" E 83.87 feet; thence continue N 1 degrees 03'18" E 381.9 feet; thence continue N 88 degrees 54'34" W 10.38 feet; thence continue N 0 degrees 40'54" E 196.94 feet; thence continue N 89 degrees 16'21" W 149.42 feet; thence continue N 0 degrees 57'52" E 189.03 feet; thence continue S 89 degrees 07'39" E 99.94 feet; thence continue S 89 degrees 09'56" E 15.97 feet; thence continue N 0 degrees 21'13" E 69.63 feet; thence continue N 89 degrees 09'09" W 2190.82 feet; thence continue N 0 degrees 57'57" E 332.87 feet; thence continue N 89 degrees 22'48" W 1511.4 feet; thence continue S 08 degrees 06'15" E 51.55 feet; thence continue S 26 degrees 47'17" E 135.21 feet; thence continue S 46 degrees 03'27" W 133.78 feet; thence continue N 25 degrees 05'25" W 192.2 feet; thence continue S 64 degrees 13'55" W 140.41 feet; thence continue S 75 degrees 12'08" W 210.27 feet; thence continue N 39 degrees 23'08" W 76.81 feet; thence continue N 17 degrees 34'21" W 102.01 feet; thence continue N 88 degrees 33'08" W 38.08 feet; thence continue S 17 degrees 34'21" E 92.04 feet; thence continue S 55 degrees 40'56" W 123.56 feet; thence continue N 33 degrees 53'57" W 24.08 feet; thence continue N 88 degrees 32'35" W 240.02 feet; thence continue N 01 degrees 31'41" E 48.94 feet; thence continue N 89 degrees 42'44" W 704.71 feet; thence continue S 01 degrees 31'39" W 44.99 feet; thence continue N 88 degrees 28'36" W 434.95 feet; thence continue S 54 degrees 59'23" W 64.81 feet; thence continue S 18 degrees 39'09" W 114.27 feet; thence continue N 38 degrees 42'09" W 120.33 feet; thence continue S 44 degrees 48'14" W 91.03 feet; thence continue N 35 degrees 34'47" W 136.05 feet; thence continue S 51 degrees 49'40" W 224.26 feet; thence continue S 63 degrees 49'31" W 285.46 feet; thence continue S 20 degrees 59'09" E 69.01 feet; thence continue S 55 degrees 57'02" W 521.65 feet; thence continue N 32 degrees 37'16" W 991.73 feet; thence continue S 89 degrees 35'48" E 748.82 feet; thence continue N 23 degrees 21'29" W along said line 2370.43 feet to the Point of Beginning.



**EXHIBIT "B"**  
**INTERLOCAL AGREEMENT**

Project Area Plan



**Kaysville City Redevelopment Agency**  
**Kaysville City Center Reinvestment Area**  
**Project Area Plan**  
October 1, 2024



|                                                                                                                                                                                            |    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| I. Introduction .....                                                                                                                                                                      | 3  |
| II. Recitals of Preconditions for Designating a Community Development Project Area .....                                                                                                   | 6  |
| III. Definitions .....                                                                                                                                                                     | 7  |
| IV. Project Area Boundaries [17C-5-105(1)] .....                                                                                                                                           | 8  |
| V. General Statement of Land Uses, Layout of Principal Streets, Population Densities, Building Intensities and How They Will be Affected by the Project Area Development [17C-5-105(2)] .. | 9  |
| VI. Standards That Will Guide the Project Area Development [17C-5-105(3)] .....                                                                                                            | 10 |
| A. General Design Objectives.....                                                                                                                                                          | 10 |
| B. Techniques to Achieve the Project Area Development Plan Objectives.....                                                                                                                 | 12 |
| C. Property Acquisition, Disposition and Development .....                                                                                                                                 | 12 |
| 1. Acquisition of Real Property .....                                                                                                                                                      | 12 |
| 2. Cooperation with the Community and Public Entities.....                                                                                                                                 | 12 |
| 3. Property Management.....                                                                                                                                                                | 13 |
| 4. Property Disposition and Development.....                                                                                                                                               | 13 |
| 5. Approvals .....                                                                                                                                                                         | 14 |
| VII. How the Project Area Development Will Further Purposes of This Title [17C-5-105(4)] ..                                                                                                | 14 |
| A. Establishment of New Business .....                                                                                                                                                     | 15 |
| B. Creation of New Jobs .....                                                                                                                                                              | 15 |
| C. Public Infrastructure Improvements.....                                                                                                                                                 | 15 |
| D. Provision of Essential Services .....                                                                                                                                                   | 16 |
| VIII. The Plan is Consistent With and Will Conform to the Community's General Plan [17C-5-105(5)].....                                                                                     | 16 |
| IX. If Applicable, Describe How the Project Area Will Reduce or Eliminate Development Impediments [17C-5-105(6)] .....                                                                     | 16 |
| X. Description of Any Specific Project or Projects That are the Object of the Proposed Community Reinvestment [17C-5-105(7)].....                                                          | 16 |
| XI. How Participants Will Be Selected [17C-5-105(8)].....                                                                                                                                  | 16 |
| A. Selection of Private Developers .....                                                                                                                                                   | 16 |
| B. Identification of Developers Who are Currently Involved in the Proposed Community Reinvestment Area .....                                                                               | 17 |
| 1. Qualified Owners .....                                                                                                                                                                  | 17 |
| 2. Other Parties .....                                                                                                                                                                     | 17 |

|                                                                                                                      |    |
|----------------------------------------------------------------------------------------------------------------------|----|
| 3. Owner Participation Agreements .....                                                                              | 17 |
| XII. Reasons for the Selection of the Community Reinvestment Project Area [17C-5-105(9)]                             | 18 |
| XIII. Description of the Physical, Social and Economic Conditions Existing in the Area [17C-5-105(10)].....          | 18 |
| A. Physical Conditions.....                                                                                          | 18 |
| B. Social Conditions.....                                                                                            | 18 |
| C. Economic Conditions .....                                                                                         | 18 |
| XIV. Financial Assistance Anticipated to be Offered to a Participant [17C-5-105(11)] .....                           | 18 |
| XV. Results of the Public Benefit Analysis [17C-5-105(12)].....                                                      | 19 |
| XVI. If Applicable, State that the Agency Shall Comply with Section 9-8-404 [17C-5-105(13)]                          | 22 |
| XVII. State Whether the Plan is Subject to a Taxing Entity Committee or an Interlocal Agreement [17C-5-105(14)]..... | 22 |
| Appendix A: Project Area Map.....                                                                                    | 23 |
| Appendix B: Legal Description .....                                                                                  | 24 |
| Appendix C: Kaysville Main Street Preferred Concept .....                                                            | 26 |

## KAYSVILLE CITY CENTER | CRA PROJECT AREA PLAN

### I. INTRODUCTION

The Kaysville City Redevelopment Agency ("Agency"), following thorough consideration of the needs and desires of the City and its residents, as well as the need and capacity for redevelopment and new development, has carefully crafted this Kaysville City Center Community Reinvestment Project Area Plan ("Plan").

In accordance with the terms of this Plan, the Agency will promote and provide for a variety of land uses, public improvements, infrastructure, redevelopment, and new development in an area focused in and around the historic downtown Kaysville, Main Street and 200 North. The Project Area includes approximately 261.5 acres (not including roads), with much of the study area currently developed with commercial uses. Only 40.4 acres (15.5%) of the proposed project area remain undeveloped.

On August 18, 2022, Kaysville City Council adopted the 2022 General Plan: The Next Chapter for Utah's Hometown. The process was a comprehensive update and included a scientific survey of the community's



#### **Enrich our city center and downtown**

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

*A Guiding Principle of the 2022 General Plan is dedicated to Kaysville's City Center.*

development preferences. In accordance with the adopted 2022 General Plan, the proposed Community Reinvestment Area (CRA) is intended to help carry out the vision as expressed by community members. An excerpt from the 2022 General Plan states:

*"The future city center will be a place that builds upon its history, while introducing new ideas and places to create a diverse and people-centric downtown center. The plan looks to enhance the city center with commercial and mixed-use development and invest in streetscape and parking. It will also focus on becoming a pedestrian-friendly district and a place for the community to gather for events and activities."*

The 2022 General Plan includes five objectives, one which is specifically centered on the downtown, or the city center. The objective states we will look to: Enrich our city center and downtown - We will enhance our city center with commercial and mixed-use development and investing in streetscape and parking.

In addition, the following 2022 General Plan Goals and Objectives support the creation of the Kaysville City Center Community Reinvestment Area and portrays the public's interest in enriching the city center and downtown.



### ***Chapter 1: Land Use & Placemaking Plan***

- Objective 1.2: Preserve Historic Main Street as the heart of the community.
- Goal 2: Make Kaysville City Center Distinct and Identifiable from Adjacent Neighborhoods and Surrounding Cities.
- Objective 2.1: Improve commercial Frontage and streetscapes along key corridors such as Main Street and 200 North.
- Objective 2.2: Create a distinct city center and expand the “heart of the community” to include areas beyond the historic core.
- Objective 2.4: Create Places for the community to gather and events to draw users and visitors.
- Objective 9.1: Focus primary commercial uses in the City Center and secondary uses in smaller existing/future nodes.
- Objective 10.1: Encourage the development of a small commercial/civic Town Center near City Hall.



A bird's eye view looking north on Main Street from approximately 200 South.

### ***Chapter 2: Transportation & Connectivity***

- Objective 3.2: Use street design to shape neighborhood character.
- Goal 4: Improve access, walkability, and sense of place on Historic Main Street.
- Objective 4.2: Slow traffic.
- Objective 4.3: Develop shared parking solutions to support Main Street businesses and walkability.
- Objective 4.4: Improve Walkability.
- Objective 4.5: Improve cross and parallel streets to support needs of Main Street.
- Goal 5: Create Kaysville City Center to Increase Sustainable Transportation Choices.
- Objective 5.1: Create a new and enhanced person-focused network.
- Objective 5.3: Re-envision major corridors running through the area.

### ***Chapter 5: Economic Development & Prosperity***

- Goal 1: Promote Kaysville City Center Redevelopment to Strengthen Commercial Areas.
- Objective 1.2: Focus on small scale and local services to meet public requests and provide local growth.

- Goal 2: Utilize the wide variety of tools and incentives available to help achieve economic development goals.
- Objective 2.1: Establish redevelopment areas to fund infrastructure and future developments.
- Goal 3: Allow for Mixed Use Development in Identified Areas to Generate more Rooftops and Prevent Sales Leakage

In addition to these guidelines, goals and objectives, the City intends to further foster the following growth, development and redevelopment patterns in the Kaysville City Center CRA by:

- Promoting development that is high quality, diversified and adaptable to changing conditions
- Creating mixed-use areas where residents can enjoy a live/work lifestyle in addition to lively destinations
- Encouraging businesses and industries to locate and invest within the City in appropriate locations
- Implementing specific streetscape and mobility improvements to enhance pedestrian and transit centered transportation
- Creating districts and a places for residents to gather for community events and activities
- Refurbishing or replacing deteriorating structures so that land is used to its long-term potential

Through the aforementioned planning efforts, Kaysville City recognizes the impact new growth may have on quality of life characteristics. Current population projects Kaysville's population to reach 40,000-45,000 residents by 2030. According to the "Kaysville Main Street Vision," this growth will provide a benefit to the community by adding tax revenue. In addition, the increased population will provide new life to the downtown and increase visitors to Historic Main Street.

Kaysville's Historic Main Street started with mainly general merchandise stores from the mid-1860's until the Great Depression. Most buildings along Main Street are fairly old in terms of original construction date, and some buildings show signs of decline. The "Kaysville Main Street Vision" includes ideas that will transform Historic Main Street to be more walkable and embody Kaysville's identity and character to a higher degree.

In aggregate with the recent adoption of the 2022 General Plan, the City has made other giant strides to strengthen this request and support redevelopment in the downtown and city center area. Those efforts include:

- In fall of 2021, the City adopted its first mixed-use zoning ordinance which will help to facilitate a vibrant and active downtown and city center area. The ordinance was amended in 2023 to create additional opportunities for mixed-use development.
- In July of 2022, the City Council adopted a preferred alternative for the reconstruction of Main Street between 200 North and approximately 100 South. The City developed the preferred alternative after working closely with UDOT, Main Street businesses and property owners.
- In May of 2023, the City Council entered into an Exclusive Negotiation Agreement with Alchemy Development for redevelopment of the Old Library on the municipal block. The intention is to save the historic building and repurpose it for a food hall.
- In August of 2023, in efforts to assist with mixed-use projects and destination oriented development within the bulk of the City Center area, the City Council adopted an ordinance which prohibits uses which are singularly focused on vehicles.
- In April of 2024, the City was awarded a \$140,000 grant from Wasatch Front Regional Council for Transportation and Land Use Connection funds for a small area plan for the Kaysville City Center concept.
- Based on stakeholder feedback, the City conducted a circulation and parking analysis of the historic Main Street. In September of 2024, the City conducted a project to restripe Center Street east of Main Street and add additional on-street parking to downtown area.

These projects have been intentionally completed prior to bringing the Kaysville City Center CRA to taxing entities so Kaysville City and the Agency could adequately show our commitment to the project.

It is the purpose of this Plan to clearly set forth the aims and objectives of this proposed CRA, its scope, its mechanism, and its value to the residents, businesses and property owners of the City and County. The Project is undertaken as a community reinvestment project pursuant to the provisions of the Act.

## **II. RECITALS OF PRECONDITIONS FOR DESIGNATING A COMMUNITY DEVELOPMENT PROJECT AREA**

- A. Pursuant to the provisions of §17C-5-103 et seq. of the Limited Purpose Local Government Entities Community Development and Renewal Agencies Act, the governing body of the Redevelopment Agency of Kaysville City authorized the preparation of a draft community reinvestment Project Area plan; and
- B. Pursuant to the provisions of §17C-5-104(1)(a) and (b) of the Act, the City has a planning commission and general plan as required by law; and
- C. Pursuant to the provisions of §17C-5-104(3)(e) of the Act, the Agency has conducted one or more public hearings for the purpose of informing the public about the proposed

Project Area, allowing public comment on the draft Project Area Plan and whether the Plan should be revised, approved or rejected; and

- D. Pursuant to the provisions of §17C-5-104(3)(b) and (d) of the Act, the Agency made a draft Project Area Plan available to the public at the Agency's offices during normal business hours, provided notice of the Plan hearing and will hold a public hearing on the draft Plan on           2024          .

### III. DEFINITIONS

As used in this Community Development Project Area Plan:

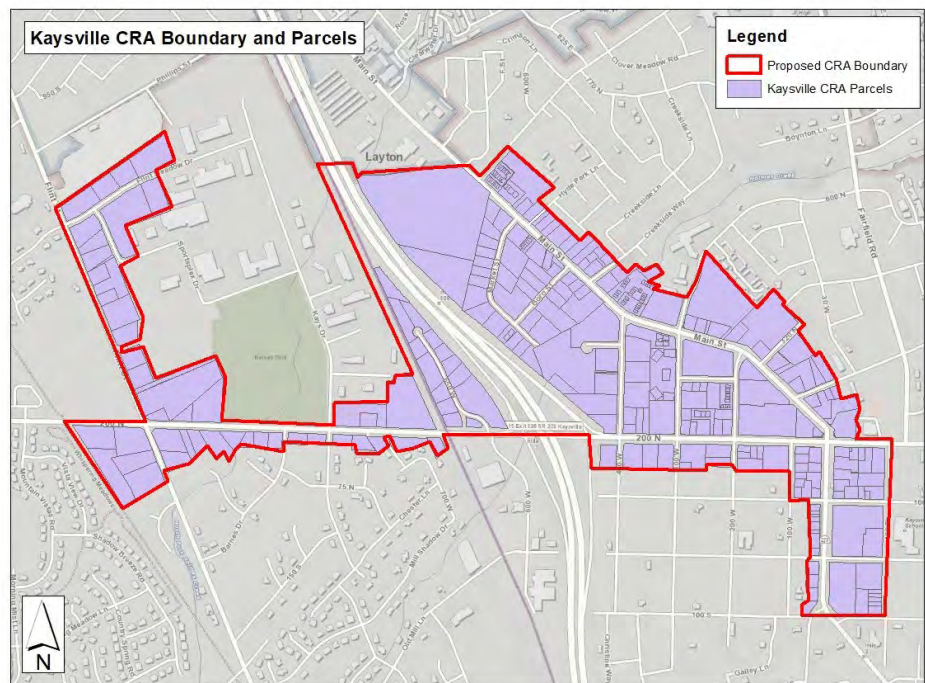
- A. The term "**Act**" shall mean and include the Limited Purpose Local Government Entities – Community Development and Renewal Agencies Act in Title 17C, Chapters 1 through 5, Utah Code Annotated 1953, as amended, or such other amendments as shall from time to time be enacted or any successor or replacement law or act.
- B. The term "**Agency**" shall mean the Kaysville City Redevelopment Agency, a separate body corporate and politic.
- C. The term "**base taxable value**" shall mean the base taxable value of the property within the Project Area from which tax increment will be collected, as shown upon the assessment roll last equalized, before: (A) the date the Project Area Plan is adopted by the City legislative body; and (B) the date the Agency adopts the first Project Area Budget.
- D. The term "**City**" shall mean Kaysville City, Utah.
- E. The term "**community**" shall mean the community of Kaysville City, Utah.
- F. The term "**community reinvestment**" shall mean development activities within the community, including the encouragement, promotion, or provision of development.
- G. The term "**developer**" shall mean the entities potentially investing in the development in the area.
- H. The term "**Plan Hearing**" means the public hearing on the draft Project Area Plan required under Subsection 17C-5-104 of the Act.
- I. The term "**planning commission**" shall mean the planning commission of the City.
- J. The term "**Project Area**" or "**Kaysville City Center Community Reinvestment Project Area**" shall mean the geographic area described in this Project Area Plan or Draft Project Area Plan where the community reinvestment set forth in this Project Area Plan or Draft Project Area Plan takes place or is proposed to take place.
- K. The term "**Project Area Budget**" shall mean a budget setting forth:
  - 1. The anticipated costs, including administrative costs, of implementing the Kaysville City Center Community Reinvestment Project Area Plan; and
  - 2. The tax increment, sales tax, and other revenue the Agency anticipates to fund the project.
- L. The term "**Project Area Map**" is the area depicted in Appendix A.

- M. The term **"Project Area Plan"** or **"Plan"** shall mean a Project Area plan adopted pursuant to the Act to guide and control community reinvestment activity within the Project Area.
- N. The term **"Kaysville City Center Community Reinvestment Project Area Plan"** or **"Plan"** shall mean a Project Area plan and Project Area map adopted pursuant to the Act to guide and control community reinvestment activities within a Project Area.
- O. The terms **"tax," "taxes," "property tax" or "property taxes"** include privilege tax and each levy on an ad valorem basis on tangible or intangible personal or real property.
- P. The term **"taxing entity"** shall mean a public entity that levies a tax on property within the Project Area.
- Q. The term **"Tax Increment"** shall mean the difference between the amount of property tax revenues generated each tax year by all Taxing Entities from the area designated in the Project Area Plan from which Tax Increment is to be collected, using the current assessed value of the property and the amount of property tax revenues that would be or were generated from that same area using the Base Taxable Value of the property.
- R. **All other terms** shall have the same meaning set forth in the Act unless the context clearly indicates otherwise.

#### IV. PROJECT AREA BOUNDARIES [17C-5-105(1)]

The Project Area consists of 261.5 acres located along Main Street, starting at approximately Mutton Hollow Road and continuing south to about 100 South. The Project area also covers the frontage area along 200 North starting near Main Street and continuing west under Interstate-15. The northwestern boundary follows Flint Street north until about Flint Meadow Drive. The Project area also includes the area directly southwest of the intersection of 200 North and Flint Street.

The Project Area boundaries and a Project Area map are included in Appendix A, with a legal description of the parcels in the Project Area included in Appendix B.





**V. GENERAL STATEMENT OF LAND USES, LAYOUT OF PRINCIPAL STREETS, POPULATION DENSITIES, BUILDING INTENSITIES AND HOW THEY WILL BE AFFECTED BY THE PROJECT AREA DEVELOPMENT [17C-5-105(2)]**

**A. LAND USES IN THE PROJECT AREA**

The existing land uses in the Project Area include primarily developed land (84.5%), with light industrial, commercial and residential dispersed throughout. Uses range from typical retail strip malls to flex warehouse, medical offices, vacant commercial and ranging densities of residential.

**TABLE 1: LAND USE IN PROJECT AREA**

| Land Use     | Acres        | Percent of All Acres |
|--------------|--------------|----------------------|
| Commercial   | 173.1        | 66.2%                |
| Residential  | 48           | 18.35%               |
| Vacant Land  | 40.4         | 15.45%               |
| <b>TOTAL</b> | <b>261.5</b> | <b>100%</b>          |

*Source: Davis County Assessor's Database, ZPFI*

Land uses will be affected as currently vacant or underutilized land is developed in accordance with this Plan. The 40 acres of vacant land is planned for General Commercial or Mixed Use zoning. Redevelopment and development will change existing vacant land to commercial and mixed use projects. Other existing uses may experience use type changes as valuations and opportunities for redevelopment influence highest and best use considerations.

**B. LAYOUT OF PRINCIPAL STREETS IN THE PROJECT AREA**

The layout of principal streets in the Project Area is shown in Appendix A. Generally, major roads in the Project Area includes portions of 200 North, Main Street, Flint Street and I-15. Impacts to the layout of principal streets from this project area are not anticipated.

**C. POPULATION DENSITIES IN THE PROJECT AREA**

There are some areas of residential uses within the Project Area, including single-family homes, townhomes, and apartments of varying densities. Some proposed development in the Project Area may increase the number of homes, although specific densities are not known. Redevelopment of existing parcels will result in varied densities. It is estimated that the current population within the project area is 390 individuals, resulting in a total area population density of 1.5 persons per acre.

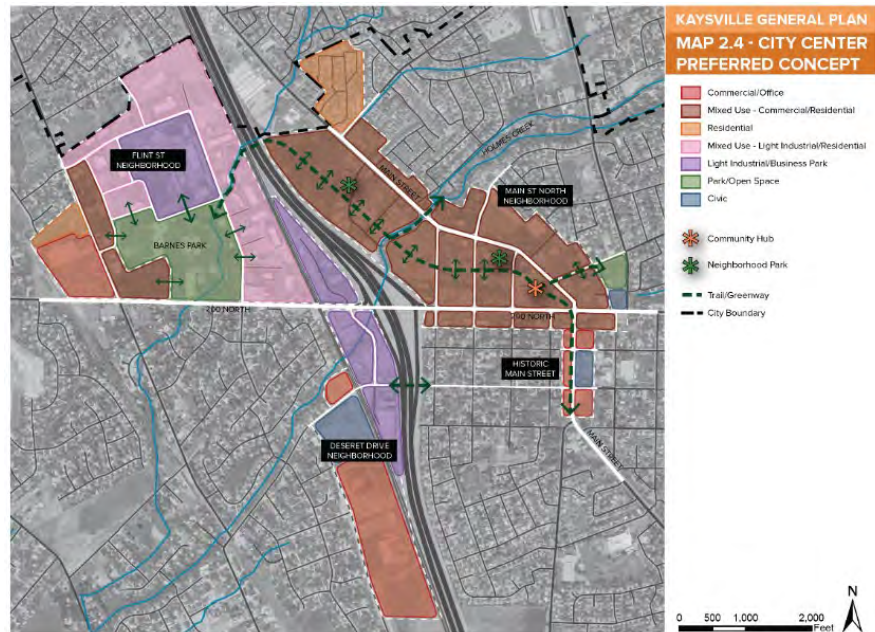
#### D. BUILDING INTENSITIES IN THE PROJECT AREA

The Project Area currently has a significant amount of commercial space located throughout the downtown. Current proposals for downtown, although still uncertain, suggest the possible addition of mixed-use projects, including more retail and commercial uses with residential to support the commercial uses.

### VI. STANDARDS THAT WILL GUIDE THE PROJECT AREA DEVELOPMENT [17C-5-105(3)]

#### A. GENERAL DESIGN OBJECTIVES

Development within the Project Area will be held to high quality design and construction standards and will be subject to: (1) appropriate elements of the City's General Plan; (2) applicable City building codes and ordinances; (3) Planning Commission review and recommendation; (4) the City's land use code; (5) development agreements that include design guidelines or generally established guidelines; and (6) applicable small area plans.



Owners and developers will be allowed flexibility in the development of land located within the Project Area and are expected to obtain quality design and development. Development contemplated in the area should use materials that are in harmony with adjoining areas and subject to design review and approval by the City. It is envisioned that these design objectives will be codified or included in development agreements with prospective developers specifically addressing these points.

Coordinated, attractive and water wise landscaping will also contribute to the character of the Project Area. Construction materials including design pavers, retaining walls, fences, curbs, benches and other items will be addressed in the design guidelines.

Parking areas will be designed with careful regard to orderly arrangement, topography, relationship to view, ease of access, and as an integral part of the overall area function. Parking,

and potentially shared parking agreements or new parking alignments for portions of the downtown area, will be a key consideration for redevelopment and new development.

All development will be accompanied by site plans, development data, and other appropriate materials clearly describing the development. These plans will also include land coverage, building setbacks, heights, landscaping, open space and any other data required by the City's land use code, development agreement or as requested by the City or the Agency.

The general standards that will guide development are those found in the Kaysville City General Plan. These include:

- Creating a large and varied grouping of uses to sustain civic and economic activity
- Interconnecting sites for pedestrian and vehicular access
- Renovation and preservation of historical landmarks, sites and structures

Additional consideration may be made for the following criteria:

- Strengthening the tax base and economic health of the entire community and the State of Utah.
- Implementing the tax increment financing provisions of the Act, which are incorporated herein by reference and made a part of this Plan.
- Encouraging economic use of new construction, redevelopment, or continued usage of existing properties located within the Project Area.
- Promoting and marketing the Project Area for Project Area development that would be complementary to existing businesses that would enhance the economic base of the City through diversification.
- Providing compatible relationships among land uses and quality standards for development, such that the area functions as a unified and viable center of community activity for the City.
- Removing any impediments to land disposition and development through assembly of land into reasonably sized and shaped parcels served by adequate public utilities and infrastructure improvements.
- Achieving an environment that reflects an appropriate level of concern for architectural, landscape and design principles, developed through encouragement, guidance, appropriate controls, and financial and professional assistance to owner participants and developers.
- Providing for construction of public streets, utilities, curbs and sidewalks, other public rights-of-way, streetlights, landscaped areas, public parking, water utilities, sewer utilities, storm drainage, open space, and other public improvements.
- Providing public streets and road access to the area to facilitate better traffic circulation and reduce traffic hazards by assisting in the street alignments.

## **B. TECHNIQUES TO ACHIEVE THE PROJECT AREA DEVELOPMENT PLAN OBJECTIVES**

Activities contemplated in carrying out the Plan in the Project Area may include the acquisition and development of properties in the Project Area.

Parcels of real property located in the Project Area may be acquired by purchase, but may not be acquired by condemnation, unless from an Agency board member or officer with their consent [§17C-1-206 (1) and (2)(b)].

## **C. PROPERTY ACQUISITION, DISPOSITION AND DEVELOPMENT**

The objectives of this Plan are to be accomplished by various means including but not limited to the following:

### **1. ACQUISITION OF REAL PROPERTY**

The Agency may acquire, but is not required to acquire, real property located in the Project Area. The Agency may acquire property by negotiation, gift, devise, exchange, purchase, or other lawful method, but not by eminent domain (condemnation) unless from an Agency board member or officer with their consent.

The Agency is authorized to acquire any other interest in real property less than fee title such as leasehold interests, easements, rights of way, etc. by negotiation, gift, devise, exchange, purchase or other lawful method, but not by eminent domain (condemnation) unless from an Agency board member or officer with their consent [§17C-1-206 (1) and (2)(b)].

### **2. COOPERATION WITH THE COMMUNITY AND PUBLIC ENTITIES**

The community and certain public entities are authorized by state law, with or without consideration, to assist and cooperate in the planning, undertaking, construction, or operation of projects within this Project Area. The Agency may seek the aid and cooperation of such public entities in order to accomplish the purposes of Project Area development and the highest public good.

The Agency, by law, is not authorized to acquire real property owned by a public entity without the consent of the public entity. The Agency, however, will seek the cooperation of all public entities that own or intend to acquire property in the Project Area. To the extent allowed by law, the Agency shall impose on all public entities owning real property in the Project Area the planning and design controls contained in this Plan to the end that uses and any future development by public entities will conform to the requirements of this Plan.

### **3. PROPERTY MANAGEMENT**

During such time that property, if any, in the Project Area is owned by the Agency, such property shall be under the management and control of the Agency. Such property may be rented or leased by the Agency pending its disposition for Project Area development.

### **4. PROPERTY DISPOSITION AND DEVELOPMENT**

The Agency is also authorized, by lawful means, to provide for and promote Project Area development of the Project Area as described below.

While there are currently a significant number of buildings or structures in the Project Area and it is relatively unlikely that there will ever be a need to demolish and clear a notable number of buildings or structures in the Area, the Agency is authorized to demolish and clear buildings, structures, and other improvements from any real property in the Project Area, should such a need occur, to carry out the purposes of this Plan.

The Agency is authorized to install and construct or to cause to be installed and constructed the public improvements, public facilities, and public utilities, within the Project Area, not prohibited by law which are necessary or desirable to carry out this Plan, as well as publicly-owned improvements and infrastructure outside the Project Area that are of benefit to the Project Area. The Agency is authorized to prepare or cause to be prepared as building sites any real property in the Project Area. The Agency is also authorized to rehabilitate or to cause to be rehabilitated any building or structure in the Project Area should such a need occur in the future. The Agency is also authorized to advise, encourage, and assist in the rehabilitation of property in the Project Area not owned by the Agency should such a need occur in the future.

For the purposes of this Plan, the Agency is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property. The Agency is authorized to dispose of real property by leases or sales by negotiation with or without public bidding. All real property acquired by the Agency in the Project Area shall be sold or leased to public or private persons or entities for development for the uses permitted in this Plan. Real property may be conveyed by the Agency to the City or any other public entity without charge. The Agency shall reserve such controls in the disposition and development documents as may be necessary to prevent transfer, retention, or use of property for speculative purposes and to ensure that development is carried out pursuant to this Plan. All purchasers or lessees of property from the Agency shall be made obligated to use the property for the purposes designated in this Plan, to begin and complete development of the property within a period of time which the Agency fixes as reasonable, and to comply with other conditions which the Agency deems necessary to carry out the purposes of this Plan.



To the maximum possible extent, the objectives of this Plan are to be accomplished through Agency encouragement of, and assistance to, private enterprise in carrying out development activities. To provide adequate safeguards to ensure that the provisions of this Plan will be carried out, all real property sold, leased, or conveyed by the Agency, as well as all property subject to participation agreements, shall be made subject to the provisions of this Plan by leases, deeds, contracts, agreements, declarations of restrictions, provisions of the City ordinances, conditional use permits, or other means. Where appropriate, as determined by the Agency, such documents or portions thereof shall be recorded in the Office of the County Recorder. The leases, deeds, contracts, agreements, and declarations of restrictions may contain restrictions, covenants, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes, or any other provision necessary or desirable to carry out this Plan.

To the extent now or hereafter permitted by law, the Agency is authorized to pay for, develop, or construct any building, facility, structure, or other improvement either within or outside the Project Area for itself or for any public entity to the extent that such improvement would be of benefit to the Project Area. During the period of development in the Project Area, the Agency shall require that the provisions of this Plan and of other documents formulated pursuant to this Plan are being observed, and that development in the Project Area is proceeding in accordance with development documents and time schedules. Plans for development by owners or developers shall be submitted to the City for review and approval. All Project Area development must conform to this Plan and all applicable federal, state, and local laws.

For the purpose of this Plan, the Agency is authorized to sell, lease, exchange, transfer, assign, pledge, encumber, and otherwise dispose of personal property.

#### **5. APPROVALS**

The City shall approve the design of all development within the Project Area to ensure that development therein is consistent with this Plan. Mixed Use development projects or increment funded projects will need approval from the City Council and/or the Agency.

### **VII. HOW THE PROJECT AREA DEVELOPMENT WILL FURTHER PURPOSES OF THIS TITLE [17C-5-105(4)]**

It is the intent of the Agency, with the assistance and participation of private owners, to facilitate new development or redevelopment within the Project Area that includes the objectives previously stated that are a key part of the Kaysville City 2022 General Plan. The proposed Project Area will additionally provide for the encouragement, promotion, or provision of a walkable historic downtown in the community. Further, the Project will strengthen the tax base of the community, will accomplish community development objectives, and create a well-planned and vibrant downtown core. The Project Area Plan will further the purposes of the Act by accomplishing the following items:

#### **A. ESTABLISHMENT OF NEW BUSINESS**

The Project Area includes the potential for notable commercial development which will benefit the State and the City through increased job creation, increased sales tax base, and increased income taxes paid.

#### **B. CREATION OF NEW JOBS**

The Project Area includes the potential for new businesses and related jobs. It is anticipated that new jobs will be created as new businesses are attracted to the revitalized downtown and city center areas.

1. **Office** – There are current plans for the addition of 56,000 square feet of office space in the project area. Staff estimates another 54,000 square feet of office could be added to the project area over its 15 year course. Current market conditions indicate one job is created per 200 square feet of office space. If current plans and estimates are realized, the Kaysville City Center CRA could bring more than 550 new office jobs to the Project Area.
2. **Commercial** – Commercial jobs include retail sales and services, restaurants, banks and other similar uses. Current market conditions indicate one job is created for every 150 square feet of commercial space. Conservative estimates for new commercial space within the Project Area include the addition of 45,000 square feet of new commercial space which would create at least 300 new jobs.
3. **Construction** – Temporary construction jobs will also be created within the project area. It is not feasible at this time to estimate how many jobs will be created throughout the 15 year time period.

#### **C. PUBLIC INFRASTRUCTURE IMPROVEMENTS**

The construction of the public infrastructure improvements and upgrades necessary to the area will support a variety of development and will provide for future development in surrounding areas. Infrastructure is an important element of economic development and areas that lack good infrastructure are not able to be competitive in attracting good-quality businesses to locate in their community.

The development of the Project Area and the associated public infrastructure improvements will also: (1) make the land within the Project Area more desirable and potentially more accessible to and from other parts of the City; and (2) allow existing infrastructure to be extended and connected to other infrastructure and thereby used more efficiently. Thus, the components of the Project provided in this Plan will encourage,

promote, and provide for community development within the Project Area and the City generally for years to come.

**D. PROVISION OF ESSENTIAL SERVICES**

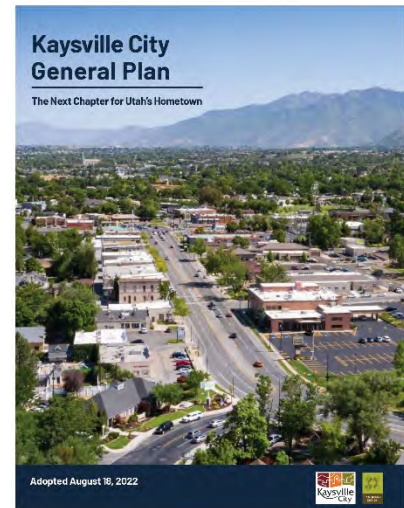
Potential redevelopment or new development will most likely provide essential services to existing and possible new housing units for the Project Area. Commercial development will also likely include office spaces which may offer a variety of medical and dental services as well as professional office uses.

**VIII. THE PLAN IS CONSISTENT WITH AND WILL CONFORM TO THE COMMUNITY'S GENERAL PLAN [17C-5-105(5)]**

The City Center Project Area Plan is consistent with the City's 2022 General Plan. New development or redevelopment will diversify and strengthen the City by adding updated or new uses to the community.

Further development of this area will provide a strong tax base that will enable the City to expand and provide additional services.

For more details regarding the Kaysville City Center CRA and how the 2022 General Plan supports this request, please refer to Section I: Introduction.



**IX. IF APPLICABLE, DESCRIBE HOW THE PROJECT AREA WILL REDUCE OR ELIMINATE DEVELOPMENT IMPEDIMENTS [17C-5-105(6)]**

While some portions of the study area may have development impediments (largely due to age), these are relatively minimal and not overly applicable to the Project Area plan.

**X. DESCRIPTION OF ANY SPECIFIC PROJECT OR PROJECTS THAT ARE THE OBJECT OF THE PROPOSED COMMUNITY REINVESTMENT [17C-5-105(7)]**

The Project Area is intended to accomplish a larger vision of the historic Main Street downtown and Kaysville City Center Concept and is not intended for any specific development. It is assumed that multiple parts of the study area will support new development or redevelopment, resulting in new residential units, retail offerings, and commercial uses (office and flex office).

**XI. HOW PARTICIPANTS WILL BE SELECTED [17C-5-105(8)]**

**A. SELECTION OF PRIVATE DEVELOPERS**

The Agency contemplates that owners of real property within the Project Area may take advantage of the opportunity to develop their property, redevelop, maintain, or sell their

property to developers for the development of facilities within the Project Area. In the event that owners do not wish to participate in the development in compliance with the Plan, or in a manner acceptable to the Agency, or are unable or unwilling to appropriately participate, the Agency reserves the right pursuant to the provisions of the Act to acquire parcels, to encourage other owners to acquire other property within the Project Area, or to select non-owner developers by private negotiation, public advertisement, bidding or the solicitation of written proposals, or a combination of one or more of the above methods. It is assumed that a moderate number properties in the area will not be the subject of new development or significant redevelopment but will ultimately benefit from the goals and implementation of the plan.

**B. IDENTIFICATION OF DEVELOPERS WHO ARE CURRENTLY INVOLVED IN THE PROPOSED COMMUNITY REINVESTMENT AREA**

There are no developers who are currently pursuing the use of tax increment financing in the proposed Kaysville City Center Community Reinvestment Area. Development guidelines and agreements regarding the use and payment of tax increment will be set forth in Development Agreement or other agreements between the Agency and any development teams.

**1. QUALIFIED OWNERS**

Any person wishing to become a developer will be required to own or have the right to purchase a part of the Project Area.

**2. OTHER PARTIES**

If there are no owners in the Project Area who possesses the skill, experience, and financial resources necessary to become a developer in the Project Area or are able to become a developer to part of the Project Area, the Agency may identify other qualified persons who may be interested in developing part of the Project Area. Potential developers may be identified by one or more of the following processes: (1) public solicitation, (2) requests for proposals (RFP), (3) requests for bids (RFB), (4) private negotiation, or (5) some other method of identification approved by the Agency.

**3. OWNER PARTICIPATION AGREEMENTS**

The Agency has not entered into nor does it intend to enter into any owner participation agreements or agreements with developers to develop parts of the Project Area until after the Agency and the City decide whether or not to adopt this Plan for the Project Area.

**XII. REASONS FOR THE SELECTION OF THE COMMUNITY REINVESTMENT PROJECT AREA [17C-5-105(9)]**

The Project Area was selected by the Agency as having a significant impact to the community and a near-term ability to strengthen Kaysville City and Davis County by allowing for appropriate redevelopment or new development of commercial space, residential housing, and public infrastructure that may support future development anticipated for Kaysville City and provide for development in surrounding areas.

Specific boundaries of the Project Area were arrived at by the Agency after a review of the area by members of the Agency, City staff, economic development consultants, and other technical and legal consultants. Planned treatment of this area is intended to stimulate development to the degree necessary for sound long-term growth in the Project Area and to encourage the development of real property located within the Project Area. Finally, the Project Area is a key element in the City's 2022 General Plan.

**XIII. DESCRIPTION OF THE PHYSICAL, SOCIAL AND ECONOMIC CONDITIONS EXISTING IN THE AREA [17C-5-105(10)]**

**A. PHYSICAL CONDITIONS**

The Project Area consists of approximately 261.5 acres of land as shown on the Project Area map located in the Addenda.

**B. SOCIAL CONDITIONS**

There are currently a significant number of buildings of nearly all use types within the Project Area. No unusual social conditions were found to exist. The Project Area Plan may help to further bring consumers and visitors from across the area to the Project Area for shopping, living, and employment.

**C. ECONOMIC CONDITIONS**

The study area currently generates a significant amount of taxable values from its variety of uses. Overall, as of the most recent tax year (2023), the project year had a base taxable value of \$203,550,124.

**XIV. FINANCIAL ASSISTANCE ANTICIPATED TO BE OFFERED TO A PARTICIPANT [17C-5-105(11)]**

The Agency intends to negotiate and enter into one or more inter-local agreements with Davis County, Davis County School District, Weber Basin Water Conservancy District, Davis County Mosquito Abatement District, Central Davis County Sewer District, Davis County Library, and Kaysville City to secure receipt of a portion of the property tax increment generated within the Project Area that would otherwise be paid to those taxing entities. Collectively, those tax revenues may be used for the reasons already outlined. Subject to the provisions of the Act, the Agency may agree to pay for eligible development costs and



other items from such tax revenues for any period of time the Agency and the taxing entities may deem appropriate under the circumstances.

**XV. RESULTS OF THE PUBLIC BENEFIT ANALYSIS [17C-5-105(12)]**

**A. THE BENEFIT OF ANY FINANCIAL ASSISTANCE OR OTHER PUBLIC SUBSIDY PROPOSED TO BE PROVIDED BY THE AGENCY**

**1. AN EVALUATION OF THE REASONABLENESS OF THE COSTS OF THE PROPOSED PROJECT AREA DEVELOPMENT**

The preliminary cost estimates for downtown improvements include expenses for roadways, parking improvements, public open space areas, façade programs, trail development, etc., and appear to be reasonable given current and anticipated market conditions.

The City has partnered with UDOT to create a specific concept plans for rehabilitation of Main Street between 200 North and approximately 100 South. A copy of the Main Street Preferred Alternative (Appendix C) which was adopted by the City Council on July 21, 2022 included a cost estimate of \$2,363,000 (2025 valuation).

Estimates of costs and probable project area use for increment include:

- Main Street improvements between 200 North and 100 South, including expansion, installation of medians, intersection realignment, and traffic calming (~\$2,363,000)
- Other roadway and intersection improvements (~\$800,000)
- Beautification and landscaping (~\$250,000)
- Sidewalk expansion or realignment, trail development, etc. (~\$500,000)
- Creation of pedestrian oriented atmosphere and facilities (~\$250,000)
- Creation of public open space amenities (~\$190,000)
- Property acquisition (~\$2,000,000)
- Parking enhancements, parking structure and facilities (~\$5,000,000)
- Traffic, circulation and parking studies (~\$35,000)
- Relocation assistance for businesses and or residences (~\$350,000)
- Location assistances for businesses (~\$150,000)
- Demolition and pre-demolition environmental assessment costs (~\$20,000)
- Utility expansion, extension or upgrades (~\$250,000)
- Installation of fiber optic networks (~\$200,000)

- Facilitation of façade grant and loan programs (~\$200,000)
- Relocation of historical markers (~\$75,000)

## **2. EFFORTS TO MAXIMIZE PRIVATE INVESTMENT**

The City has made efforts to maximize private investment in the area. The City has pursued a development pattern that will attract desirable tenants and will bring a strong tax base to the City. The City anticipates that this Project Area focus will create new jobs. The wages paid for these jobs will then be re-spent, by the private sector, in the local and regional economies that will bring benefits to private businesses in the area.

It is likely that redevelopment and new development will significantly increase taxable values from the current taxable value of around \$203,550,124, to roughly \$280,061,524 over 15 years. The Project Area is currently generating approximately \$1,981,968 in property tax revenues; it is projected to generate an additional \$744,002 per year at the end of 15 years. Developers will also likely be paying for improvements to various public infrastructure needs.

## **3. RATIONALE FOR USE OF PROJECT AREA FUNDS**

Tax increment funds are necessary in order for this site to be competitive with similar sites under consideration. Building upgrades and enhancements need to be made to those showing signs of aging and deterioration. Therefore, in order to enhance this area and uplift the desirability of the city center core, the Agency is proactively seeking to create a Project Area, with the use of tax increment, so that redevelopment and new development can be considered.

## **4. ESTIMATE OF TOTAL PROJECT AREA FUNDS AND LENGTH OF TIME OF PROJECT AREA**

Project Area funds will be disbursed to the Agency for a period of 15 years and are anticipated to be approximately \$5,189,360 over the 15-year period, with a NPV of nearly \$3,316,322.

# **B. THE ANTICIPATED PUBLIC BENEFIT DERIVED FROM THE PROPOSED PROJECT AREA DEVELOPMENT**

## **1. BENEFICIAL INFLUENCES ON THE COMMUNITY'S TAX BASE**

The property tax base of the taxing entities should increase by over \$76,000,000 from the various investments in real property (land and buildings) alone. In addition, the personal property tax base of the taxing entities will increase but will vary depending on the type of equipment located in the Project Area as well as individual depreciation schedules.

In addition to tax revenues, the Project Area will generate other revenues including sales tax, Class B/C Road Funds, business license fees, charges for services, and one-time fees such as building permits and impact fees.

**2. ASSOCIATED BUSINESS AND ECONOMIC ACTIVITY STIMULATED BY THE DEVELOPMENT**  
Other business and economic activity likely to be stimulated includes business employee and construction expenditures. There are significant opportunities for increased economic development and tax generating development that can occur within the immediate sphere of influence of the Project Area that otherwise may not occur in a timely basis or at the same level of increased development and private investment.

**3. BUSINESS AND EMPLOYEE EXPENDITURES**  
It is anticipated that employees and business owners in the Project Area will directly or indirectly purchase local goods and services related to their operations from local or regional suppliers. These purchases will likely increase employment opportunities in the related areas of business equipment, furniture and furnishings, business supplies, computer equipment, communication, security, transportation and delivery services, maintenance, repair and janitorial services, packaging supplies, office and printing services, transportation and delivery services.

A summary of benefits is as follows:

- Provide an increase in direct purchases in the City and the County.
- Provide economic diversification within the City and the County.
- Complement existing businesses and industries located within the City by providing new employees who may live and shop and pay taxes in the City and the region.
- Generate indirect and induced (“multiplier”) impacts from business and employee expenses in the local area. The types of expenditures by employees in the area will likely include shopping for personal and household goods, lunches at area restaurants, convenience purchases and personal services (haircuts, banking, dry cleaning, etc.). The employees will not make all of their convenience or personal services purchases near their workplace, and each employee's purchasing patterns will be different. However, it is reasonable to assume that a percentage of these annual purchases will occur within close proximity to the workplace (assuming the services are available).

**4. CONSTRUCTION EXPENDITURES**

Economic activity associated with the development will include construction activity. Construction costs for labor and materials will likely be notable. This will create a moderate number of construction jobs. Construction supplies are also anticipated to create significant sales tax revenues for the State, County and City.

**5. ADOPTION OF THE PLAN IS NECESSARY AND APPROPRIATE TO UNDERTAKE THE PROJECT AREA PLAN**

Adoption of the Plan is necessary and appropriate to undertake the Project Area Plan because:

- The Plan conforms with and furthers the City's General Plan; and
- Private investment will increase the tax base by over \$76,000,000 which will provide increased tax revenues to all taxing entities.

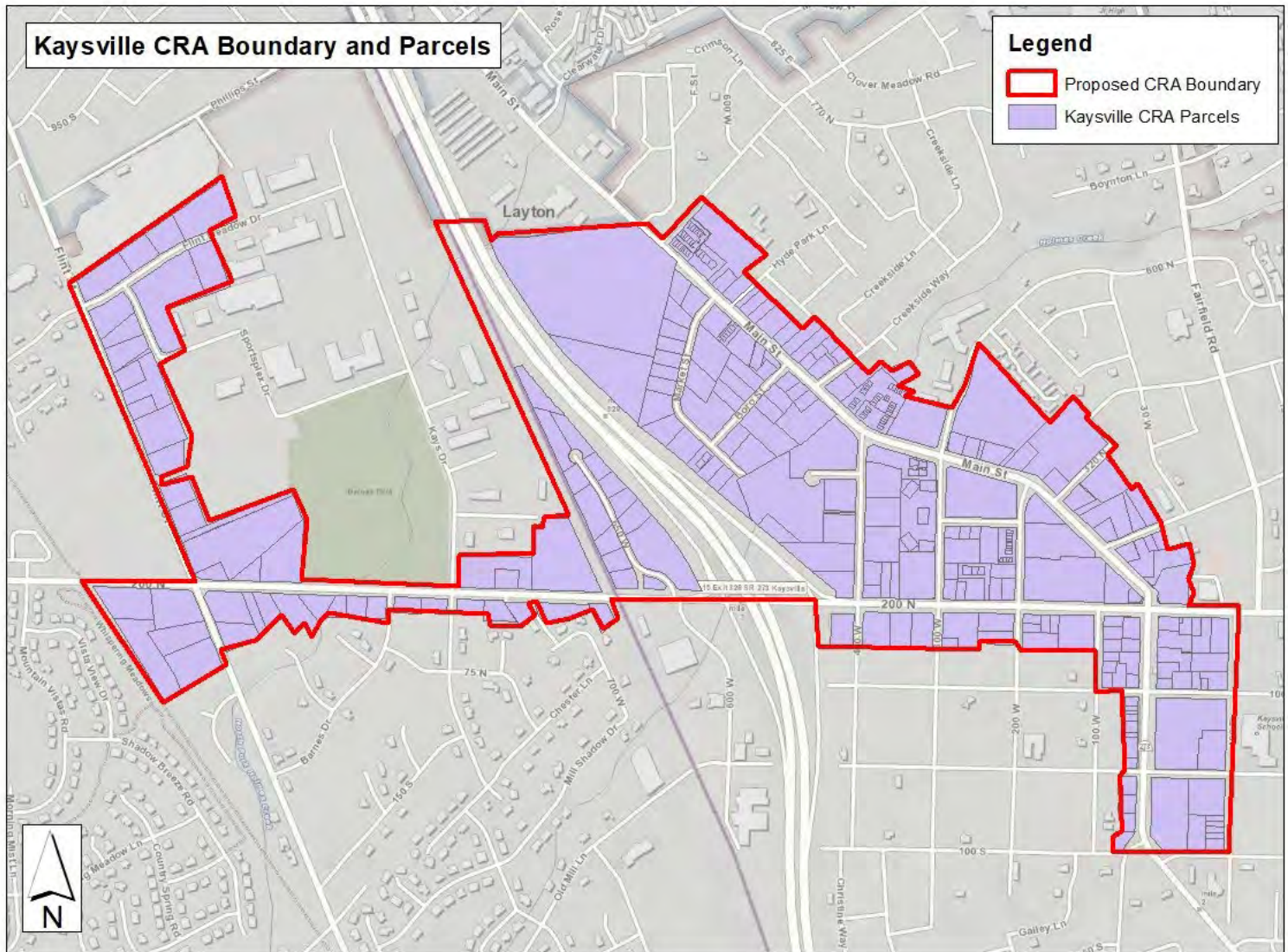
**XVI. IF APPLICABLE, STATE THAT THE AGENCY SHALL COMPLY WITH SECTION 9-8-404 [17C-5-105(13)]**

The Agency will comply with Section 9-8-404 if any of the existing buildings are eligible for inclusion in the National Register of Historic Places or the State Register and the Agency spends Agency funds on the demolition or rehabilitation of said existing buildings.

**XVII. STATE WHETHER THE PLAN IS SUBJECT TO A TAXING ENTITY COMMITTEE OR AN INTERLOCAL AGREEMENT [17C-5-105(14)]**

This Plan was not adopted before May 14, 2019, as stated in the code, however, this Plan is subject to Interlocal Agreements.

## APPENDIX A: PROJECT AREA MAP





## APPENDIX B: LEGAL DESCRIPTION

### CRA Metes and Bounds description (Description Only – NOT SURVEYED)

Commencing at the NW Corner of Section 33, Township 4 North, Range 1 West and running S 0 degrees 37'28" W 513.12 feet along the section boundary; thence N 89 degrees 52'23" E 521.92 feet to the True Point of Beginning; thence continue N 54 degrees 54'11" E 1346.71 feet; thence continue S 21 degrees 14'27" E 317.12 feet; thence continue S 69 degrees 32'05" W 215.99 feet; thence continue S 20 degrees 26'27" E 430.41 feet; thence continue S 69 degrees 33'59" W 485.95 feet; thence continue S 22 degrees 01'30" E 355.05 feet; thence continue S 69 degrees 33'25" W 206.34 feet; thence continue S 22 degrees 17'45" E 571.30 feet; thence continue S 67 degrees 34'09" W 24.29 feet; thence continue S 00 degrees 20'39" W 187.85 feet; thence continue S 21 degrees 56'42" E 457.92 feet; thence continue N 67 degrees 20'02" E 656.17 feet; thence continue S 24 degrees 16'23" E 218.83 feet; thence continue S 01 degrees 31'40" W 465.02 feet; thence continue S 88 degrees 28'34" E 1125.89 feet; thence continue N 01 degrees 42'10" E 238.06 feet; thence continue S 88 degrees 30'16" E 532.81 feet; thence continue N 02 degrees 19'43" E 285.07 feet; thence continue S 88 degrees 34'04" E 250.81 feet; thence continue N 24 degrees 52'50" W 2360.1 feet; thence continue N 89 degrees 45'24" E 350.76; thence continue S 24 degrees 57'41" E 158.01 feet; thence continue N 83 degrees 06'09" E 1125.78 feet; thence continue S 47 degrees 51'21" E 147.92 feet; thence continue N 43 degrees 16'16" E 419.70 feet; thence continue S 48 degrees 48'26" E 628.01 feet; thence continue S 47 degrees 23'18" W 230.72 feet; thence continue S 48 degrees 09'53" E 581.23 feet; thence continue N 47 degrees 47'11" E 104.89 feet; thence continue S 44 degrees 21'00" E 510.69 feet; thence continue S 86 degrees 36'28" E 58.3 feet; thence continue N 54 degrees 03'43" E 94.62 feet; thence continue S 65 degrees 24'48" E 84.65 feet; thence continue N 69 degrees 11'29" E 118.45 feet; thence continue S 38 degrees 59'04" E 126.89 feet; thence continue S 63 degrees 26'20" W 143.79 feet; thence continue S 58 degrees 58'22" E 89.92 feet; thence continue S 28 degrees 30'46" W 47.95 feet; thence continue S 74 degrees 38'39" E 340.22 feet; thence continue N 20 degrees 35'51" E 501.5 feet; thence continue S 42 degrees 37'03" E 750.1 feet; thence continue N 44 degrees 02'30" E 267.13 feet; thence continue S 42 degrees 30'20" E 178.45 feet; thence continue S 47 degrees 16'39" W 52.19 feet; thence continue S 41 degrees 23'20" E 290.64 feet; thence continue S 30 degrees 03'56" W 80.98 feet; thence continue S 46 degrees 04'20" E 288.76 feet; thence continue N 58 degrees 35'44" E 25.44 feet; thence continue S 31 degrees 57'55" E 315.08 feet; thence continue S 18 degrees 01'49" E 210.07 feet; thence continue N 74 degrees 44'18" E 132.54 feet; thence continue S 24 degrees 00'18" E 83.56 feet; thence continue S 08 degrees 06'21" E 142.44 feet; thence continue S 35 degrees 57'02" W 60.54 feet; thence continue S 00 degrees 44'49" W 201.24 feet; thence continue N 89 degrees 15'00" E 342.25 feet; thence continue S 01 degrees 14'24" W 1799.83 feet; thence continue N 89 degrees 02'59" W 843.92 feet; thence continue N 0 degrees 25'53" E 132.57 feet; thence continue N 35 degrees 27'07" E 43.14 feet; thence continue N 89 degrees 49'43" E 49.05 feet; thence continue N 0 degrees 20'02" E 133.65 feet;

thence continue N 89 degrees 39'20" W 24.99 feet; thence continue N 0 degrees 19'14" E 113.73 feet; thence continue N 07 degrees 57'23" W 20.23 feet; thence continue N 89 degrees 39'21" W 54.99 feet; thence continue N 0 degrees 20'40" E 110.98 feet; thence continue N 0 degrees 34'59" W 64.42 feet; thence continue S 88 degrees 11'46" E 83.87 feet; thence continue N 1 degrees 03'18" E 381.9 feet; thence continue N 88 degrees 54'34" W 10.38 feet; thence continue N 0 degrees 40'54" E 196.94 feet; thence continue N 89 degrees 16'21" W 149.42 feet; thence continue N 0 degrees 57'52" E 189.03 feet; thence continue S 89 degrees 07'39" E 99.94 feet; thence continue S 89 degrees 09'56" E 15.97 feet; thence continue N 0 degrees 21'13" E 69.63 feet; thence continue N 89 degrees 09'09" W 2190.82 feet; thence continue N 0 degrees 57'57" E 332.87 feet; thence continue N 89 degrees 22'48" W 1511.4 feet; thence continue S 08 degrees 06'15" E 51.55 feet; thence continue S 26 degrees 47'17" E 135.21 feet; thence continue S 46 degrees 03'27" W 133.78 feet; thence continue N 25 degrees 05'25" W 192.2 feet; thence continue S 64 degrees 13'55" W 140.41 feet; thence continue S 75 degrees 12'08" W 210.27 feet; thence continue N 39 degrees 23'08" W 76.81 feet; thence continue N 17 degrees 34'21" W 102.01 feet; thence continue N 88 degrees 33'08" W 38.08 feet; thence continue S 17 degrees 34'21" E 92.04 feet; thence continue S 55 degrees 40'56" W 123.56 feet; thence continue N 33 degrees 53'57" W 24.08 feet; thence continue N 88 degrees 32'35" W 240.02 feet; thence continue N 01 degrees 31'41" E 48.94 feet; thence continue N 89 degrees 42'44" W 704.71 feet; thence continue S 01 degrees 31'39" W 44.99 feet; thence continue N 88 degrees 28'36" W 434.95 feet; thence continue S 54 degrees 59'23" W 64.81 feet; thence continue S 18 degrees 39'09" W 114.27 feet; thence continue N 38 degrees 42'09" W 120.33 feet; thence continue S 44 degrees 48'14" W 91.03 feet; thence continue N 35 degrees 34'47" W 136.05 feet; thence continue S 51 degrees 49'40" W 224.26 feet; thence continue S 63 degrees 49'31" W 285.46 feet; thence continue S 20 degrees 59'09" E 69.01 feet; thence continue S 55 degrees 57'02" W 521.65 feet; thence continue N 32 degrees 37'16" W 991.73 feet; thence continue S 89 degrees 35'48" E 748.82 feet; thence continue N 23 degrees 21'29" W along said line 2370.43 feet to the Point of Beginning.

## **APPENDIX C: KAYSVILLE MAIN STREET PREFERRED CONCEPT**

**EXHIBIT "C"**  
**INTERLOCAL AGREEMENT**

Project Area Budget

## Kaysville Main Street DRAFT Preferred Concept

This document summarizes the preferred concept for Kaysville's Main Street (S.R. 273). This is a joint vision created by both Kaysville City and the Utah Department of Transportation. The concept was developed through a collaborative process involving key people in UDOT and Kaysville and addresses the needs of both UDOT and the Kaysville community.

The concept builds on Kaysville City's Main Street Vision the City created in 2019. This vision is a broad directive for Main Street, and this more detailed collaboration with UDOT for the street right-of-way and transportation elements is an important implementation piece of that vision.

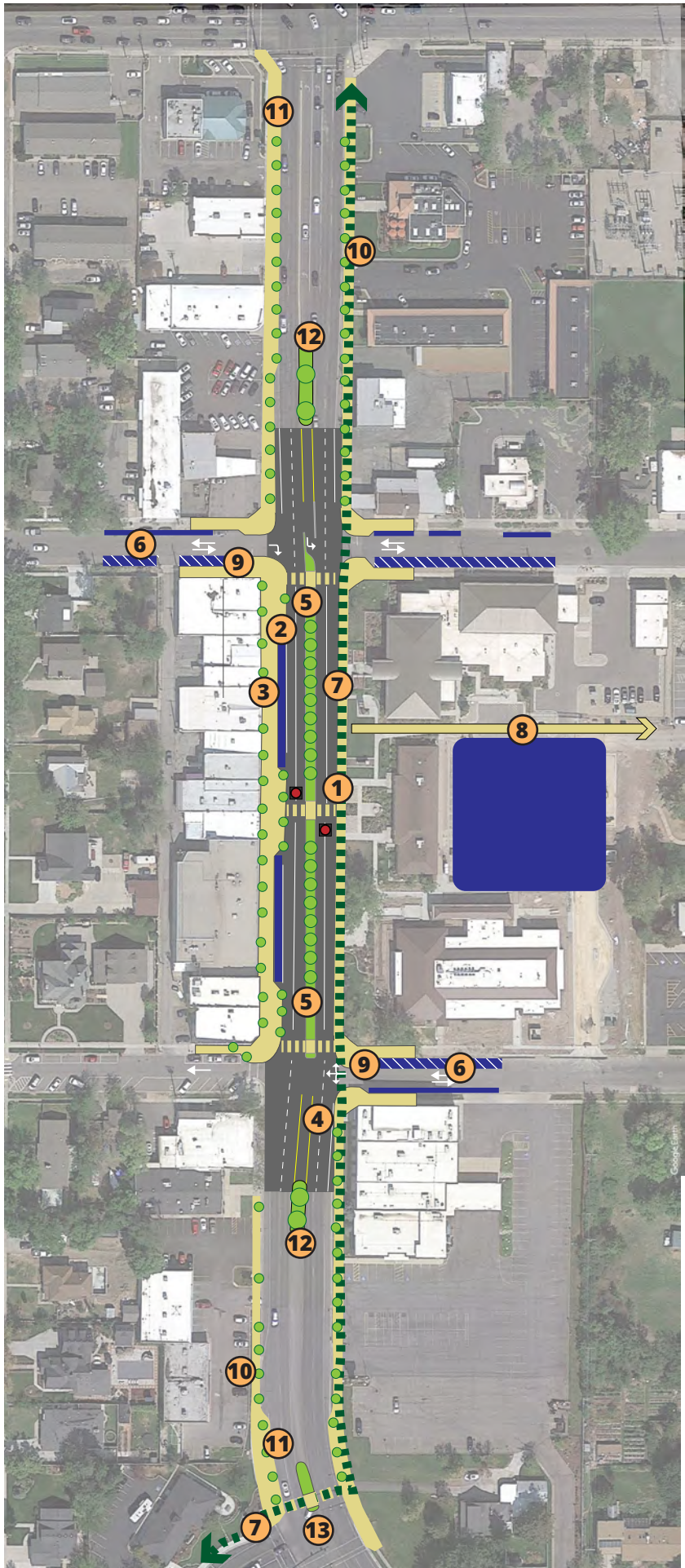
The initial conversations among Kaysville and UDOT highlighted two key priorities: placemaking and access. The concept reflects these themes. Place in this case means public space, aesthetics, slowing traffic, and a full downtown streetscape extension. Access means pedestrian crossings, parking, access management, network, and active transportation.

This document provides an overview of the concept and its elements; the details and examples of each element; and ideas for how the project will be implemented and funded.



*Rendering of Kaysville Main Street Preferred Concept*





# PEDESTRIAN



New pedestrian space



Marked pedestrian crossing



HAWK pedestrian-activated crossing

# STREETSCAPE



Street trees



Planted median island

# PARKING



Reconfigured diagonal parking



Reconfigured parallel parking



Key district off-street parking area

# NETWORK LINKS



Shared use pathway

## Concept Overview

The Kaysville Main Street Preferred Concept seeks to improve Main Street's access and sense of place while still moving traffic on the state highway corridor. It does this through a major extension of the pedestrian area on the west side of the central block of Main Street and landscape and streetscape improvements in the new space; a lateral transition of the traffic lanes to the east to allow for the west side sidewalk extension; a set of landscaped medians; the movement of the existing HAWK to a mid-block location and additional pedestrian crossings at Center Street and 100 North; reconfiguring of 100 North and Center Street with diagonal parking; and some restriction of turns on and off Main Street. The concept keeps the street's existing vehicle capacity.

These improvements will create more high quality public space; improve the pedestrian environment; slow traffic; increase the ability for pedestrians to cross the street safely, conveniently, and with ease; better connect Main Street to the parking on the City Hall block; maintain parking and make it overall more convenient; and manage vehicle access on and off Main Street.

The major tradeoff of the concept is likely the loss of on-street parking spaces on Main Street (primarily on the east side) in exchange for a much bigger pedestrian environment on the west side of the street, a more traffic calmed environment, and shorter and more frequent pedestrian crossings. The concept seeks to make the parking in the City Hall block more convenient to Main Street patrons and diagonal spaces on the nearby cross streets help make up for lost Main Street parking as well.

## Concept Elements

### CENTRAL BLOCK

- ① Move HAWK signal and crosswalk from Center Street to mid-block between Center Street and 100 North
- ② Extend curb on west side in central block of Historic Main Street
- ③ Preserve the majority of on-street parking on west side of central block with time-restricted or pay spaces - with the exception of the north and south ends and middle, where pedestrian area curb extensions would take the place of an estimated six spaces.
- ④ Lane shift to east so that travel lanes are against existing east curb in central block; begin shift on north and south blocks
- ⑤ Median in central block with pedestrian refuges at mid-block, 100 North and Center Street, and "super street" access management extension
- ⑥ Stripe diagonal parking on one side of Center Street and 100 North (with parallel on the other side)
- ⑦ East side shared use path to connect with other planned pathways, especially to the south
- ⑧ Intuitive, direct pathway through the civic block, linking Main Street to the parking lot and beyond to the Recreation Center and Senior Center and Kaysville Elementary, with supportive wayfinding to parking and downtown locations
- ⑨ Curb extensions into cross streets at the corners of Center Street and 100 South, similar to the existing curb extensions at Center Street on west side of Main Street

### NORTH AND SOUTH BLOCKS

- ⑩ Downtown streetscape extension to north and south blocks
- ⑪ Sidewalk extensions into shoulder at north and south ends of historic Main Street
- ⑫ Short medians at strategic locations on north and south blocks
- ⑬ Marked pedestrian crossing with ped refuge on north leg of 50 West crosswalk – change signal phases accordingly



## Enhancing public space.

The concept starts with public space – leveraging and complementing Kaysville’s historic storefronts and civic buildings with a wide, high-quality sidewalk area and pedestrian realm that will provide space for strolling, people-watching, outdoor dining, farmer’s markets and events.

This space is created by extending the west side sidewalk substantially at the central block to a 20- to 30-foot pedestrian realm with street trees, landscape and furnishings such as benches and pedestrian scale lighting, as well as opportunities for outdoor dining. This space can be a large piece of revitalizing Main Street, complementing existing businesses and attracting new ones, especially restaurants. Most importantly, it can be a promenade for the community to gather, whether for events such as farmers markets or parades or on a typical Saturday evening.

The possibility remains for upgrades on the east side of Main Street with enhancements to the plaza area near the former library building. This could be a space that connects to and complements the widened pedestrian realm on the west side. Plaza upgrades and could host events such as a Christmas tree lighting.

## Traffic calming.

Calming traffic is a foundational part of a vibrant Main Street and walkable downtown. The Kaysville Main Street concept has several elements that will contribute to traffic slowing, while not causing undue delays. With the curb extension and the median, the concept narrows the roadway. It creates a human scale for the street with trees, streetscape, and public space on the sides. And the lanes moving to the east edge of the roadway at the central block creates a lateral shift that drivers must make, which will also slow them down.

## Increasing and improving pedestrian crossings.

Moving the HAWK crosswalk currently located at Center Street to mid-block will place a safe crossing at the most desired point along Main Street. This will work hand-in-hand with the parking strategy by connecting to and promoting where people can park in the middle of the block in place of some of the removed parking along the west side storefronts.

In addition, because of the traffic calming strategies, the shortening and breaking up of the crossing by the curb extension and the pedestrian refuge, crossings will be marked at 100 North and Center, providing a frequent series of crossings in the heart of Main Street that will also work with traffic patterns.

Finally, the extension of downtown streetscape and pedestrian realm includes the addition of the north crosswalk leg of the Main Street / 50 West signalized



Above are examples of the type of wide pedestrian realm that the concept proposes for Kaysville Main Street’s central block, demonstrating a range of uses, including strolling, dining, landscape, and public space.



A center median in a downtown area can provide multiple functions - establishing a pedestrian refuge for pedestrian crossings while calming traffic, managing access, and greening the street, such as in this example from downtown Salt Lake City.



intersection, which will also be a bike/multi-use path crossing.

### Increasing aesthetics/beautification.

Aesthetics are a major part of the concept. The aesthetics play off the historic character of Main Street's storefronts, civic buildings, and large trees. Aesthetics have two key aspects in this concept:

- Greening through additional street trees and other landscape – both along the sidewalk and in the new medians, which will be planted with trees and other landscape (while maintaining appropriate sight distances).
- Streetscape elements that complement and reflect the heritage of Kaysville and the historic character of Main Street.

### Reconfiguring and connecting parking.

Parking is a critical issue on most Main Streets, and because of the Main Street Vision's emphasis on vehicular and pedestrian access to Main Street, parking takes on extra importance. The concept's approach to parking is to designate on- and off-street parking resources that complement the public space approach and support the desired uses of Main Street. While some of these changes may be surprising and unsettling to the community initially, we think this parking approach in the long term will best achieve the Vision. The concept's parking related recommendations are:

- Remove on-street parking on the east side of Main Street's central block, preserving all but an estimated six spaces on the west side, and making these on-street spaces short-term parking intended for customers.
- Replace these Main Street on-street parking spaces by creating diagonal parking on one side of 100 North and the east segment of Center Street (the west segment is already diagonal on one side). Creating these parking areas is still convenient to Main Street storefronts.
- Having a pedestrian-activated HAWK signal mid-block, a pedestrian refuge, and slowed traffic much more closely links the west side storefronts to the civic block parking lot.



A coordinated set of streetscape amenities is important to create a human scale environment on Main Street.



The approach to Center Street of diagonal parking on one side can be expanded to the other side of Main Street and 100 North.

- The civic lot and other parking would benefit from increased wayfinding and information for visitors.

### Managing vehicle access.

Access management is a key part of the Main Street concept. Restricting some turn and through-traffic movements reduces potential conflicts and allows for safer pedestrian circulation.

- Turn restrictions: The “super street” concept will help reduce conflicts from left and through movements from 100 North.

### Connecting the street/pathway network

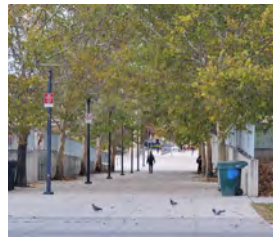
While the gridded street network of Kaysville’s downtown area is established, one smaller street/pathway network improvements is recommended: the consideration of a more intuitive pathway through the civic block, linking the planned mid-block crosswalk of Main Street to the parking lot and the recreation center, and then to Kaysville Elementary School beyond.

### Extending the downtown street character

The north and south blocks of Kaysville’s Main Street have parts of the historic streetscape treatments, such as street trees, but also have more of a suburban character, with unbuffered parking lots, frequent driveways, and grassy park strips. The concept includes the extension of the central block streetscape features that evoke a walkable downtown to the north and south blocks, as well as sidewalk extensions into the shoulder at the north and south entries into the downtown and



An example of the “super street ” concept that restricts left and though movements from cross streets onto a major street.



Downtown Salt Lake City has a range of positive examples of pedestrian pathways through the district's large blocks that inform a potential pathway through Kaysville's civic block.

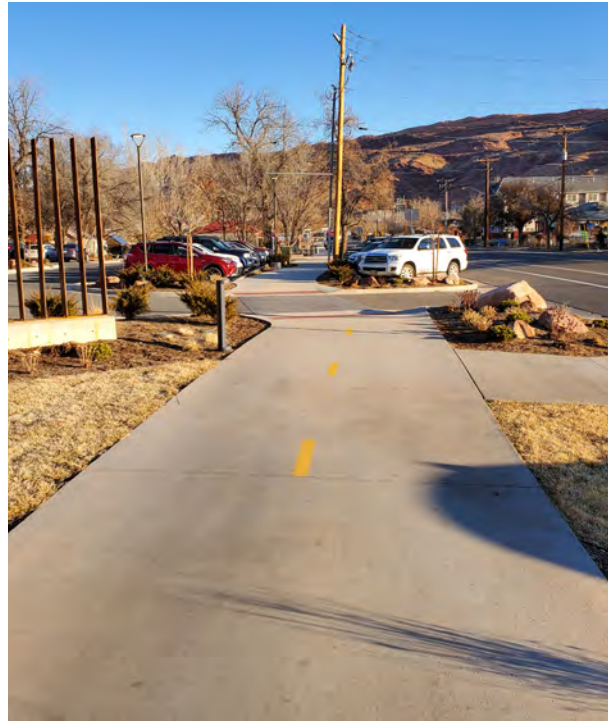


landscaped medians that still allow for left turns into driveways.

### Helping people riding bikes access Main Street.

While the focus of the Main Street concept is pedestrian and vehicular access, there are opportunities to better connect people riding bikes to Main Street. The best opportunity for this concept is to manifest an extension of the “Ponds” multi-use path up 50 West to Main Street and build a multi-use pathway on the east side of Main Street. This emphasis on bike and pedestrian mobility on the east side of Main Street complements the emphasis on the west side of public space.

This shared use path does present some implementation challenges. There is little existing right-of-way above the curb to transform into a multi-use path, which should be at least 8 feet wide, preferably 10 feet. While the east side of the central block of Main Street does include City-owned property, this space includes mature trees and relatively new investments in landscaping and the police station stairs. Consequently,



While the Kaysville Main Street Vision focuses on pedestrian and vehicle access, bicycles are a relatively popular way for people to access Main Street. This composite image of all non-vehicle trips in one hour on Main Street is heavily tilted toward people riding bikes or scooters.



## Concept Development Process

The Kaysville Main Street concept builds on the City's Main Street Vision created in 2019. At the same time, the City was developing an updated General Plan, whose process identified Main Street as a priority. This created the opportunity to initiate a focused collaboration with the Utah Department of Transportation (UDOT) on how improvements to the Main Street right-of-way can help support the City's vision.

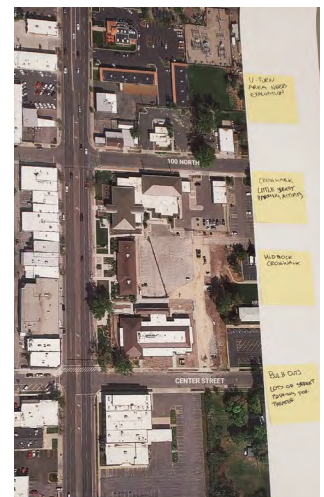
The process started in February 2021 with a site tour undertaken by Kaysville City leadership and staff and UDOT Region 1 staff. Then, over an online meeting using a polling program, the same group provided feedback 1) about the importance of a range of potential goals and 2) what each goal means. These conversations highlighted two key shared priorities: **placemaking**- public space, aesthetics, slowing traffic, streetscape- and **access**- pedestrian crossings, parking, access management, network, and active transportation.

The project team studied existing conditions throughout the Main Street area that focused on access and placemaking, as well as analysis of the range of transportation modes served by Main Street- traffic, transit, bicycling, and walking. The team engaged Main Street business owners through a short survey.

In August 2021, the Kaysville/UDOT group came together at Kaysville City Hall for a workshop to develop ideas based on the identified shared priorities. The workshop yielded four alternative concepts with various approaches to sidewalk expansions, pedestrian crossings, medians, and parking solutions (see images at right).

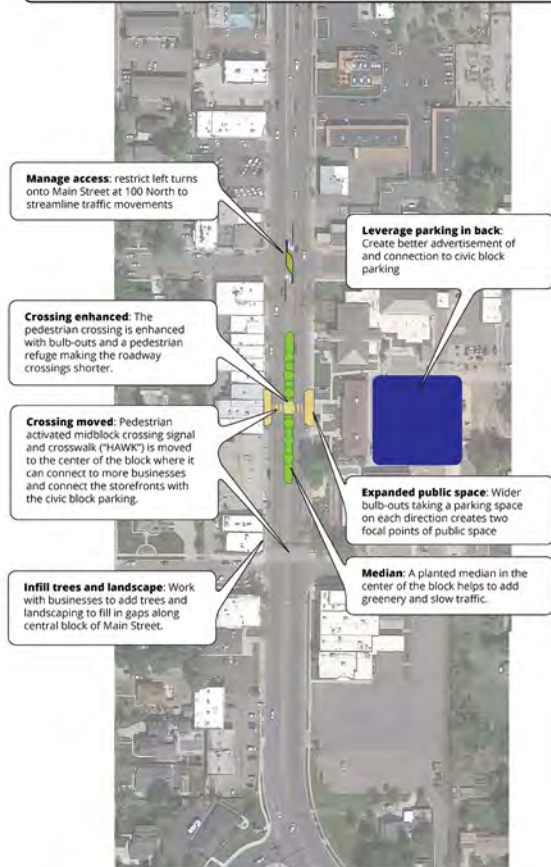
The team presented the concepts to the group, which convened again in October to select a preferred concept. The group gravitated toward a mix of the concepts that became the Preferred Concept - a solution that is unorthodox and creative but still achieves the goals of both the community and UDOT.

The Kaysville Main Street process shows that focused, careful collaboration between UDOT and a local community that considers common goals can open the door to creative solutions.

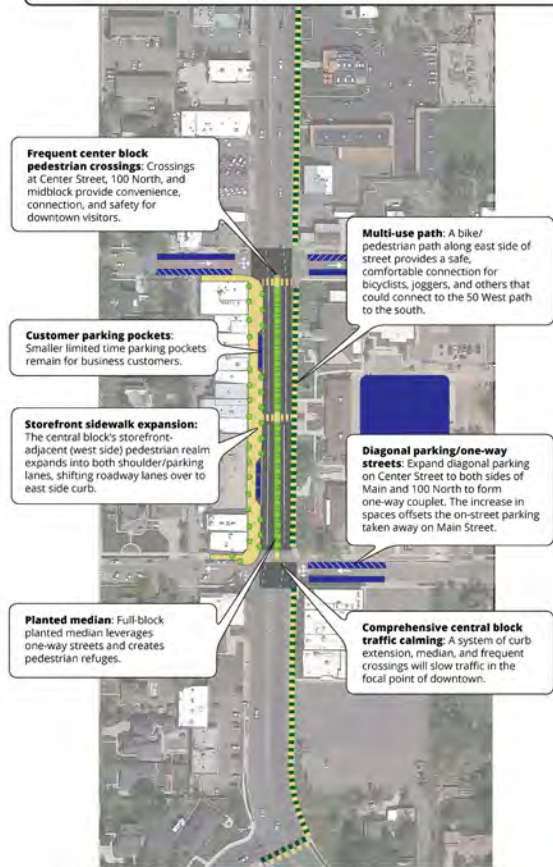




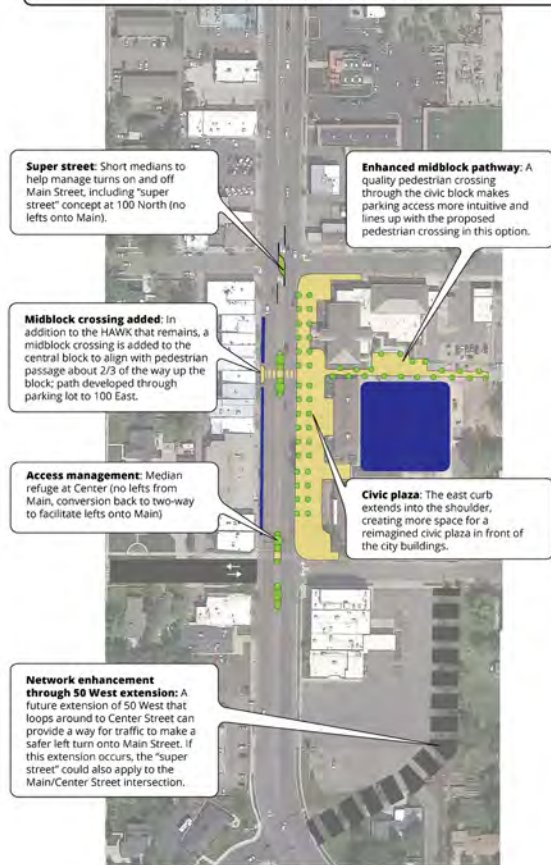
### ALTERNATIVE 1 Move crossing to midblock and smaller improvements



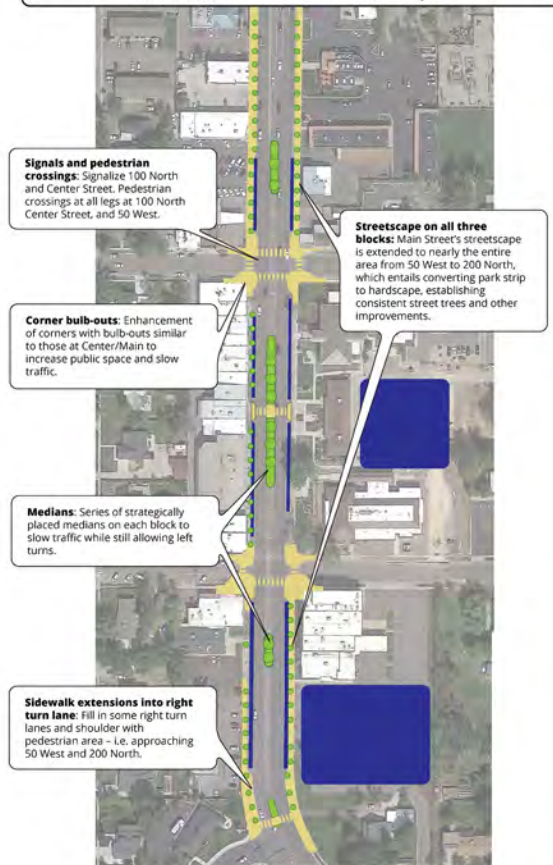
### ALTERNATIVE 2 Historic storefront pedestrian realm expansion



### ALTERNATIVE 3 Civic campus plaza enhancement



### ALTERNATIVE 4 Full historic Main Street streetscape



much of the pathway could need to run immediately along the roadway, which will be without a shoulder or on-street parking as a buffer to moving traffic.

## Implementation

Aspects of implementation discussed here include:

- Roles: Who will do what to get the project done.
- Funding: How the project's design, construction, and any other costs will be covered.
- Phasing : How the project will be broken up into manageable and feasible pieces, and which ones will happen first.
- Addressing key concerns: Anticipating concerns from stakeholders and the public that may arise, and how to address those concerns.

Below are considerations for each.

### Roles

The Kaysville Main Street project will be a partnership. Kaysville City and UDOT will continue to work together, coordinating and meeting as needed as the project progresses.

**Kaysville City** will engage stakeholders and the broader community on the Preferred Concept for Main Street. The City will seek adoption of the Preferred Concept by the Mayor and City Council. The City will consider the extension of its downtown redevelopment area north of 200 North to encompass this project's study area, in order to capture tax increment to help fund the project. The City will work to identify a mix of potential funding sources and then work with UDOT to refine, continue to plan, design, and construct the project.

**UDOT Region 1** will work with Kaysville City to establish and define the Main Street improvements as a distinct project and place it on the Statewide Transportation Improvements Program (STIP). UDOT will work with Kaysville to seek state and regional funding sources.

In case of desire to move or enhance bus stops to implement the concept, Kaysville and UDOT will seek to include **Utah Transit Authority (UTA)** as a partner.

**Business and property owner stakeholders** are also partners in the project, both from a planning and design standpoint, a logistics standpoint (construction management), and possibly from the standpoint of shaping or contributing to the streetscape improvements.

### Funding

Appendix 1 is an initial high-level cost estimate for the Preferred Concept and identifies a rough cost of \$2.37 Million for the project, including all three Main Street blocks addressed in the concept. Several options exist to help pay for the project.

Local sources:

- Kaysville City General Fund or Capital Improvements Program
- Potential extension of downtown redevelopment area to the project study area and resulting tax increment financing (TIF) funds

UDOT sources:

- Transportation Investment Fund (TIF) Active
- Transportation Alternatives Program (TAP)
- Class B & C Road Funds

Other State funds:

- GO-UTAH Utah Main Street Program funds

## Phasing

The project could be phased in a number of different ways. It could be built as one large project, from 200 North through 50 West. Or it could be divided into a few phases, each of which can work independently as a functional project until the other phases are added. The following are considerations:

- **Moving the HAWK from Center Street to mid-block** between Center Street and 100 North could be an initial “pre-phase” of the project, in order to begin the connection of the west side of the central block of Main Street with the civic campus and its parking. However, the placement of the HAWK pole on the west side available now is not likely optimal for the eventual project layout.
- **The central (civic) block improvements** could be implemented before those on the block to the north and the south. However, with the planned lateral transition of the lanes to the east and back, work would extend into the north and south blocks for this phase, so it might make sense to make any improvements there at the same time. In addition, the improvements on the north and south blocks constitute a relatively minor part of the overall improvements- there is little downside to do all three blocks at once.

In summary, each element of the concept does help reinforce and lead to the success of the others. If the project is broken up into phases, the concerns would be that temporary transitional fixes may be needed and the trade-offs of the concept would not be apparent. For example, street parking might be lost or changed but the public space improvements wouldn't have been built, not yet demonstrating the payoff for giving up parking.

## Addressing potential concerns

The following are some potential concerns about the concept, based on conversation among the project committee, and initial thoughts on how to address those concerns.

**Reconfiguration of parking:** On-street parking in the Main Street area will be reconfigured to complement the concept, and especially along the central block of Main Street directly adjacent to the businesses in the historic storefronts the reconfiguration could be perceived as a loss of parking. Indeed, there will be fewer spaces directly adjacent to these businesses that rely on such parking. However, there are many considerations:

- The west side of Main Street in the central block would only lose an estimated six spaces.
- New diagonal parking on side streets will likely make up for the lost Main Street parking.
- In addition, the mid-block HAWK signalized crossing will make it easier for patrons, proprietors, and employees of these businesses to access the large parking lot across the street, in back of the City Hall.
- We hope that what is gained in public space by trading off the on-street parking is, especially in the long run, worth the loss.
- Part of the concept is a series of customer parking pockets on the west side of Main Street in the central block - on-street parking spaces with time restrictions.

**Vehicle access:** Main Street's current configuration generally allows open vehicle access on and off Main Street. The Main Street concept restricts this vehicle access on and off Main Street, which may force drivers to think more carefully about how they access certain Main Street destinations. But by implementing these restrictions, Main Street becomes easier and safer to use as a pedestrian and becomes safer for motorists as well, due to the potential conflicts with other vehicles eliminated.

**Mobility on Main Street:** The Main Street concept is designed to slow traffic between 50 West and 200 North. This may raise concerns about increases of travel time through this segment of Main Street (S.R. 273). Yet this is a very short segment that, at peak traffic times, often produces queues especially in the p.m. peak in the northbound direction. Slowing, combined with the access management improvements, are likely to smooth traffic flow.

**Visibility:** Introducing elements such as planted medians and streetscape can raise concerns about motorists being able to see crossing pedestrians or cyclists or other motorists. However, these additional elements are designed to create a slow environment for autos that reduces the speed, increasing available reaction time to react to other users in the roadway. Furthermore, creating a human scale for the street also engenders slow auto travel.



**Special events:** The Kaysville community has historically used Main Street for community events such as its 4<sup>th</sup> of July parade. There may be concerns about whether these events will thrive under the new configuration. We assert that parades and other community events will still thrive with the new medians and streetscape, and in some cases, will thrive more than the current configuration.



EXISTING STREET



VISION CONCEPT



## **APPENDIX: Draft Cost Estimate**

KAYSVILLE MAIN STREET CONCEPT ESTIMATE - DRAFT

|               |           |                                                                            | Center to 100 N |           | 50 W to Center |          | 100 N to 200 N |          | Units       | Combined Total | Combined Total Price | Price    | Remarks |
|---------------|-----------|----------------------------------------------------------------------------|-----------------|-----------|----------------|----------|----------------|----------|-------------|----------------|----------------------|----------|---------|
|               |           |                                                                            | Quantity        | Cost      | Quantity       | Cost     | Quantity       | Cost     |             |                |                      |          |         |
| Road          | 015017010 | Remove Tree                                                                | 6               | \$3,000   | 0              | \$0      | 10             | \$5,000  | each        | 16             | \$8,000.00           | \$500    |         |
|               | 015547005 | Remove Concrete Curb and Gutter                                            | 830             | \$12,450  | 300            | \$4,500  | 310            | \$4,650  | foot        | 1,440          | \$21,600.00          | \$15     |         |
|               | 01557001* | Remove Asphalt Pavement                                                    | 1,920           | \$28,800  | 440            | \$6,600  | 180            | \$2,700  | square yard | 2,540          | \$38,100.00          | \$15     |         |
|               | 022217050 | Untreated Base Course (Plan Quantity)                                      | 100             | \$2,000   | 90             | \$1,800  | 90             | \$1,800  | cubic yard  | 280            | \$5,600.00           | \$20     |         |
|               | 022217125 | Asphalt Pavement Soft Spot Repair - Type A                                 | 300             | \$15,000  | 190            | \$9,500  | 210            | \$10,500 | sq yd       | 700            | \$35,000.00          | \$50     |         |
|               | 022217165 | HMA - 1/2 Inch                                                             | 495             | \$52,010  | 305            | \$32,051 | 340            | \$35,700 | ton         | 1,141          | \$119,761.69         | \$105    |         |
|               | 027217020 | HMA - Bike/Ped Path 1/2 Inch                                               | 130             | \$14,950  | 120            | \$13,800 | 120            | \$13,800 | ton         | 370            | \$42,550.00          | \$115    |         |
|               | 02737001* | Emulsified Asphalt CSS-1                                                   | 1               | \$500     | 1              | \$500    | 1              | \$500    | ton         | 3              | \$1,500.00           | \$500    |         |
|               | 027417050 | Detectable Warning Surface                                                 | 10              | \$5,000   | 6              | \$3,000  | 2              | \$1,000  | each        | 18             | \$9,000.00           | \$500    |         |
|               | 027437040 | Concrete Curb and Gutter Type B1                                           | 2,030           | \$60,900  | 750            | \$22,500 | 545            | \$16,350 | foot        | 3,325          | \$99,750.00          | \$30     |         |
|               | 027487040 | Concrete Flatwork, 4 inch thick                                            | 24,050          | \$240,500 | 4,220          | \$42,200 | 5,050          | \$50,500 | square foot | 33,320         | \$333,200.00         | \$10     |         |
|               | 027717086 | Rotomilling - 1 1/2 Inch                                                   | 5,950           | \$47,600  | 3,670          | \$29,360 | 4,010          | \$32,080 | square yard | 13,630         | \$109,040.00         | \$8      |         |
| Drainage      | 026107386 | Drainage Pipe - 18 inch, Smooth, Leak-Resistant                            | 40              | \$6,000   | 40             | \$6,000  | 20             | \$3,000  | foot        | 100            | \$15,000.00          | \$150    |         |
|               | 026337130 | Concrete Drainage Structure 5 ft to 7 ft deep - CB 9                       | 2               | \$10,000  | 2              | \$10,000 | 1              | \$5,000  | each        | 5              | \$25,000.00          | \$5,000  |         |
|               | 018927050 | Reconstruct Manhole                                                        | 2               | \$3,000   | 4              | \$6,000  | 1              | \$1,500  | each        | 7              | \$10,500.00          | \$1,500  |         |
| Traffic       | 027657050 | Pavement Marking Paint                                                     | 40              | \$2,000   | 42             | \$2,100  | 40             | \$2,000  | gallon      | 122            | \$6,100.00           | \$50.00  |         |
|               | 027687105 | Pavement Message (Preformed Thermoplastic)                                 | 2               | \$800     | 2              | \$800    | 10             | \$4,000  | each        | 14             | \$5,600.00           | \$400.00 |         |
|               | 027687110 | Pavement Message (Preformed Thermoplastic Stop Line, Crosswalks - 12 inch) | 310             | \$4,650   | 140            | \$2,100  | 160            | \$2,400  | ft          | 610            | \$9,150.00           | \$15.00  |         |
|               | 028917028 | Sign Type A-1, 12 Inch X 36 Inch                                           | 5               | \$500     | 5              | \$500    | 5              | \$500    | each        | 15             | \$1,500.00           | \$100.00 |         |
|               | 028917270 | Remove Sign Less Than 20 Square Feet                                       | 2               | \$60      | 2              | \$60     | 2              | \$60     | each        | 6              | \$180.00             | \$30.00  |         |
|               | 028917285 | Relocate Sign Less Than 20 Square Feet                                     | 8               | \$1,600   | 6              | \$1,200  | 5              | \$1,000  | each        | 19             | \$3,800.00           | \$200.00 |         |
|               |           |                                                                            |                 |           |                |          |                |          |             |                |                      |          |         |
| Environmental |           | Landscaping w/topsoil, sod and irrigation                                  | 3,115           | \$46,725  | 700            | \$10,500 | 655            | \$9,825  | square foot | 4,470          | \$67,050.00          | \$15.00  |         |
|               |           | New Tree, 2 inch caliper                                                   | 25              | \$16,250  | 15             | \$9,750  | 10             | \$6,500  | each        |                |                      | \$650.00 |         |
|               |           |                                                                            |                 |           |                |          |                |          |             |                |                      |          |         |

|                                            |           |           |           |              |
|--------------------------------------------|-----------|-----------|-----------|--------------|
| <b>Totals</b>                              | \$574,300 | \$214,820 | \$210,370 | \$999,490.00 |
| <b>Totals (no path)</b>                    | \$557,350 | \$199,220 | \$194,770 | \$951,340.00 |
| <b>Totals (no mill + fill)</b>             | \$459,690 | \$143,910 | \$132,090 | \$735,690.00 |
| <b>Totals (no mill + fill and no path)</b> | \$442,740 | \$128,310 | \$116,490 | \$687,540.00 |

subtotal \$951,340 no path, all 3 blocks

|           |                                       |   |           |
|-----------|---------------------------------------|---|-----------|
| #N/A      | Traffic Signal System (RELOCATE HAWK) | 1 | \$150,000 |
| 16525701D | Highway Lighting System               | 1 | \$100,000 |

subtotal \$1,201,340

|           |                             |   |           |                               |
|-----------|-----------------------------|---|-----------|-------------------------------|
| 015017010 | Mobilization                | 1 | \$121,000 | Usually 7-10% of construction |
| 015547005 | Traffic Control             | 1 | \$61,000  | Usually 3-5% of construction  |
| 01557001* | Maintenance of Traffic      | 1 | \$13,000  | Usually 1% of construction    |
| 015407010 | Public Information Services | 1 | \$4,000   | Usually 0.25% of construction |

Subtotal \$1,400,340  
Contingency 20.00% \$280,070  
Construction Total \$1,680,410

PE Subtotal 8% \$134,430  
CE Subtotal 10% \$168,040  
Aesthetics 0.75% \$12,610  
Change Order Contingency 9% \$151,240

Total \$2,146,730

Assumed Inflation for 2025 3.25% \$2,363,000

Assumed 5% of total mill and fill area for full depth patching (soft spot repair)  
Assumed no additional subbase work (beyond Flatwork) for concrete replacement/expansion  
Assumed 11' lanes, crown in center of existing center lane.  
Assumed lighting cost prorated for distance based off another project  
Assumed \$100,000 for HAWK relocation (original cost)  
Assumed \$50,000 to move HAWK cabinet, etc (was already there for original HAWK project)  
General pavement + base costs for HMA paths, this does not take into consideration the impacts which are considerable



**Kaysville City Redevelopment Agency**  
**Kaysville City Center Reinvestment Area**  
**Project Area Budget**  
October 1, 2024

## KAYSVILLE CITY CENTER I CRA PROJECT AREA BUDGET

The following narrative has been prepared in accordance with Utah Code §17C-5-303 for an Agency that receives tax increment.

This Budget is prepared in good faith as a current reasonable estimate of the economic impact of projected development and redevelopment within the Project Area. Fundamental economic and other circumstances may influence the actual impact. With these assumptions, the information contained within this Budget represents the reasonable expectations of the Agency. Due to multiple factors beyond our control, the Agency makes no guarantee that the projections contained in this Budget of the Project Area Plan for the Project Area will accurately reflect the future development and/or redevelopment within the Project Area. Further, the Agency specifically reserves all powers granted to it under the Act, now and as may be amended; this Budget shall not be interpreted to limit or restrict the powers of the Agency as granted by the Act. The actual amount of tax increment received by the Agency will be determined solely by interlocal agreement(s) between the Agency and the various taxing entities; this Budget does not control the flow of tax increment money, nor does it entitle the Agency to receive money from tax increment or any other source.

### **1(A). THE BASE TAXABLE VALUE [17C-5-303(1)(A)]**

The base year taxable value is the year 2023 value of \$203,550,124.

### **1(B). PROJECTED AMOUNT OF TAX INCREMENT TO BE GENERATED WITHIN THE PROJECT AREA [17C-5-303(1)(B)]**

The overall total projected amount of tax increment to be generated within the Project Area over 15 years is \$8,302,933.

**TABLE 1: INCREMENTAL PROPERTY TAX REVENUES FOR 15 YEARS**

| <b>Taxing Entities</b>                           | <b>Total</b>       | <b>NPV*</b>        |
|--------------------------------------------------|--------------------|--------------------|
| Davis County                                     | \$982,333          | \$626,825          |
| Multicounty Assessing & Collecting Levy          | \$12,791           | \$8,162            |
| County Assessing & Collecting Levy               | \$111,706          | \$71,280           |
| Davis County School District                     | \$5,310,739        | \$3,388,774        |
| Kaysville                                        | \$1,331,948        | \$849,914          |
| Weber Basin Water Conservancy District           | \$170,544          | \$108,824          |
| Davis County Mosquito Abatement District         | \$83,567           | \$53,324           |
| Central Davis County Sewer District              | \$99,768           | \$63,662           |
| County Library                                   | \$199,536          | \$127,324          |
| <b>TOTAL</b>                                     | <b>\$8,302,933</b> | <b>\$5,298,089</b> |
| *NPV = net present value discounted at 3 percent |                    |                    |



**1(c). PROJECT AREA FUNDS COLLECTION PERIOD [17C-5-303(1)(c)]**

The collection period is 15 years.

**1(d). PROJECTED AMOUNT OF TAX INCREMENT TO BE PAID TO OTHER TAXING ENTITIES [17C-5-303(1)(d)]**

**TABLE 2: INCREMENTAL PROPERTY TAX REVENUES PAID TO TAXING ENTITIES FOR 15 YEARS**

| <b>Taxing Entities</b>                            | <b>Total</b>       | <b>NPV*</b>        |
|---------------------------------------------------|--------------------|--------------------|
| Davis County                                      | \$392,933          | \$250,730          |
| Multicounty Assessing & Collecting Levy           | \$12,791           | \$8,162            |
| County Assessing & Collecting Levy                | \$111,706          | \$71,280           |
| Davis County School District                      | \$2,124,296        | \$1,355,510        |
| Kaysville                                         | \$266,390          | \$169,983          |
| Weber Basin Water Conservancy District            | \$68,218           | \$43,530           |
| Davis County Mosquito Abatement District          | \$33,427           | \$21,329           |
| Central Davis County Sewer District               | \$39,907           | \$25,465           |
| County Library                                    | \$79,815           | \$50,930           |
| <b>TOTAL</b>                                      | <b>\$3,129,482</b> | <b>\$1,996,917</b> |
| *NPV = net present value discounted at 3 percent. |                    |                    |

**1(e). IF THE AREA FROM WHICH TAX INCREMENT IS COLLECTED IS LESS THAN THE ENTIRE PROJECT AREA [17C-5-303(1)(e)]**

Not applicable.

**1(f). THE PERCENTAGE OF TAX INCREMENT THE AGENCY IS AUTHORIZED TO RECEIVE [17C-5-303(1)(f)]**

We propose the Agency is authorized to receive 60 percent of the tax increment for a period of 15 years from participating taxing entities, including Davis County, Davis County School District, Weber Basin Water Conservancy District, Davis County Mosquito Abatement District, Central Davis County Sewer District and the County Library. Kaysville City would participate at a rate of 80 percent. The projected dollar amount of increment going to the Agency would be \$5,173,451.

**1(g). THE MAXIMUM CUMULATIVE DOLLAR AMOUNT OF TAX INCREMENT THE AGENCY IS AUTHORIZED TO RECEIVE FROM THE PROJECT AREA [17C-5-303(1)(g)]**

The maximum dollar amount the Agency is authorized to receive is proposed to be \$10,000,000. Note that out of this amount, the Agency will have administrative expense and housing payments.

**2. IF THE AGENCY RECEIVES SALES AND USE TAX REVENUE [17C-5-303(2)(a) AND (b)]**

Not applicable.

### **3. AMOUNT OF PROJECT AREA FUNDS THE AGENCY WILL USE TO IMPLEMENT THE PROJECT AREA [17C-5-303(3)]**

The Agency approximates its funds will be used as follows but reserves the right to maintain flexibility and not strictly adhere to the items listed below. All Agency funds will be used for infrastructure, economic development or administrative purposes within the Project Area. Administrative funds have been calculated based on three percent of Agency tax increment receipts annually. In addition, ten percent of Agency receipts have been set aside for housing projects. Housing funds do not need to be spent within the Project Area. The remaining funds would be generally allocated as follows:

- Main Street improvements between 200 North and 100 South, including expansion, installation of medians, intersection realignment, and traffic calming (~\$2,363,000)
- Other roadway and intersection improvements (~\$800,000)
- Beautification and landscaping (~\$250,000)
- Sidewalk expansion or realignment, trail development, etc. (~\$500,000)
- Creation of pedestrian oriented atmosphere and facilities (~\$250,000)
- Creation of public open space amenities (~\$190,000)
- Property acquisition (~\$2,000,000)
- Parking enhancements, parking structure and facilities (~\$5,000,000)
- Traffic, circulation and parking studies (~\$35,000)
- Relocation assistance for businesses and or residences (~\$350,000)
- Location assistances for businesses (~\$150,000)
- Demolition and pre-demolition environmental assessment costs (~\$20,000)
- Utility expansion, extension or upgrades (~\$250,000)
- Installation of fiber optic networks (~\$200,000)
- Facilitation of façade grant and loan programs (~\$200,000)
- Relocation of historical markers (~\$75,000)

### **4. THE AGENCY'S COMBINED INCREMENTAL VALUE [17C-5-303(4)]**

The total incremental value in the Kaysville City Center Project Area is estimated at approximately \$76,511,400 at buildout.

The City has one additional project area in place, the Flint Street CDA, with an incremental value of \$27,715,391 in 2022.

### **5. THE AMOUNT OF PROJECT AREA FUNDS THAT WILL BE USED TO COVER THE COST OF ADMINISTERING THE PROJECT AREA [17C-5-303(5)]**

The Agency is requesting that three percent of revenues received be set aside for administrative purposes. The projected total amount of administrative cost over the 15-year timeframe is approximately \$155,681 to the Kaysville City Redevelopment Agency and another \$17,682 to the County for administrative costs.

**6. FOR PROPERTY THAT THE AGENCY OWNS AND EXPECTS TO SELL, THE EXPECTED TOTAL COST OF THE PROPERTY TO THE AGENCY AND THE EXPECTED SALE PRICE [17C-5-303(6)]**

Not applicable.

# **CITY COUNCIL STAFF REPORT**



**MEETING DATE:** January 16, 2025

**TYPE OF ITEM:** Action Item

**PRESENTED BY:** Melinda Greenwood, Community Development Director

**SUBJECT/AGENDA TITLE:** Approval of an Interlocal Agreement Between the Kaysville Redevelopment Agency and Kaysville City for the Kaysville City Center Reinvestment Area (Tabled item)

## **EXECUTIVE SUMMARY:**

State law requires the Redevelopment Agency (RDA) to negotiate an interlocal agreement with each taxing entity in order to create a community reinvestment area. The proposed ILA is between Kaysville City as a taxing entity and the Kaysville City Redevelopment Agency (RDA). If the City Council approves the interlocal agreement during the City Council meeting, the RDA will also need to approve the interlocal agreement.

The ILA would formalize the deferral of 80% of the City's incremental growth in property tax revenues within the Kaysville City Center Reinvestment Area to the RDA for 15 years. The City would keep 20% of the property tax revenue growth and continue to receive the same amount of property tax revenues as it did prior to the CRA being established.

## City Council Options:

1. Approve the interlocal agreement between the Kaysville Redevelopment Agency and Kaysville City for the Kaysville City Center Reinvestment Area.
2. Do not approve the interlocal agreement.

## Staff Recommendation:

Staff recommends approval of the interlocal agreement between the Kaysville Redevelopment Agency and Kaysville City for the Kaysville City Center Reinvestment Area.

## Fiscal Impact:

Unknown.

## ATTACHMENTS:

1. ILA RDA City for City Center CRA
  2. Kaysville City Center Reinvestment Area Plan and Budget
-

**INTERLOCAL AGREEMENT BETWEEN KAYSVILLE CITY REDEVELOPMENT AGENCY AND  
KAYSVILLE CITY CORPORATION FOR THE KAYSVILLE CITY CENTER REINVESTMENT AREA**

**INTERLOCAL AGREEMENT** dated as of the \_\_\_\_ day of \_\_\_\_\_, 2025, by and between the KAYSVILLE CITY REDEVELOPMENT AGENCY, a political subdivision of the State of Utah (the “Agency”), and KAYSVILLE CITY CORPORATION (the “Taxing Entity”). The Agency and the Taxing Entity shall be referred to individually as a “Party” and collectively as the “Parties.”

**WHEREAS**, the Agency was created pursuant to the provisions of, and continues to operate under, the Limited Purpose Local Government Entities – Community Reinvestment Agency Act, Title 17C of the Utah Code and its predecessor statutes (“the Act”), and is authorized thereunder to conduct urban renewal, economic development, community development, and community reinvestment activities within Kaysville City, Utah, as contemplated by the Act; and

**WHEREAS**, the Agency created the Kaysville City Center Reinvestment Project Area (the “Project Area”) and adopted a community reinvestment project area plan and project area budget for the Project Area (the “Project Area Documents”) the \_\_\_\_ day of \_\_\_\_\_, 2025, which are incorporated herein by this reference, which include the legal description and a map of the Project Area, pursuant to which the Agency desires to encourage, promote and provide for desirable commercial and mixed-use development and related public infrastructure (together, the “Project”) in and around the Project Area; and

**WHEREAS**, the Taxing Entity and the Agency have determined that it is in the best interests of the Taxing Entity to provide certain financial assistance using Tax Increment (as defined below) in connection with the development of the Project as set forth in the Project Area Documents; and

**WHEREAS**, the Agency anticipates providing a portion of the tax increment (as defined in Utah Code Annotated (“UCA”) § 17C-1-102(60) (hereinafter “Tax Increment”)) created by the Project to assist in the development and completion of the Project as provided in the Project Area Documents; and

**WHEREAS**, UCA § 17C-5-204(3) authorizes the Taxing Entity to consent to the payment to the Agency of all or a portion of the Taxing Entity’s share of Tax Increment generated from the Project Area for the purposes set forth therein; and

**WHEREAS**, UCA § 11-13-215 further authorizes the Taxing Entity to share its tax and other revenues with the Agency; and

**WHEREAS**, to facilitate development of the Project, the Taxing Entity desires to pay to the Agency a portion of the Taxing Entity’s share of Tax Increment generated by development within the Project Area in accordance with the terms of this Agreement; and



**WHEREAS**, the provisions of applicable Utah State law shall govern this Agreement, including the Act and the Interlocal Cooperation Act, Title 11, Chapter 13 of the UCA, as amended (the “Cooperation Act”).

**THEREFORE**, in consideration of the mutual promises set forth herein and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereby agree as follows:

**1. Taxing Entity's Consent.**

- a. Pursuant to Section 17C-5-204(4) of the Act and Section 11-13-215 of the Cooperation Act, the Taxing Entity hereby agrees and consents that the Agency shall be paid eighty percent (80%) of the Taxing Entity’s share of the Tax Increment from the Project Area (the “Taxing Entity’s Share”) for up to 15 consecutive years. The Agency may begin collecting increment, or “trigger” the collection of Tax Increment, no later than 2025. Regardless of the date for which the Agency begins collecting Tax Increment under this Agreement, the Agency shall not collect Tax Increment for any period beyond the 15 years agreed upon. The date that the Agency begins collecting Tax Increment under this Agreement shall be on January 1 of the particular year. For the sake of illustration only, this subsection requires that the Agency begin collecting Tax Increment no later than January 1, 2025 to receive the full 15 years of Tax Increment contemplated by this Agreement.
- b. The Taxing Entity’s Share shall be used for the purposes set forth in the Act as reflected herein and in the Project Area Documents and shall be disbursed as specified herein. The calculation of annual Tax Increment shall be made using (a) the Taxing Entity’s tax levy rate during the year for which Tax Increment is to be paid and (b) the 2023 base year value for purposes of calculating Tax Increment shall be \$203,550,124, which taxable value is subject to adjustment as required by law.
- c. All centrally assessed property existing within the Project Area as of the date of this Agreement, if any, shall be excluded from the calculation of Tax Increment under this Agreement. However, any new centrally assessed property constructed within the Project Area in connection with the Project shall be considered as new incremental value for purposes of calculating Tax Increment pursuant to this Agreement. Davis County is hereby authorized to make such calculations and estimates as may be reasonably necessary to accomplish such treatment as described in this subsection.
- d. The Taxing Entity hereby authorizes and directs Davis County to pay directly to the Agency the Taxing Entity’s Share in accordance with UCA § 17C-5-206 for the period described herein.
- e. Of the amounts received by the Agency, the Agency may retain ten percent (10%) of the total Taxing Entity’s Share each year to be used as described in UCA § 17C-5-307(3). The

foregoing sentence notwithstanding, the Agency, at its sole discretion, may choose to not make the allocation described in UCA § 17C-5-307(3) if the conditions described in UCA § 17C-5-307(4) are met. The Taxing Entity hereby agrees and consents to the Agency not making the allocation as described in UCA § 17C-5-307(4)(a) and therefore shall not object to said allocation.

2. **Authorized Uses of Tax Increment.** The Parties agree that the Agency may apply the Taxing Entity's Share to the payment of any of the components of the Project as described herein and contemplated in the Project Area Documents, including but not limited to the cost and maintenance of public infrastructure and other improvements located within the Project Area, incentives to developers or participants within the project area, administrative, overhead, legal, and other operating expenses of the Agency, and any other purposes deemed appropriate by the Agency, all as authorized by the Act.
3. **Return of Tax Increment to the Taxing Entity.** If the Agency, in its sole discretion, is unable to utilize the full amount of the Taxing Entity's Share for the uses authorized in Section 2, above, then the Agency shall return to the Taxing Entity that portion of that Taxing Entity's Share that the Agency is unable to utilize.
4. **Consent to Project Area Budget.** As required by UCA § 17C-5-304, the Taxing Entity consents to the Project Area Budget adopted by the Agency for the Project Area.
5. **No Third-Party Beneficiary.** Nothing in this Agreement shall create or be read or interpreted to create any rights in or obligations in favor of any person or entity not a party to this Agreement. Except for the parties to this Agreement, no person or entity is an intended third-party beneficiary under this Agreement.
6. **Due Diligence.** Each of the Parties acknowledges for itself that it has performed its own review, investigation, and due diligence regarding the relevant facts upon which this Agreement is based, including representations of the Agency concerning the Project and the Project's benefits to the community and to the Parties, and each Party relies upon its own understanding of the relevant law and facts, information, and representations, after having completed its own due diligence and investigation.
7. **Future Amendment to Project Area.** If deemed appropriate by the Agency, the Agency may amend the Project Area Plan to match the boundaries of the Project Area as closely as possible to the actual footprint of the Project as eventually built. The Taxing Entity agrees that this Agreement shall remain effective for the Project Area, as may be amended, so long as such future amendment does not include any areas outside of the original boundaries of the Project Area.
8. **Interlocal Cooperation Act.** In satisfaction of the requirements of the Cooperation Act in connection with this Agreement, the Parties agree as follows:

- a. This Agreement shall be authorized and adopted by resolution of the legislative body of each Party pursuant to and in accordance with the provisions of Section 11-13-202.5 of the Cooperation Act.
- b. This Agreement shall be reviewed as to proper form and compliance with applicable law by a duly authorized attorney on behalf of each Party pursuant to and in accordance with the Section 11-13-202.5(3) of the Cooperation Act.
- c. A copy of this executed Agreement shall be filed immediately with the keeper of records of each Party pursuant to Section 11-13-209 of the Cooperation Act.
- d. The Chair of the Agency is hereby designated the administrator for all purposes of the Cooperation Act.
- e. No separate legal entity is created by the terms of this Agreement and no facility, improvement, or other asset shall be jointly owned, jointly acquired, or jointly operated by the Parties to this Agreement.
- f. The term of this Agreement shall commence on the publication of the notice described in Section 17C-5-205 of the Act and Section 11-13-219 of the Cooperation Act and shall continue through the date that is 180 days after the date on which the final payment as contemplated herein has been paid to the Agency. Notwithstanding any provision in this Agreement to the contrary, this Agreement shall automatically terminate on December 31, 2052.
- g. Following the execution of this Agreement by all Parties, the Agency shall cause a notice regarding this Agreement to be published on behalf of all parties in accordance with Section 11-13-219 of the Cooperation Act and Section 17C-5-205 of the Act.

**9. Modification and Amendment.** Any modification of or amendment to any provision contained herein shall be effective only if the modification or amendment is in writing and signed by all Parties. Any oral representation or modification concerning this Agreement shall be of no force or effect.

**10. Further Assurance.** Each of the Parties hereto agrees to cooperate in good faith with the others, to execute and deliver such further documents, to adopt any resolutions, to take any other official action, and to perform such other acts as may be reasonably necessary or appropriate to consummate and carry into effect the transactions contemplated under this Agreement. Further, in the event of any question regarding the calculation or payment of amounts contemplated hereunder, the Parties shall cooperate in good faith to resolve such issue.

**11. Entire Agreement.** This Agreement constitutes the entire agreement between the Parties hereto pertaining to the subject matter hereof and the final, complete, and exclusive

expression of the terms and conditions thereof. All prior agreements, representations, negotiations, and understandings, whether oral or written and whether express or implied, of the Parties hereto are hereby superseded and merged herein.

**12. Governing Law.** This Agreement shall be governed by, and construed and interpreted in accordance with, the laws of the State of Utah.

**13. Interpretation.** The terms “include,” “includes,” “including” when used herein shall be deemed in each case to be followed by the words “without limitation.”

**14. Severability.** If any provision of this Agreement is held to be invalid or unenforceable by any court of competent jurisdiction or because of future legislative action, and if the rights or obligations of any Party hereto under this Agreement will not be materially and adversely affected thereby:

- a. such holding or action shall be strictly construed;
- b. such provision shall be fully severable;
- c. this Agreement shall be construed and enforced as if such provision had never comprised a part hereof;
- d. the remaining provisions of this Agreement shall remain in full force and effect and shall not be affected by the invalid or unenforceable provision or by its severance from this Agreement; and
- e. in lieu of such illegal, invalid, or unenforceable provision, the Parties hereto shall use commercially reasonable efforts to negotiate in good faith a substitute, legal, valid, and enforceable provision that most nearly effects the Parties' intent in entering into this Agreement.

**15. Assignment.** No Party may assign any rights, duties, or obligations under this Agreement without the prior written consent of all Parties hereto.

**16. Authorization.** Each of the Parties hereto represents and warrants to the other that the warranting Party has taken all steps, including the publication of public notice where necessary, to authorize the execution, delivery, and performance of this Agreement by each such Party.

**17. Time of the Essence.** Time is of the essence in the performance of this Agreement.

**18. Incorporation of Recitals.** The recitals set forth above are hereby incorporated by reference as part of this Agreement.

**19. Counterparts.** This Agreement may be executed in counterparts, each of which shall be deemed to be an original, but all of which, taken together, shall constitute one and the same agreement. This Agreement may be executed by electronic signature, which shall be considered as an original signature for all purposes and shall have the same force and effect as an original signature. Without limitation, “electronic signature” shall include faxed versions of an original signature or electronically scanned and transmitted versions (e.g., via pdf) of an original signature.

**20. Incorporation of Exhibits.** Any exhibits to this Agreement are hereby incorporated by reference as part of this Agreement.

**KAYSVILLE CITY REDEVELOPMENT AGENCY:**

---

Mayor Tamara Tran, Executive Director

**ATTEST:**

---

Annemarie Plaizier, City Recorder

**ATTORNEY REVIEW:**

I have reviewed the foregoing Interlocal Agreement and find it to be in proper form and in compliance with applicable state law.

---

Nic Mills, Agency Legal Counsel



**KAYSVILLE CITY CORPORATION:**

---

Tamara Tran, Mayor

**ATTEST:**

---

Annemarie Plaizier, City Recorder

**ATTORNEY REVIEW:**

I have reviewed the foregoing Interlocal Agreement and find it to be in proper form and in compliance with applicable state law.

---

Nic Mills, City Attorney



**Kaysville City Redevelopment Agency**  
**Kaysville City Center Reinvestment Area**  
**Project Area Plan**  
November 19, 2024



|                                                                                                                                                                                            |    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|
| I. Introduction .....                                                                                                                                                                      | 3  |
| II. Recitals of Preconditions for Designating a Community Development Project Area .....                                                                                                   | 6  |
| III. Definitions .....                                                                                                                                                                     | 7  |
| IV. Project Area Boundaries [17C-5-105(1)] .....                                                                                                                                           | 8  |
| V. General Statement of Land Uses, Layout of Principal Streets, Population Densities, Building Intensities and How They Will be Affected by the Project Area Development [17C-5-105(2)] .. | 9  |
| VI. Standards That Will Guide the Project Area Development [17C-5-105(3)] .....                                                                                                            | 10 |
| A. General Design Objectives.....                                                                                                                                                          | 10 |
| B. Techniques to Achieve the Project Area Development Plan Objectives.....                                                                                                                 | 12 |
| C. Property Acquisition, Disposition and Development .....                                                                                                                                 | 12 |
| 1. Acquisition of Real Property .....                                                                                                                                                      | 12 |
| 2. Cooperation with the Community and Public Entities.....                                                                                                                                 | 12 |
| 3. Property Management.....                                                                                                                                                                | 13 |
| 4. Property Disposition and Development.....                                                                                                                                               | 13 |
| 5. Approvals .....                                                                                                                                                                         | 14 |
| VII. How the Project Area Development Will Further Purposes of This Title [17C-5-105(4)] ..                                                                                                | 14 |
| A. Establishment of New Business .....                                                                                                                                                     | 15 |
| B. Creation of New Jobs .....                                                                                                                                                              | 15 |
| C. Public Infrastructure Improvements.....                                                                                                                                                 | 15 |
| D. Provision of Essential Services .....                                                                                                                                                   | 16 |
| VIII. The Plan is Consistent With and Will Conform to the Community's General Plan [17C-5-105(5)].....                                                                                     | 16 |
| IX. If Applicable, Describe How the Project Area Will Reduce or Eliminate Development Impediments [17C-5-105(6)] .....                                                                     | 16 |
| X. Description of Any Specific Project or Projects That are the Object of the Proposed Community Reinvestment [17C-5-105(7)].....                                                          | 16 |
| XI. How Participants Will Be Selected [17C-5-105(8)].....                                                                                                                                  | 16 |
| A. Selection of Private Developers .....                                                                                                                                                   | 16 |
| B. Identification of Developers Who are Currently Involved in the Proposed Community Reinvestment Area .....                                                                               | 17 |
| 1. Qualified Owners .....                                                                                                                                                                  | 17 |
| 2. Other Parties .....                                                                                                                                                                     | 17 |

|                                                                                                                      |    |
|----------------------------------------------------------------------------------------------------------------------|----|
| 3. Owner Participation Agreements .....                                                                              | 17 |
| XII. Reasons for the Selection of the Community Reinvestment Project Area [17C-5-105(9)]                             | 18 |
| XIII. Description of the Physical, Social and Economic Conditions Existing in the Area [17C-5-105(10)].....          | 18 |
| A. Physical Conditions.....                                                                                          | 18 |
| B. Social Conditions.....                                                                                            | 18 |
| C. Economic Conditions .....                                                                                         | 18 |
| XIV. Financial Assistance Anticipated to be Offered to a Participant [17C-5-105(11)] .....                           | 18 |
| XV. Results of the Public Benefit Analysis [17C-5-105(12)] .....                                                     | 19 |
| XVI. If Applicable, State that the Agency Shall Comply with Section 9-8-404 [17C-5-105(13)]                          | 22 |
| XVII. State Whether the Plan is Subject to a Taxing Entity Committee or an Interlocal Agreement [17C-5-105(14)]..... | 22 |
| Appendix A: Project Area Map.....                                                                                    | 23 |
| Appendix B: Legal Description .....                                                                                  | 24 |
| Appendix C: Kaysville Main Street Preferred Concept .....                                                            | 26 |

## KAYSVILLE CITY CENTER | CRA PROJECT AREA PLAN

### I. INTRODUCTION

The Kaysville City Redevelopment Agency (“Agency”), following thorough consideration of the needs and desires of the City and its residents, as well as the need and capacity for redevelopment and new development, has carefully crafted this Kaysville City Center Community Reinvestment Project Area Plan (“Plan”).

In accordance with the terms of this Plan, the Agency will promote and provide for a variety of land uses, public improvements, infrastructure, redevelopment, and new development in an area focused in and around the historic downtown Kaysville, Main Street and 200 North. The Project Area includes approximately 261.5 acres (not including roads), with much of the study area currently developed with commercial uses. Only 40.4 acres (15.5%) of the proposed project area remain undeveloped.

On August 18, 2022, Kaysville City Council adopted the 2022 General Plan: The Next Chapter for Utah’s Hometown. The process was a comprehensive update and included a scientific survey of the community’s



### Enrich our city center and downtown

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

*A Guiding Principle of the 2022 General Plan is dedicated to Kaysville's City Center.*

development preferences. In accordance with the adopted 2022 General Plan, the proposed Community Reinvestment Area (CRA) is intended to help carry out the vision as expressed by community members. An excerpt from the 2022 General Plan states:

*“The future city center will be a place that builds upon its history, while introducing new ideas and places to create a diverse and people-centric downtown center. The plan looks to enhance the city center with commercial and mixed-use development and invest in streetscape and parking. It will also focus on becoming a pedestrian-friendly district and a place for the community to gather for events and activities.”*

The 2022 General Plan includes five objectives, one which is specifically centered on the downtown, or the city center. The objective states we will look to: Enrich our city center and downtown - We will enhance our city center with commercial and mixed-use development and investing in streetscape and parking.

In addition, the following 2022 General Plan Goals and Objectives support the creation of the Kaysville City Center Community Reinvestment Area and portrays the public’s interest in enriching the city center and downtown.



### ***Chapter 1: Land Use & Placemaking Plan***

- Objective 1.2: Preserve Historic Main Street as the heart of the community.
- Goal 2: Make Kaysville City Center Distinct and Identifiable from Adjacent Neighborhoods and Surrounding Cities.
- Objective 2.1: Improve commercial Frontage and streetscapes along key corridors such as Main Street and 200 North.
- Objective 2.2: Create a distinct city center and expand the “heart of the community” to include areas beyond the historic core.
- Objective 2.4: Create Places for the community to gather and events to draw users and visitors.
- Objective 9.1: Focus primary commercial uses in the City Center and secondary uses in smaller existing/future nodes.
- Objective 10.1: Encourage the development of a small commercial/civic Town Center near City Hall.



A bird's eye view looking north on Main Street from approximately 200 South.

### ***Chapter 2: Transportation & Connectivity***

- Objective 3.2: Use street design to shape neighborhood character.
- Goal 4: Improve access, walkability, and sense of place on Historic Main Street.
- Objective 4.2: Slow traffic.
- Objective 4.3: Develop shared parking solutions to support Main Street businesses and walkability.
- Objective 4.4: Improve Walkability.
- Objective 4.5: Improve cross and parallel streets to support needs of Main Street.
- Goal 5: Create Kaysville City Center to Increase Sustainable Transportation Choices.
- Objective 5.1: Create a new and enhanced person-focused network.
- Objective 5.3: Re-envision major corridors running through the area.

### ***Chapter 5: Economic Development & Prosperity***

- Goal 1: Promote Kaysville City Center Redevelopment to Strengthen Commercial Areas.
- Objective 1.2: Focus on small scale and local services to meet public requests and provide local growth.

- Goal 2: Utilize the wide variety of tools and incentives available to help achieve economic development goals.
- Objective 2.1: Establish redevelopment areas to fund infrastructure and future developments.
- Goal 3: Allow for Mixed Use Development in Identified Areas to Generate more Rooftops and Prevent Sales Leakage

In addition to these guidelines, goals and objectives, the City intends to further foster the following growth, development and redevelopment patterns in the Kaysville City Center CRA by:

- Promoting development that is high quality, diversified and adaptable to changing conditions
- Creating mixed-use areas where residents can enjoy a live/work lifestyle in addition to lively destinations
- Encouraging businesses and industries to locate and invest within the City in appropriate locations
- Implementing specific streetscape and mobility improvements to enhance pedestrian and transit centered transportation
- Creating districts and a places for residents to gather for community events and activities
- Refurbishing or replacing deteriorating structures so that land is used to its long-term potential

Through the aforementioned planning efforts, Kaysville City recognizes the impact new growth may have on quality of life characteristics. Current population projects Kaysville's population to reach 40,000-45,000 residents by 2030. According to the "Kaysville Main Street Vision," this growth will provide a benefit to the community by adding tax revenue. In addition, the increased population will provide new life to the downtown and increase visitors to Historic Main Street.

Kaysville's Historic Main Street started with mainly general merchandise stores from the mid-1860's until the Great Depression. Most buildings along Main Street are fairly old in terms of original construction date, and some buildings show signs of decline. The "Kaysville Main Street Vision" includes ideas that will transform Historic Main Street to be more walkable and embody Kaysville's identity and character to a higher degree.

In aggregate with the recent adoption of the 2022 General Plan, the City has made other giant strides to strengthen this request and support redevelopment in the downtown and city center area. Those efforts include:

- In fall of 2021, the City adopted its first mixed-use zoning ordinance which will help to facilitate a vibrant and active downtown and city center area. The ordinance was amended in 2023 to create additional opportunities for mixed-use development.
- In July of 2022, the City Council adopted a preferred alternative for the reconstruction of Main Street between 200 North and approximately 100 South. The City developed the preferred alternative after working closely with UDOT, Main Street businesses and property owners.
- In May of 2023, the City Council entered into an Exclusive Negotiation Agreement with Alchemy Development for redevelopment of the Old Library on the municipal block. The intention is to save the historic building and repurpose it for a food hall.
- In August of 2023, in efforts to assist with mixed-use projects and destination oriented development within the bulk of the City Center area, the City Council adopted an ordinance which prohibits uses which are singularly focused on vehicles.
- In April of 2024, the City was awarded a \$140,000 grant from Wasatch Front Regional Council for Transportation and Land Use Connection funds for a small area plan for the Kaysville City Center concept.
- Based on stakeholder feedback, the City conducted a circulation and parking analysis of the historic Main Street. In September of 2024, the City conducted a project to restripe Center Street east of Main Street and add additional on-street parking to downtown area.

These projects have been intentionally completed prior to bringing the Kaysville City Center CRA to taxing entities so Kaysville City and the Agency could adequately show our commitment to the project.

It is the purpose of this Plan to clearly set forth the aims and objectives of this proposed CRA, its scope, its mechanism, and its value to the residents, businesses and property owners of the City and County. The Project is undertaken as a community reinvestment project pursuant to the provisions of the Act.

## **II. RECITALS OF PRECONDITIONS FOR DESIGNATING A COMMUNITY DEVELOPMENT PROJECT AREA**

- A. Pursuant to the provisions of §17C-5-103 et seq. of the Limited Purpose Local Government Entities Community Development and Renewal Agencies Act, the governing body of the Redevelopment Agency of Kaysville City authorized the preparation of a draft community reinvestment Project Area plan; and
- B. Pursuant to the provisions of §17C-5-104(1)(a) and (b) of the Act, the City has a planning commission and general plan as required by law; and
- C. Pursuant to the provisions of §17C-5-104(3)(e) of the Act, the Agency has conducted one or more public hearings for the purpose of informing the public about the proposed

Project Area, allowing public comment on the draft Project Area Plan and whether the Plan should be revised, approved or rejected; and

- D. Pursuant to the provisions of §17C-5-104(3)(b) and (d) of the Act, the Agency made a draft Project Area Plan available to the public at the Agency's offices during normal business hours, provided notice of the Plan hearing and will hold a public hearing on the draft Plan on **January 2, 2025**.

### III. DEFINITIONS

As used in this Community Development Project Area Plan:

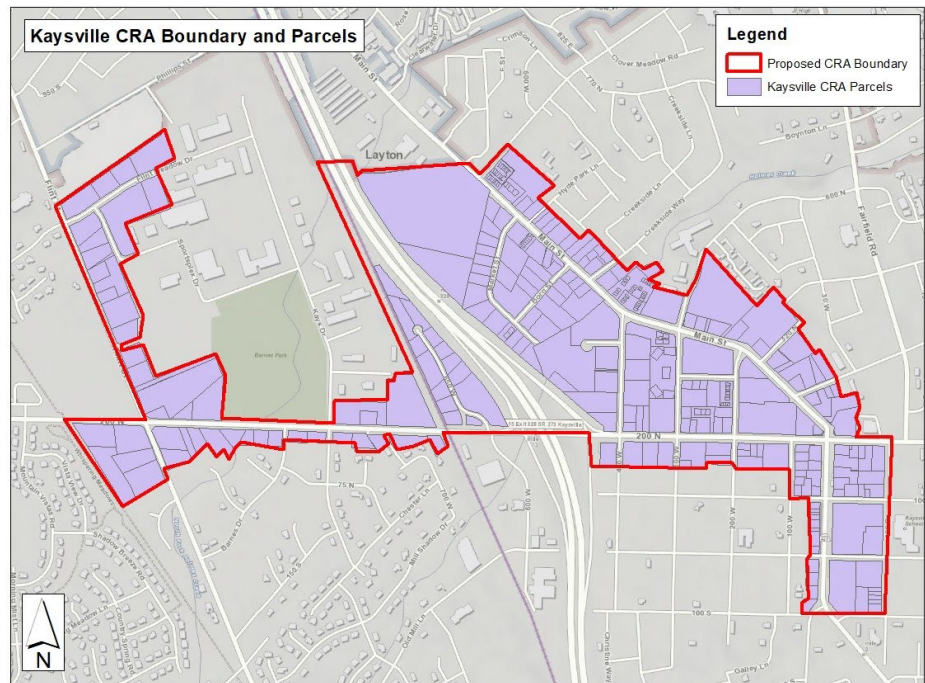
- A. The term "**Act**" shall mean and include the Limited Purpose Local Government Entities – Community Development and Renewal Agencies Act in Title 17C, Chapters 1 through 5, Utah Code Annotated 1953, as amended, or such other amendments as shall from time to time be enacted or any successor or replacement law or act.
- B. The term "**Agency**" shall mean the Kaysville City Redevelopment Agency, a separate body corporate and politic.
- C. The term "**base taxable value**" shall mean the base taxable value of the property within the Project Area from which tax increment will be collected, as shown upon the assessment roll last equalized, before: (A) the date the Project Area Plan is adopted by the City legislative body; and (B) the date the Agency adopts the first Project Area Budget.
- D. The term "**City**" shall mean Kaysville City, Utah.
- E. The term "**community**" shall mean the community of Kaysville City, Utah.
- F. The term "**community reinvestment**" shall mean development activities within the community, including the encouragement, promotion, or provision of development.
- G. The term "**developer**" shall mean the entities potentially investing in the development in the area.
- H. The term "**Plan Hearing**" means the public hearing on the draft Project Area Plan required under Subsection 17C-5-104 of the Act.
- I. The term "**planning commission**" shall mean the planning commission of the City.
- J. The term "**Project Area**" or "**Kaysville City Center Community Reinvestment Project Area**" shall mean the geographic area described in this Project Area Plan or Draft Project Area Plan where the community reinvestment set forth in this Project Area Plan or Draft Project Area Plan takes place or is proposed to take place.
- K. The term "**Project Area Budget**" shall mean a budget setting forth:
  - 1. The anticipated costs, including administrative costs, of implementing the Kaysville City Center Community Reinvestment Project Area Plan; and
  - 2. The tax increment, sales tax, and other revenue the Agency anticipates to fund the project.
- L. The term "**Project Area Map**" is the area depicted in Appendix A.

- M. The term **"Project Area Plan"** or **"Plan"** shall mean a Project Area plan adopted pursuant to the Act to guide and control community reinvestment activity within the Project Area.
- N. The term **"Kaysville City Center Community Reinvestment Project Area Plan"** or **"Plan"** shall mean a Project Area plan and Project Area map adopted pursuant to the Act to guide and control community reinvestment activities within a Project Area.
- O. The terms **"tax," "taxes," "property tax" or "property taxes"** include privilege tax and each levy on an ad valorem basis on tangible or intangible personal or real property.
- P. The term **"taxing entity"** shall mean a public entity that levies a tax on property within the Project Area.
- Q. The term **"Tax Increment"** shall mean the difference between the amount of property tax revenues generated each tax year by all Taxing Entities from the area designated in the Project Area Plan from which Tax Increment is to be collected, using the current assessed value of the property and the amount of property tax revenues that would be or were generated from that same area using the Base Taxable Value of the property.
- R. **All other terms** shall have the same meaning set forth in the Act unless the context clearly indicates otherwise.

#### IV. PROJECT AREA BOUNDARIES [17C-5-105(1)]

The Project Area consists of 261.5 acres located along Main Street, starting at approximately Mutton Hollow Road and continuing south to about 100 South. The Project area also covers the frontage area along 200 North starting near Main Street and continuing west under Interstate-15. The northwestern boundary follows Flint Street north until about Flint Meadow Drive. The Project area also includes the area directly southwest of the intersection of 200 North and Flint Street.

The Project Area boundaries and a Project Area map are included in Appendix A, with a legal description of the parcels in the Project Area included in Appendix B.





## V. GENERAL STATEMENT OF LAND USES, LAYOUT OF PRINCIPAL STREETS, POPULATION DENSITIES, BUILDING INTENSITIES AND HOW THEY WILL BE AFFECTED BY THE PROJECT AREA DEVELOPMENT [17C-5-105(2)]

### A. LAND USES IN THE PROJECT AREA

The existing land uses in the Project Area include primarily developed land (84.5%), with light industrial, commercial and residential dispersed throughout. Uses range from typical retail strip malls to flex warehouse, medical offices, vacant commercial and ranging densities of residential.

**TABLE 1: LAND USE IN PROJECT AREA**

| Land Use     | Acres        | Percent of All Acres |
|--------------|--------------|----------------------|
| Commercial   | 173.1        | 66.2%                |
| Residential  | 48           | 18.35%               |
| Vacant Land  | 40.4         | 15.45%               |
| <b>TOTAL</b> | <b>261.5</b> | <b>100%</b>          |

*Source: Davis County Assessor's Database, ZPFI*

Land uses will be affected as currently vacant or underutilized land is developed in accordance with this Plan. The 40 acres of vacant land is planned for General Commercial or Mixed Use zoning. Redevelopment and development will change existing vacant land to commercial and mixed use projects. Other existing uses may experience use type changes as valuations and opportunities for redevelopment influence highest and best use considerations.

### B. LAYOUT OF PRINCIPAL STREETS IN THE PROJECT AREA

The layout of principal streets in the Project Area is shown in Appendix A. Generally, major roads in the Project Area includes portions of 200 North, Main Street, Flint Street and I-15. Impacts to the layout of principal streets from this project area are not anticipated.

### C. POPULATION DENSITIES IN THE PROJECT AREA

There are some areas of residential uses within the Project Area, including single-family homes, townhomes, and apartments of varying densities. Some proposed development in the Project Area may increase the number of homes, although specific densities are not known. Redevelopment of existing parcels will result in varied densities. It is estimated that the current population within the project area is 390 individuals, resulting in a total area population density of 1.5 persons per acre.

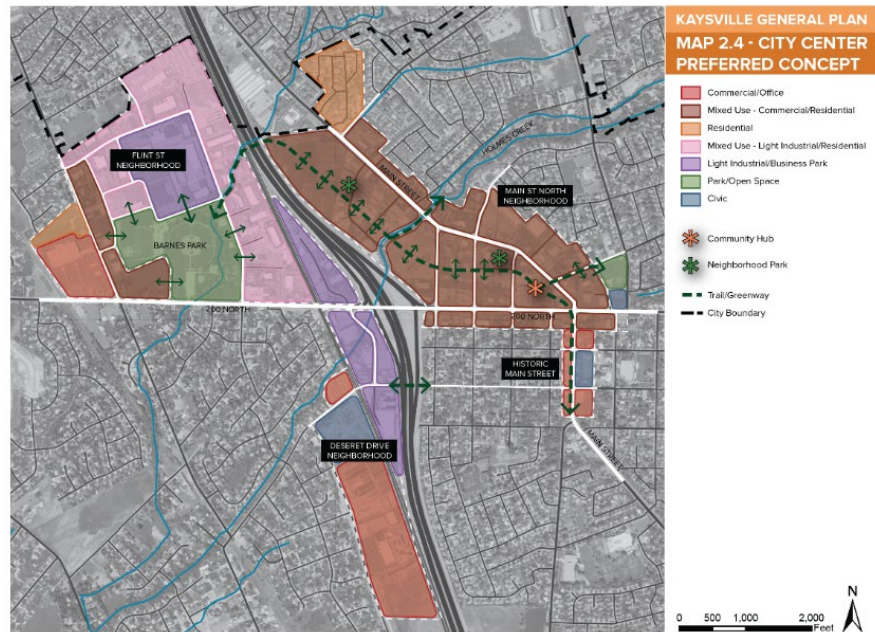
#### D. BUILDING INTENSITIES IN THE PROJECT AREA

The Project Area currently has a significant amount of commercial space located throughout the downtown. Current proposals for downtown, although still uncertain, suggest the possible addition of mixed-use projects, including more retail and commercial uses with residential to support the commercial uses.

### VI. STANDARDS THAT WILL GUIDE THE PROJECT AREA DEVELOPMENT [17C-5-105(3)]

#### A. GENERAL DESIGN OBJECTIVES

Development within the Project Area will be held to high quality design and construction standards and will be subject to: (1) appropriate elements of the City's General Plan; (2) applicable City building codes and ordinances; (3) Planning Commission review and recommendation; (4) the City's land use code; (5) development agreements that include design guidelines or generally established guidelines; and (6) applicable small area plans.



Owners and developers will be allowed flexibility in the development of land located within the Project Area and are expected to obtain quality design and development. Development contemplated in the area should use materials that are in harmony with adjoining areas and subject to design review and approval by the City. It is envisioned that these design objectives will be codified or included in development agreements with prospective developers specifically addressing these points.

Coordinated, attractive and water wise landscaping will also contribute to the character of the Project Area. Construction materials including design pavers, retaining walls, fences, curbs, benches and other items will be addressed in the design guidelines.

Parking areas will be designed with careful regard to orderly arrangement, topography, relationship to view, ease of access, and as an integral part of the overall area function. Parking,

and potentially shared parking agreements or new parking alignments for portions of the downtown area, will be a key consideration for redevelopment and new development.

All development will be accompanied by site plans, development data, and other appropriate materials clearly describing the development. These plans will also include land coverage, building setbacks, heights, landscaping, open space and any other data required by the City's land use code, development agreement or as requested by the City or the Agency.

The general standards that will guide development are those found in the Kaysville City General Plan. These include:

- Creating a large and varied grouping of uses to sustain civic and economic activity
- Interconnecting sites for pedestrian and vehicular access
- Renovation and preservation of historical landmarks, sites and structures

Additional consideration may be made for the following criteria:

- Strengthening the tax base and economic health of the entire community and the State of Utah.
- Implementing the tax increment financing provisions of the Act, which are incorporated herein by reference and made a part of this Plan.
- Encouraging economic use of new construction, redevelopment, or continued usage of existing properties located within the Project Area.
- Promoting and marketing the Project Area for Project Area development that would be complementary to existing businesses that would enhance the economic base of the City through diversification.
- Providing compatible relationships among land uses and quality standards for development, such that the area functions as a unified and viable center of community activity for the City.
- Removing any impediments to land disposition and development through assembly of land into reasonably sized and shaped parcels served by adequate public utilities and infrastructure improvements.
- Achieving an environment that reflects an appropriate level of concern for architectural, landscape and design principles, developed through encouragement, guidance, appropriate controls, and financial and professional assistance to owner participants and developers.
- Providing for construction of public streets, utilities, curbs and sidewalks, other public rights-of-way, streetlights, landscaped areas, public parking, water utilities, sewer utilities, storm drainage, open space, and other public improvements.
- Providing public streets and road access to the area to facilitate better traffic circulation and reduce traffic hazards by assisting in the street alignments.

**B. TECHNIQUES TO ACHIEVE THE PROJECT AREA DEVELOPMENT PLAN OBJECTIVES**

Activities contemplated in carrying out the Plan in the Project Area may include the acquisition and development of properties in the Project Area.

Parcels of real property located in the Project Area may be acquired by purchase, but may not be acquired by condemnation, unless from an Agency board member or officer with their consent [§17C-1-206 (1) and (2)(b)].

**C. PROPERTY ACQUISITION, DISPOSITION AND DEVELOPMENT**

The objectives of this Plan are to be accomplished by various means including but not limited to the following:

**1. ACQUISITION OF REAL PROPERTY**

The Agency may acquire, but is not required to acquire, real property located in the Project Area. The Agency may acquire property by negotiation, gift, devise, exchange, purchase, or other lawful method, but not by eminent domain (condemnation) unless from an Agency board member or officer with their consent.

The Agency is authorized to acquire any other interest in real property less than fee title such as leasehold interests, easements, rights of way, etc. by negotiation, gift, devise, exchange, purchase or other lawful method, but not by eminent domain (condemnation) unless from an Agency board member or officer with their consent [§17C-1-206 (1) and (2)(b)].

**2. COOPERATION WITH THE COMMUNITY AND PUBLIC ENTITIES**

The community and certain public entities are authorized by state law, with or without consideration, to assist and cooperate in the planning, undertaking, construction, or operation of projects within this Project Area. The Agency may seek the aid and cooperation of such public entities in order to accomplish the purposes of Project Area development and the highest public good.

The Agency, by law, is not authorized to acquire real property owned by a public entity without the consent of the public entity. The Agency, however, will seek the cooperation of all public entities that own or intend to acquire property in the Project Area. To the extent allowed by law, the Agency shall impose on all public entities owning real property in the Project Area the planning and design controls contained in this Plan to the end that uses and any future development by public entities will conform to the requirements of this Plan.

### **3. PROPERTY MANAGEMENT**

During such time that property, if any, in the Project Area is owned by the Agency, such property shall be under the management and control of the Agency. Such property may be rented or leased by the Agency pending its disposition for Project Area development.

### **4. PROPERTY DISPOSITION AND DEVELOPMENT**

The Agency is also authorized, by lawful means, to provide for and promote Project Area development of the Project Area as described below.

While there are currently a significant number of buildings or structures in the Project Area and it is relatively unlikely that there will ever be a need to demolish and clear a notable number of buildings or structures in the Area, the Agency is authorized to demolish and clear buildings, structures, and other improvements from any real property in the Project Area, should such a need occur, to carry out the purposes of this Plan.

The Agency is authorized to install and construct or to cause to be installed and constructed the public improvements, public facilities, and public utilities, within the Project Area, not prohibited by law which are necessary or desirable to carry out this Plan, as well as publicly-owned improvements and infrastructure outside the Project Area that are of benefit to the Project Area. The Agency is authorized to prepare or cause to be prepared as building sites any real property in the Project Area. The Agency is also authorized to rehabilitate or to cause to be rehabilitated any building or structure in the Project Area should such a need occur in the future. The Agency is also authorized to advise, encourage, and assist in the rehabilitation of property in the Project Area not owned by the Agency should such a need occur in the future.

For the purposes of this Plan, the Agency is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property. The Agency is authorized to dispose of real property by leases or sales by negotiation with or without public bidding. All real property acquired by the Agency in the Project Area shall be sold or leased to public or private persons or entities for development for the uses permitted in this Plan. Real property may be conveyed by the Agency to the City or any other public entity without charge. The Agency shall reserve such controls in the disposition and development documents as may be necessary to prevent transfer, retention, or use of property for speculative purposes and to ensure that development is carried out pursuant to this Plan. All purchasers or lessees of property from the Agency shall be made obligated to use the property for the purposes designated in this Plan, to begin and complete development of the property within a period of time which the Agency fixes as reasonable, and to comply with other conditions which the Agency deems necessary to carry out the purposes of this Plan.



To the maximum possible extent, the objectives of this Plan are to be accomplished through Agency encouragement of, and assistance to, private enterprise in carrying out development activities. To provide adequate safeguards to ensure that the provisions of this Plan will be carried out, all real property sold, leased, or conveyed by the Agency, as well as all property subject to participation agreements, shall be made subject to the provisions of this Plan by leases, deeds, contracts, agreements, declarations of restrictions, provisions of the City ordinances, conditional use permits, or other means. Where appropriate, as determined by the Agency, such documents or portions thereof shall be recorded in the Office of the County Recorder. The leases, deeds, contracts, agreements, and declarations of restrictions may contain restrictions, covenants, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes, or any other provision necessary or desirable to carry out this Plan.

To the extent now or hereafter permitted by law, the Agency is authorized to pay for, develop, or construct any building, facility, structure, or other improvement either within or outside the Project Area for itself or for any public entity to the extent that such improvement would be of benefit to the Project Area. During the period of development in the Project Area, the Agency shall require that the provisions of this Plan and of other documents formulated pursuant to this Plan are being observed, and that development in the Project Area is proceeding in accordance with development documents and time schedules. Plans for development by owners or developers shall be submitted to the City for review and approval. All Project Area development must conform to this Plan and all applicable federal, state, and local laws.

For the purpose of this Plan, the Agency is authorized to sell, lease, exchange, transfer, assign, pledge, encumber, and otherwise dispose of personal property.

#### **5. APPROVALS**

The City shall approve the design of all development within the Project Area to ensure that development therein is consistent with this Plan. Mixed Use development projects or increment funded projects will need approval from the City Council and/or the Agency.

### **VII. HOW THE PROJECT AREA DEVELOPMENT WILL FURTHER PURPOSES OF THIS TITLE [17C-5-105(4)]**

It is the intent of the Agency, with the assistance and participation of private owners, to facilitate new development or redevelopment within the Project Area that includes the objectives previously stated that are a key part of the Kaysville City 2022 General Plan. The proposed Project Area will additionally provide for the encouragement, promotion, or provision of a walkable historic downtown in the community. Further, the Project will strengthen the tax base of the community, will accomplish community development objectives, and create a well-planned and vibrant downtown core. The Project Area Plan will further the purposes of the Act by accomplishing the following items:

**A. ESTABLISHMENT OF NEW BUSINESS**

The Project Area includes the potential for notable commercial development which will benefit the State and the City through increased job creation, increased sales tax base, and increased income taxes paid.

**B. CREATION OF NEW JOBS**

The Project Area includes the potential for new businesses and related jobs. It is anticipated that new jobs will be created as new businesses are attracted to the revitalized downtown and city center areas.

1. **Office** – There are current plans for the addition of 56,000 square feet of office space in the project area. Staff estimates another 54,000 square feet of office could be added to the project area over its 15 year course. Current market conditions indicate one job is created per 200 square feet of office space. If current plans and estimates are realized, the Kaysville City Center CRA could bring more than 550 new office jobs to the Project Area.
2. **Commercial** – Commercial jobs include retail sales and services, restaurants, banks and other similar uses. Current market conditions indicate one job is created for every 150 square feet of commercial space. Conservative estimates for new commercial space within the Project Area include the addition of 45,000 square feet of new commercial space which would create at least 300 new jobs.
3. **Construction** – Temporary construction jobs will also be created within the project area. It is not feasible at this time to estimate how many jobs will be created throughout the 15 year time period.

**C. PUBLIC INFRASTRUCTURE IMPROVEMENTS**

The construction of the public infrastructure improvements and upgrades necessary to the area will support a variety of development and will provide for future development in surrounding areas. Infrastructure is an important element of economic development and areas that lack good infrastructure are not able to be competitive in attracting good-quality businesses to locate in their community.

The development of the Project Area and the associated public infrastructure improvements will also: (1) make the land within the Project Area more desirable and potentially more accessible to and from other parts of the City; and (2) allow existing infrastructure to be extended and connected to other infrastructure and thereby used more efficiently. Thus, the components of the Project provided in this Plan will encourage,

promote, and provide for community development within the Project Area and the City generally for years to come.

#### **D. PROVISION OF ESSENTIAL SERVICES**

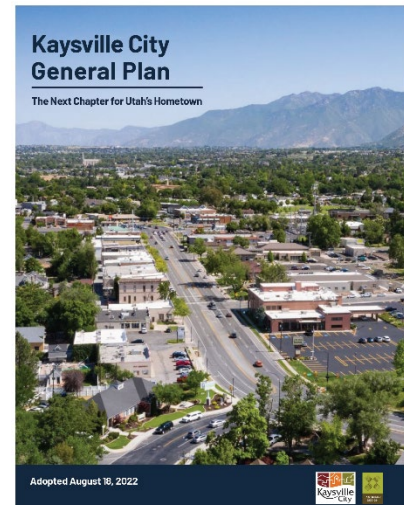
Potential redevelopment or new development will most likely provide essential services to existing and possible new housing units for the Project Area. Commercial development will also likely include office spaces which may offer a variety of medical and dental services as well as professional office uses.

### **VIII. THE PLAN IS CONSISTENT WITH AND WILL CONFORM TO THE COMMUNITY'S GENERAL PLAN [17C-5-105(5)]**

The City Center Project Area Plan is consistent with the City's 2022 General Plan. New development or redevelopment will diversify and strengthen the City by adding updated or new uses to the community.

Further development of this area will provide a strong tax base that will enable the City to expand and provide additional services.

For more details regarding the Kaysville City Center CRA and how the 2022 General Plan supports this request, please refer to Section I: Introduction.



### **IX. IF APPLICABLE, DESCRIBE HOW THE PROJECT AREA WILL REDUCE OR ELIMINATE DEVELOPMENT IMPEDIMENTS [17C-5-105(6)]**

While some portions of the study area may have development impediments (largely due to age), these are relatively minimal and not overly applicable to the Project Area plan.

### **X. DESCRIPTION OF ANY SPECIFIC PROJECT OR PROJECTS THAT ARE THE OBJECT OF THE PROPOSED COMMUNITY REINVESTMENT [17C-5-105(7)]**

The Project Area is intended to accomplish a larger vision of the historic Main Street downtown and Kaysville City Center Concept and is not intended for any specific development. It is assumed that multiple parts of the study area will support new development or redevelopment, resulting in new residential units, retail offerings, and commercial uses (office and flex office).

### **XI. HOW PARTICIPANTS WILL BE SELECTED [17C-5-105(8)]**

#### **A. SELECTION OF PRIVATE DEVELOPERS**

The Agency contemplates that owners of real property within the Project Area may take advantage of the opportunity to develop their property, redevelop, maintain, or sell their

property to developers for the development of facilities within the Project Area. In the event that owners do not wish to participate in the development in compliance with the Plan, or in a manner acceptable to the Agency, or are unable or unwilling to appropriately participate, the Agency reserves the right pursuant to the provisions of the Act to acquire parcels, to encourage other owners to acquire other property within the Project Area, or to select non-owner developers by private negotiation, public advertisement, bidding or the solicitation of written proposals, or a combination of one or more of the above methods. It is assumed that a moderate number properties in the area will not be the subject of new development or significant redevelopment but will ultimately benefit from the goals and implementation of the plan.

#### **B. IDENTIFICATION OF DEVELOPERS WHO ARE CURRENTLY INVOLVED IN THE PROPOSED COMMUNITY REINVESTMENT AREA**

There are no developers who are currently pursuing the use of tax increment financing in the proposed Kaysville City Center Community Reinvestment Area. Development guidelines and agreements regarding the use and payment of tax increment will be set forth in Development Agreement or other agreements between the Agency and any development teams.

##### **1. QUALIFIED OWNERS**

Any person wishing to become a developer will be required to own or have the right to purchase a part of the Project Area.

##### **2. OTHER PARTIES**

If there are no owners in the Project Area who possesses the skill, experience, and financial resources necessary to become a developer in the Project Area or are able to become a developer to part of the Project Area, the Agency may identify other qualified persons who may be interested in developing part of the Project Area. Potential developers may be identified by one or more of the following processes: (1) public solicitation, (2) requests for proposals (RFP), (3) requests for bids (RFB), (4) private negotiation, or (5) some other method of identification approved by the Agency.

##### **3. OWNER PARTICIPATION AGREEMENTS**

The Agency has not entered into nor does it intend to enter into any owner participation agreements or agreements with developers to develop parts of the Project Area until after the Agency and the City decide whether or not to adopt this Plan for the Project Area.

**XII. REASONS FOR THE SELECTION OF THE COMMUNITY REINVESTMENT PROJECT AREA [17C-5-105(9)]**

The Project Area was selected by the Agency as having a significant impact to the community and a near-term ability to strengthen Kaysville City and Davis County by allowing for appropriate redevelopment or new development of commercial space, residential housing, and public infrastructure that may support future development anticipated for Kaysville City and provide for development in surrounding areas.

Specific boundaries of the Project Area were arrived at by the Agency after a review of the area by members of the Agency, City staff, economic development consultants, and other technical and legal consultants. Planned treatment of this area is intended to stimulate development to the degree necessary for sound long-term growth in the Project Area and to encourage the development of real property located within the Project Area. Finally, the Project Area is a key element in the City's 2022 General Plan.

**XIII. DESCRIPTION OF THE PHYSICAL, SOCIAL AND ECONOMIC CONDITIONS EXISTING IN THE AREA [17C-5-105(10)]****A. PHYSICAL CONDITIONS**

The Project Area consists of approximately 261.5 acres of land as shown on the Project Area map located in the Addenda.

**B. SOCIAL CONDITIONS**

There are currently a significant number of buildings of nearly all use types within the Project Area. No unusual social conditions were found to exist. The Project Area Plan may help to further bring consumers and visitors from across the area to the Project Area for shopping, living, and employment.

**C. ECONOMIC CONDITIONS**

The study area currently generates a significant amount of taxable values from its variety of uses. Overall, as of the most recent tax year (2023), the project year had a base taxable value of \$203,550,124.

**XIV. FINANCIAL ASSISTANCE ANTICIPATED TO BE OFFERED TO A PARTICIPANT [17C-5-105(11)]**

The Agency intends to negotiate and enter into one or more inter-local agreements with Davis County, Davis County School District, Weber Basin Water Conservancy District, Davis County Mosquito Abatement District, Central Davis County Sewer District, Davis County Library, and Kaysville City to secure receipt of a portion of the property tax increment generated within the Project Area that would otherwise be paid to those taxing entities. Collectively, those tax revenues may be used for the reasons already outlined. Subject to the provisions of the Act, the Agency may agree to pay for eligible development costs and



other items from such tax revenues for any period of time the Agency and the taxing entities may deem appropriate under the circumstances.

## **XV. RESULTS OF THE PUBLIC BENEFIT ANALYSIS [17C-5-105(12)]**

### **A. THE BENEFIT OF ANY FINANCIAL ASSISTANCE OR OTHER PUBLIC SUBSIDY PROPOSED TO BE PROVIDED BY THE AGENCY**

#### **1. AN EVALUATION OF THE REASONABLENESS OF THE COSTS OF THE PROPOSED PROJECT AREA DEVELOPMENT**

The preliminary cost estimates for downtown improvements include expenses for roadways, parking improvements, public open space areas, façade programs, trail development, etc., and appear to be reasonable given current and anticipated market conditions.

The City has partnered with UDOT to create a specific concept plans for rehabilitation of Main Street between 200 North and approximately 100 South. A copy of the Main Street Preferred Alternative (Appendix C) which was adopted by the City Council on July 21, 2022 included a cost estimate of \$2,363,000 (2025 valuation).

Estimates of costs and probable project area use for increment include:

- Main Street improvements between 200 North and 100 South, including expansion, installation of medians, intersection realignment, and traffic calming (~\$2,363,000)
- Other roadway and intersection improvements (~\$800,000)
- Beautification and landscaping (~\$250,000)
- Sidewalk expansion or realignment, trail development, etc. (~\$500,000)
- Creation of pedestrian oriented atmosphere and facilities (~\$250,000)
- Creation of public open space amenities (~\$190,000)
- Property acquisition (~\$2,000,000)
- Parking enhancements, parking structure and facilities (~\$5,000,000)
- Traffic, circulation and parking studies (~\$35,000)
- Relocation assistance for businesses and or residences (~\$350,000)
- Location assistances for businesses (~\$150,000)
- Demolition and pre-demolition environmental assessment costs (~\$20,000)
- Utility expansion, extension or upgrades (~\$250,000)
- Installation of fiber optic networks (~\$200,000)

- Facilitation of façade grant and loan programs (~\$200,000)
- Relocation of historical markers (~\$75,000)

## **2. EFFORTS TO MAXIMIZE PRIVATE INVESTMENT**

The City has made efforts to maximize private investment in the area. The City has pursued a development pattern that will attract desirable tenants and will bring a strong tax base to the City. The City anticipates that this Project Area focus will create new jobs. The wages paid for these jobs will then be re-spent, by the private sector, in the local and regional economies that will bring benefits to private businesses in the area.

It is likely that redevelopment and new development will significantly increase taxable values from the current taxable value of around \$203,550,124, to roughly \$280,061,524 over 15 years. The Project Area is currently generating approximately \$1,981,968 in property tax revenues; it is projected to generate an additional \$744,002 per year at the end of 15 years. Developers will also likely be paying for improvements to various public infrastructure needs.

## **3. RATIONALE FOR USE OF PROJECT AREA FUNDS**

Tax increment funds are necessary in order for this site to be competitive with similar sites under consideration. Building upgrades and enhancements need to be made to those showing signs of aging and deterioration. Therefore, in order to enhance this area and uplift the desirability of the city center core, the Agency is proactively seeking to create a Project Area, with the use of tax increment, so that redevelopment and new development can be considered.

## **4. ESTIMATE OF TOTAL PROJECT AREA FUNDS AND LENGTH OF TIME OF PROJECT AREA**

Project Area funds will be disbursed to the Agency for a period of 15 years and are anticipated to be approximately \$5,189,360 over the 15-year period, with a NPV of nearly \$3,316,322.

# **B. THE ANTICIPATED PUBLIC BENEFIT DERIVED FROM THE PROPOSED PROJECT AREA DEVELOPMENT**

## **1. BENEFICIAL INFLUENCES ON THE COMMUNITY'S TAX BASE**

The property tax base of the taxing entities should increase by over \$76,000,000 from the various investments in real property (land and buildings) alone. In addition, the personal property tax base of the taxing entities will increase but will vary depending on the type of equipment located in the Project Area as well as individual depreciation schedules.

In addition to tax revenues, the Project Area will generate other revenues including sales tax, Class B/C Road Funds, business license fees, charges for services, and one-time fees such as building permits and impact fees.

## **2. ASSOCIATED BUSINESS AND ECONOMIC ACTIVITY STIMULATED BY THE DEVELOPMENT**

Other business and economic activity likely to be stimulated includes business employee and construction expenditures. There are significant opportunities for increased economic development and tax generating development that can occur within the immediate sphere of influence of the Project Area that otherwise may not occur in a timely basis or at the same level of increased development and private investment.

## **3. BUSINESS AND EMPLOYEE EXPENDITURES**

It is anticipated that employees and business owners in the Project Area will directly or indirectly purchase local goods and services related to their operations from local or regional suppliers. These purchases will likely increase employment opportunities in the related areas of business equipment, furniture and furnishings, business supplies, computer equipment, communication, security, transportation and delivery services, maintenance, repair and janitorial services, packaging supplies, office and printing services, transportation and delivery services.

A summary of benefits is as follows:

- Provide an increase in direct purchases in the City and the County.
- Provide economic diversification within the City and the County.
- Complement existing businesses and industries located within the City by providing new employees who may live and shop and pay taxes in the City and the region.
- Generate indirect and induced (“multiplier”) impacts from business and employee expenses in the local area. The types of expenditures by employees in the area will likely include shopping for personal and household goods, lunches at area restaurants, convenience purchases and personal services (haircuts, banking, dry cleaning, etc.). The employees will not make all of their convenience or personal services purchases near their workplace, and each employee's purchasing patterns will be different. However, it is reasonable to assume that a percentage of these annual purchases will occur within close proximity to the workplace (assuming the services are available).

## **4. CONSTRUCTION EXPENDITURES**

Economic activity associated with the development will include construction activity. Construction costs for labor and materials will likely be notable. This will create a moderate number of construction jobs. Construction supplies are also anticipated to create significant sales tax revenues for the State, County and City.

**5. ADOPTION OF THE PLAN IS NECESSARY AND APPROPRIATE TO UNDERTAKE THE PROJECT AREA PLAN**

Adoption of the Plan is necessary and appropriate to undertake the Project Area Plan because:

- The Plan conforms with and furthers the City's General Plan; and
- Private investment will increase the tax base by over \$76,000,000 which will provide increased tax revenues to all taxing entities.

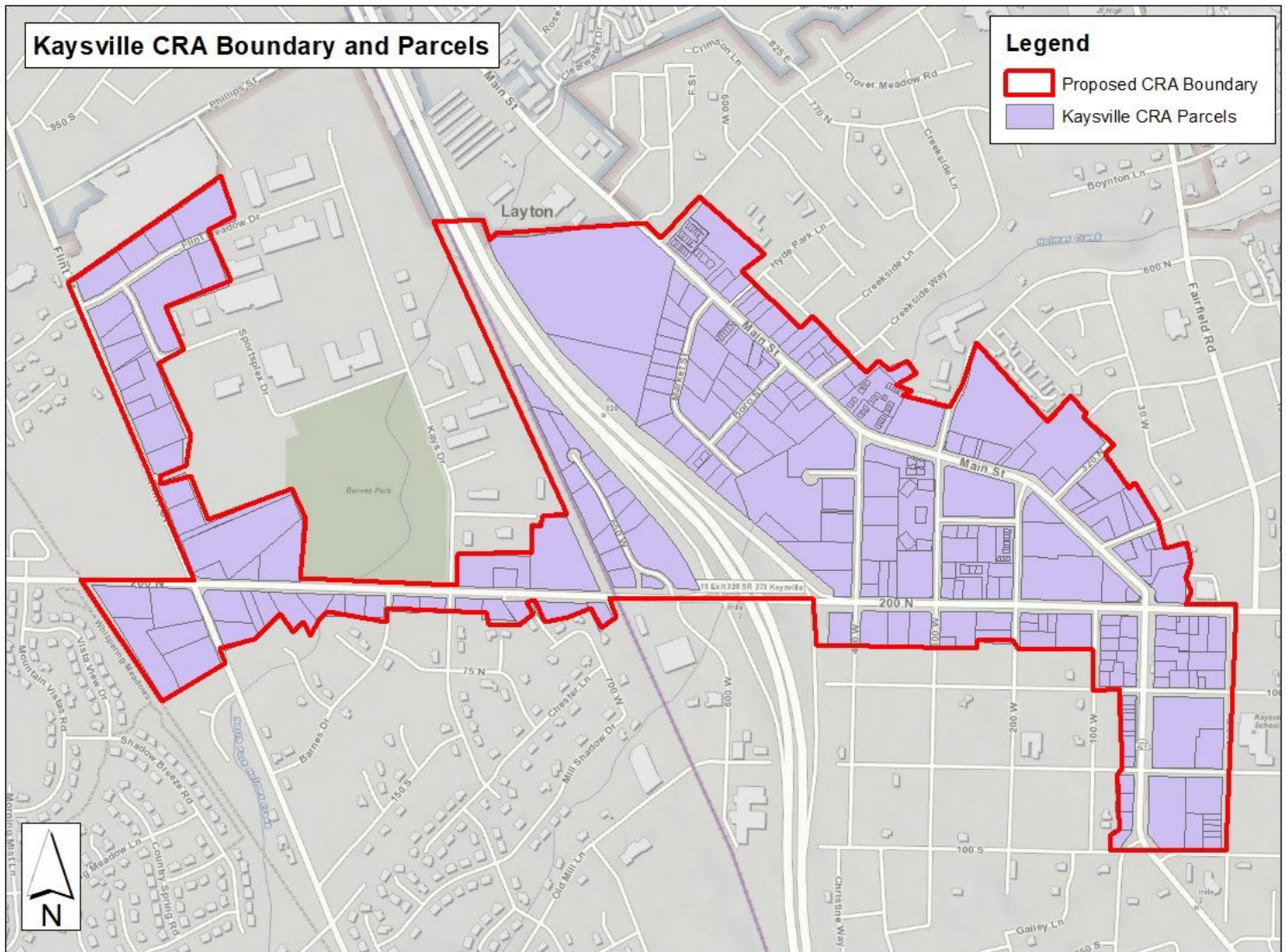
**XVI. IF APPLICABLE, STATE THAT THE AGENCY SHALL COMPLY WITH SECTION 9-8-404 [17C-5-105(13)]**

The Agency will comply with Section 9-8-404 if any of the existing buildings are eligible for inclusion in the National Register of Historic Places or the State Register and the Agency spends Agency funds on the demolition or rehabilitation of said existing buildings.

**XVII. STATE WHETHER THE PLAN IS SUBJECT TO A TAXING ENTITY COMMITTEE OR AN INTERLOCAL AGREEMENT [17C-5-105(14)]**

This Plan was not adopted before May 14, 2019, as stated in the code, however, this Plan is subject to Interlocal Agreements.

## APPENDIX A: PROJECT AREA MAP





## APPENDIX B: LEGAL DESCRIPTION

### CRA Metes and Bounds description (**Description Only – NOT SURVEYED**)

Commencing at the NW Corner of Section 33, Township 4 North, Range 1 West and running S 0 degrees 37'28" W 513.12 feet along the section boundary; thence N 89 degrees 52'23" E 521.92 feet to the True Point of Beginning; thence continue N 54 degrees 54'11" E 1346.71 feet; thence continue S 21 degrees 14'27" E 317.12 feet; thence continue S 69 degrees 32'05" W 215.99 feet; thence continue S 20 degrees 26'27" E 430.41 feet; thence continue S 69 degrees 33'59" W 485.95 feet; thence continue S 22 degrees 01'30" E 355.05 feet; thence continue S 69 degrees 33'25" W 206.34 feet; thence continue S 22 degrees 17'45" E 571.30 feet; thence continue S 67 degrees 34'09" W 24.29 feet; thence continue S 00 degrees 20'39" W 187.85 feet; thence continue S 21 degrees 56'42" E 457.92 feet; thence continue N 67 degrees 20'02" E 656.17 feet; thence continue S 24 degrees 16'23" E 218.83 feet; thence continue S 01 degrees 31'40" W 465.02 feet; thence continue S 88 degrees 28'34" E 1125.89 feet; thence continue N 01 degrees 42'10" E 238.06 feet; thence continue S 88 degrees 30'16" E 532.81 feet; thence continue N 02 degrees 19'43" E 285.07 feet; thence continue S 88 degrees 34'04" E 250.81 feet; thence continue N 24 degrees 52'50" W 2360.1 feet; thence continue N 89 degrees 45'24" E 350.76; thence continue S 24 degrees 57'41" E 158.01 feet; thence continue N 83 degrees 06'09" E 1125.78 feet; thence continue S 47 degrees 51'21" E 147.92 feet; thence continue N 43 degrees 16'16" E 419.70 feet; thence continue S 48 degrees 48'26" E 628.01 feet; thence continue S 47 degrees 23'18" W 230.72 feet; thence continue S 48 degrees 09'53" E 581.23 feet; thence continue N 47 degrees 47'11" E 104.89 feet; thence continue S 44 degrees 21'00" E 510.69 feet; thence continue S 86 degrees 36'28" E 58.3 feet; thence continue N 54 degrees 03'43" E 94.62 feet; thence continue S 65 degrees 24'48" E 84.65 feet; thence continue N 69 degrees 11'29" E 118.45 feet; thence continue S 38 degrees 59'04" E 126.89 feet; thence continue S 63 degrees 26'20" W 143.79 feet; thence continue S 58 degrees 58'22" E 89.92 feet; thence continue S 28 degrees 30'46" W 47.95 feet; thence continue S 74 degrees 38'39" E 340.22 feet; thence continue N 20 degrees 35'51" E 501.5 feet; thence continue S 42 degrees 37'03" E 750.1 feet; thence continue N 44 degrees 02'30" E 267.13 feet; thence continue S 42 degrees 30'20" E 178.45 feet; thence continue S 47 degrees 16'39" W 52.19 feet; thence continue S 41 degrees 23'20" E 290.64 feet; thence continue S 30 degrees 03'56" W 80.98 feet; thence continue S 46 degrees 04'20" E 288.76 feet; thence continue N 58 degrees 35'44" E 25.44 feet; thence continue S 31 degrees 57'55" E 315.08 feet; thence continue S 18 degrees 01'49" E 210.07 feet; thence continue N 74 degrees 44'18" E 132.54 feet; thence continue S 24 degrees 00'18" E 83.56 feet; thence continue S 08 degrees 06'21" E 142.44 feet; thence continue S 35 degrees 57'02" W 60.54 feet; thence continue S 00 degrees 44'49" W 201.24 feet; thence continue N 89 degrees 15'00" E 342.25 feet; thence continue S 01 degrees 14'24" W 1799.83 feet; thence continue N 89 degrees 02'59" W 843.92 feet; thence continue N 0 degrees 25'53" E 132.57 feet; thence continue N 35 degrees 27'07" E 43.14 feet; thence continue N 89 degrees 49'43" E 49.05 feet; thence continue N 0 degrees 20'02" E 133.65 feet;

thence continue N 89 degrees 39'20" W 24.99 feet; thence continue N 0 degrees 19'14" E 113.73 feet; thence continue N 07 degrees 57'23" W 20.23 feet; thence continue N 89 degrees 39'21" W 54.99 feet; thence continue N 0 degrees 20'40" E 110.98 feet; thence continue N 0 degrees 34'59" W 64.42 feet; thence continue S 88 degrees 11'46" E 83.87 feet; thence continue N 1 degrees 03'18" E 381.9 feet; thence continue N 88 degrees 54'34" W 10.38 feet; thence continue N 0 degrees 40'54" E 196.94 feet; thence continue N 89 degrees 16'21" W 149.42 feet; thence continue N 0 degrees 57'52" E 189.03 feet; thence continue S 89 degrees 07'39" E 99.94 feet; thence continue S 89 degrees 09'56" E 15.97 feet; thence continue N 0 degrees 21'13" E 69.63 feet; thence continue N 89 degrees 09'09" W 2190.82 feet; thence continue N 0 degrees 57'57" E 332.87 feet; thence continue N 89 degrees 22'48" W 1511.4 feet; thence continue S 08 degrees 06'15" E 51.55 feet; thence continue S 26 degrees 47'17" E 135.21 feet; thence continue S 46 degrees 03'27" W 133.78 feet; thence continue N 25 degrees 05'25" W 192.2 feet; thence continue S 64 degrees 13'55" W 140.41 feet; thence continue S 75 degrees 12'08" W 210.27 feet; thence continue N 39 degrees 23'08" W 76.81 feet; thence continue N 17 degrees 34'21" W 102.01 feet; thence continue N 88 degrees 33'08" W 38.08 feet; thence continue S 17 degrees 34'21" E 92.04 feet; thence continue S 55 degrees 40'56" W 123.56 feet; thence continue N 33 degrees 53'57" W 24.08 feet; thence continue N 88 degrees 32'35" W 240.02 feet; thence continue N 01 degrees 31'41" E 48.94 feet; thence continue N 89 degrees 42'44" W 704.71 feet; thence continue S 01 degrees 31'39" W 44.99 feet; thence continue N 88 degrees 28'36" W 434.95 feet; thence continue S 54 degrees 59'23" W 64.81 feet; thence continue S 18 degrees 39'09" W 114.27 feet; thence continue N 38 degrees 42'09" W 120.33 feet; thence continue S 44 degrees 48'14" W 91.03 feet; thence continue N 35 degrees 34'47" W 136.05 feet; thence continue S 51 degrees 49'40" W 224.26 feet; thence continue S 63 degrees 49'31" W 285.46 feet; thence continue S 20 degrees 59'09" E 69.01 feet; thence continue S 55 degrees 57'02" W 521.65 feet; thence continue N 32 degrees 37'16" W 991.73 feet; thence continue S 89 degrees 35'48" E 748.82 feet; thence continue N 23 degrees 21'29" W along said line 2370.43 feet to the Point of Beginning.

## APPENDIX C: KAYSVILLE MAIN STREET PREFERRED CONCEPT



## Kaysville Main Street DRAFT Preferred Concept

This document summarizes the preferred concept for Kaysville's Main Street (S.R. 273). This is a joint vision created by both Kaysville City and the Utah Department of Transportation. The concept was developed through a collaborative process involving key people in UDOT and Kaysville and addresses the needs of both UDOT and the Kaysville community.

The concept builds on Kaysville City's Main Street Vision the City created in 2019. This vision is a broad directive for Main Street, and this more detailed collaboration with UDOT for the street right-of-way and transportation elements is an important implementation piece of that vision.

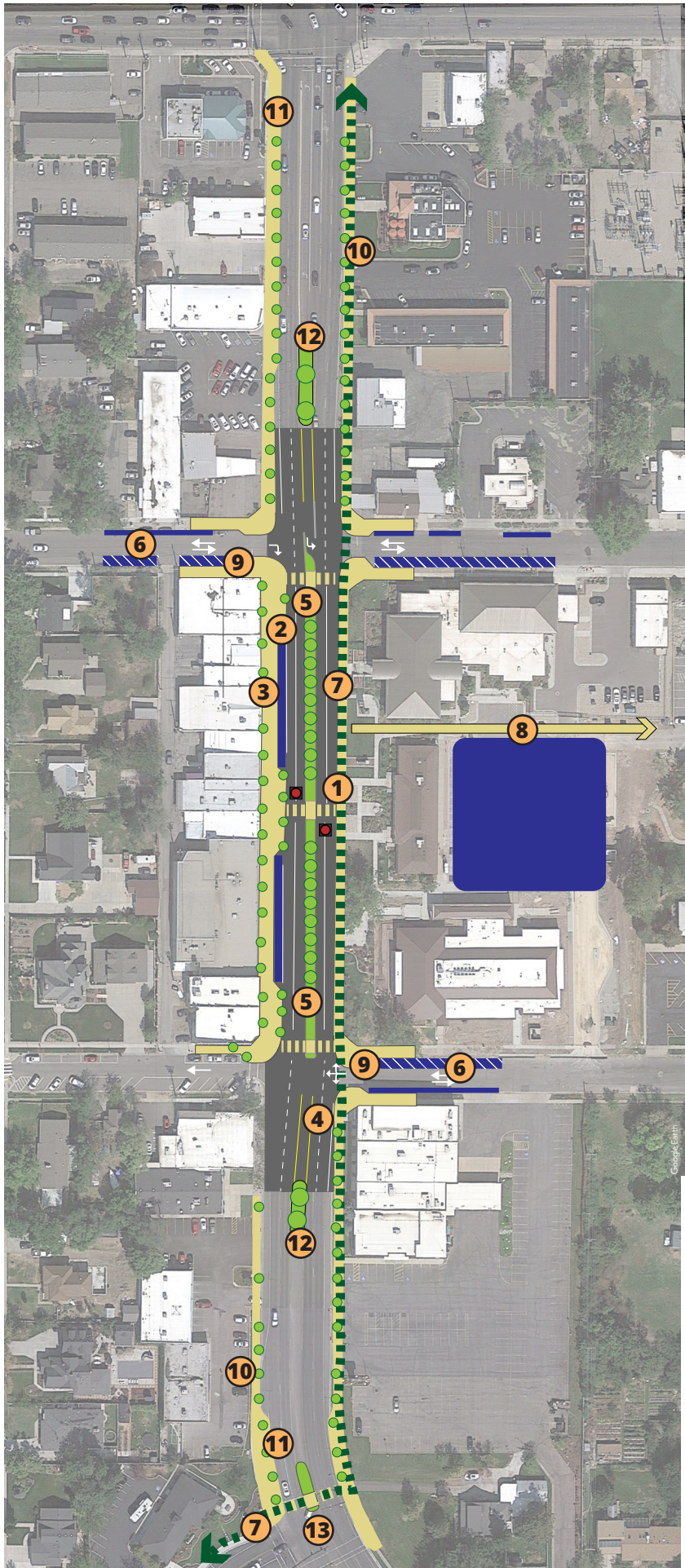
The initial conversations among Kaysville and UDOT highlighted two key priorities: placemaking and access. The concept reflects these themes. Place in this case means public space, aesthetics, slowing traffic, and a full downtown streetscape extension. Access means pedestrian crossings, parking, access management, network, and active transportation.

This document provides an overview of the concept and its elements; the details and examples of each element; and ideas for how the project will be implemented and funded.



*Rendering of Kaysville Main Street Preferred Concept*





# PEDESTRIAN



New pedestrian space



Marked pedestrian crossing



HAWK pedestrian-activated crossing

# STREETSCAPE



Street trees



Planted median island

# PARKING



Reconfigured diagonal parking



Reconfigured parallel parking



Key district off-street parking area

# NETWORK LINKS



Shared use pathway



## Concept Overview

The Kaysville Main Street Preferred Concept seeks to improve Main Street's access and sense of place while still moving traffic on the state highway corridor. It does this through a major extension of the pedestrian area on the west side of the central block of Main Street and landscape and streetscape improvements in the new space; a lateral transition of the traffic lanes to the east to allow for the west side sidewalk extension; a set of landscaped medians; the movement of the existing HAWK to a mid-block location and additional pedestrian crossings at Center Street and 100 North; reconfiguring of 100 North and Center Street with diagonal parking; and some restriction of turns on and off Main Street. The concept keeps the street's existing vehicle capacity.

These improvements will create more high quality public space; improve the pedestrian environment; slow traffic; increase the ability for pedestrians to cross the street safely, conveniently, and with ease; better connect Main Street to the parking on the City Hall block; maintain parking and make it overall more convenient; and manage vehicle access on and off Main Street.

The major tradeoff of the concept is likely the loss of on-street parking spaces on Main Street (primarily on the east side) in exchange for a much bigger pedestrian environment on the west side of the street, a more traffic calmed environment, and shorter and more frequent pedestrian crossings. The concept seeks to make the parking in the City Hall block more convenient to Main Street patrons and diagonal spaces on the nearby cross streets help make up for lost Main Street parking as well.

## Concept Elements

### CENTRAL BLOCK

- 1** Move HAWK signal and crosswalk from Center Street to mid-block between Center Street and 100 North
- 2** Extend curb on west side in central block of Historic Main Street
- 3** Preserve the majority of on-street parking on west side of central block with time-restricted or pay spaces - with the exception of the north and south ends and middle, where pedestrian area curb extensions would take the place of an estimated six spaces.
- 4** Lane shift to east so that travel lanes are against existing east curb in central block; begin shift on north and south blocks
- 5** Median in central block with pedestrian refuges at mid-block, 100 North and Center Street, and "super street" access management extension
- 6** Stripe diagonal parking on one side of Center Street and 100 North (with parallel on the other side)
- 7** East side shared use path to connect with other planned pathways, especially to the south
- 8** Intuitive, direct pathway through the civic block, linking Main Street to the parking lot and beyond to the Recreation Center and Senior Center and Kaysville Elementary, with supportive wayfinding to parking and downtown locations
- 9** Curb extensions into cross streets at the corners of Center Street and 100 South, similar to the existing curb extensions at Center Street on west side of Main Street

### NORTH AND SOUTH BLOCKS

- 10** Downtown streetscape extension to north and south blocks
- 11** Sidewalk extensions into shoulder at north and south ends of historic Main Street
- 12** Short medians at strategic locations on north and south blocks
- 13** Marked pedestrian crossing with ped refuge on north leg of 50 West crosswalk – change signal phases accordingly

## Enhancing public space.

The concept starts with public space – leveraging and complementing Kaysville’s historic storefronts and civic buildings with a wide, high-quality sidewalk area and pedestrian realm that will provide space for strolling, people-watching, outdoor dining, farmer’s markets and events.

This space is created by extending the west side sidewalk substantially at the central block to a 20- to 30-foot pedestrian realm with street trees, landscape and furnishings such as benches and pedestrian scale lighting, as well as opportunities for outdoor dining. This space can be a large piece of revitalizing Main Street, complementing existing businesses and attracting new ones, especially restaurants. Most importantly, it can be a promenade for the community to gather, whether for events such as farmers markets or parades or on a typical Saturday evening.

The possibility remains for upgrades on the east side of Main Street with enhancements to the plaza area near the former library building. This could be a space that connects to and complements the widened pedestrian realm on the west side. Plaza upgrades and could host events such as a Christmas tree lighting.

## Traffic calming.

Calming traffic is a foundational part of a vibrant Main Street and walkable downtown. The Kaysville Main Street concept has several elements that will contribute to traffic slowing, while not causing undue delays. With the curb extension and the median, the concept narrows the roadway. It creates a human scale for the street with trees, streetscape, and public space on the sides. And the lanes moving to the east edge of the roadway at the central block creates a lateral shift that drivers must make, which will also slow them down.

## Increasing and improving pedestrian crossings.

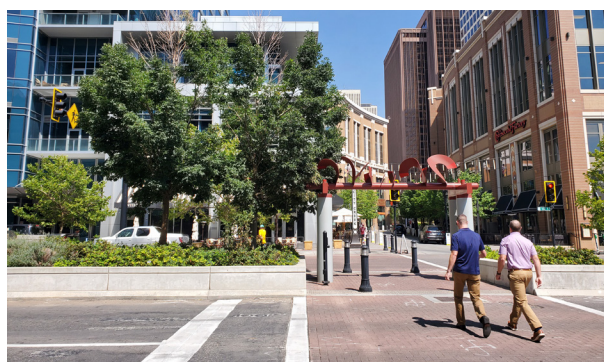
Moving the HAWK crosswalk currently located at Center Street to mid-block will place a safe crossing at the most desired point along Main Street. This will work hand-in-hand with the parking strategy by connecting to and promoting where people can park in the middle of the block in place of some of the removed parking along the west side storefronts.

In addition, because of the traffic calming strategies, the shortening and breaking up of the crossing by the curb extension and the pedestrian refuge, crossings will be marked at 100 North and Center, providing a frequent series of crossings in the heart of Main Street that will also work with traffic patterns.

Finally, the extension of downtown streetscape and pedestrian realm includes the addition of the north crosswalk leg of the Main Street / 50 West signalized



Above are examples of the type of wide pedestrian realm that the concept proposes for Kaysville Main Street’s central block, demonstrating a range of uses, including strolling, dining, landscape, and public space.



A center median in a downtown area can provide multiple functions - establishing a pedestrian refuge for pedestrian crossings while calming traffic, managing access, and greening the street, such as in this example from downtown Salt Lake City.



intersection, which will also be a bike/multi-use path crossing.

### Increasing aesthetics/beautification.

Aesthetics are a major part of the concept. The aesthetics play off the historic character of Main Street's storefronts, civic buildings, and large trees. Aesthetics have two key aspects in this concept:

- Greening through additional street trees and other landscape – both along the sidewalk and in the new medians, which will be planted with trees and other landscape (while maintaining appropriate sight distances).
- Streetscape elements that complement and reflect the heritage of Kaysville and the historic character of Main Street.

### Reconfiguring and connecting parking.

Parking is a critical issue on most Main Streets, and because of the Main Street Vision's emphasis on vehicular and pedestrian access to Main Street, parking takes on extra importance. The concept's approach to parking is to designate on- and off-street parking resources that complement the public space approach and support the desired uses of Main Street. While some of these changes may be surprising and unsettling to the community initially, we think this parking approach in the long term will best achieve the Vision. The concept's parking related recommendations are:

- Remove on-street parking on the east side of Main Street's central block, preserving all but an estimated six spaces on the west side, and making these on-street spaces short-term parking intended for customers.
- Replace these Main Street on-street parking spaces by creating diagonal parking on one side of 100 North and the east segment of Center Street (the west segment is already diagonal on one side). Creating these parking areas is still convenient to Main Street storefronts.
- Having a pedestrian-activated HAWK signal mid-block, a pedestrian refuge, and slowed traffic much more closely links the west side storefronts to the civic block parking lot.



A coordinated set of streetscape amenities is important to create a human scale environment on Main Street.



The approach to Center Street of diagonal parking on one side can be expanded to the other side of Main Street and 100 North.

- The civic lot and other parking would benefit from increased wayfinding and information for visitors.

### Managing vehicle access.

Access management is a key part of the Main Street concept. Restricting some turn and through-traffic movements reduces potential conflicts and allows for safer pedestrian circulation.

- Turn restrictions: The “super street” concept will help reduce conflicts from left and through movements from 100 North.

### Connecting the street/pathway network

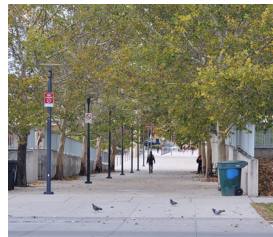
While the gridded street network of Kaysville’s downtown area is established, one smaller street/pathway network improvements is recommended: the consideration of a more intuitive pathway through the civic block, linking the planned mid-block crosswalk of Main Street to the parking lot and the recreation center, and then to Kaysville Elementary School beyond.

### Extending the downtown street character

The north and south blocks of Kaysville’s Main Street have parts of the historic streetscape treatments, such as street trees, but also have more of a suburban character, with unbuffered parking lots, frequent driveways, and grassy park strips. The concept includes the extension of the central block streetscape features that evoke a walkable downtown to the north and south blocks, as well as sidewalk extensions into the shoulder at the north and south entries into the downtown and



*An example of the “super street ” concept that restricts left and though movements from cross streets onto a major street.*



*Downtown Salt Lake City has a range of positive examples of pedestrian pathways through the district's large blocks that inform a potential pathway through Kaysville's civic block.*



landscaped medians that still allow for left turns into driveways.

## Helping people riding bikes access Main Street.

While the focus of the Main Street concept is pedestrian and vehicular access, there are opportunities to better connect people riding bikes to Main Street. The best opportunity for this concept is to manifest an extension of the “Ponds” multi-use path up 50 West to Main Street and build a multi-use pathway on the east side of Main Street. This emphasis on bike and pedestrian mobility on the east side of Main Street complements the emphasis on the west side of public space.

This shared use path does present some implementation challenges. There is little existing right-of-way above the curb to transform into a multi-use path, which should be at least 8 feet wide, preferably 10 feet. While the east side of the central block of Main Street does include City-owned property, this space includes mature trees and relatively new investments in landscaping and the police station stairs. Consequently,



While the Kaysville Main Street Vision focuses on pedestrian and vehicle access, bicycles are a relatively popular way for people to access Main Street. This composite image of all non-vehicle trips in one hour on Main Street is heavily tilted toward people riding bikes or scooters.



## Concept Development Process

The Kaysville Main Street concept builds on the City's Main Street Vision created in 2019. At the same time, the City was developing an updated General Plan, whose process identified Main Street as a priority. This created the opportunity to initiate a focused collaboration with the Utah Department of Transportation (UDOT) on how improvements to the Main Street right-of-way can help support the City's vision.

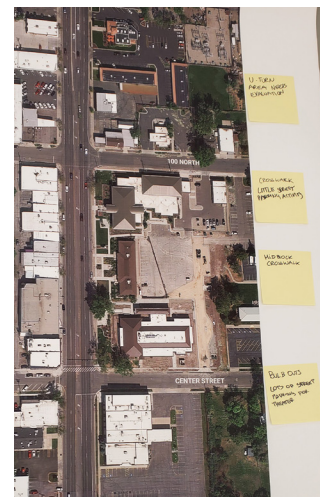
The process started in February 2021 with a site tour undertaken by Kaysville City leadership and staff and UDOT Region 1 staff. Then, over an online meeting using a polling program, the same group provided feedback 1) about the importance of a range of potential goals and 2) what each goal means. These conversations highlighted two key shared priorities: **placemaking**- public space, aesthetics, slowing traffic, streetscape- and **access**- pedestrian crossings, parking, access management, network, and active transportation.

The project team studied existing conditions throughout the Main Street area that focused on access and placemaking, as well as analysis of the range of transportation modes served by Main Street- traffic, transit, bicycling, and walking. The team engaged Main Street business owners through a short survey.

In August 2021, the Kaysville/UDOT group came together at Kaysville City Hall for a workshop to develop ideas based on the identified shared priorities. The workshop yielded four alternative concepts with various approaches to sidewalk expansions, pedestrian crossings, medians, and parking solutions (see images at right).

The team presented the concepts to the group, which convened again in October to select a preferred concept. The group gravitated toward a mix of the concepts that became the Preferred Concept - a solution that is unorthodox and creative but still achieves the goals of both the community and UDOT.

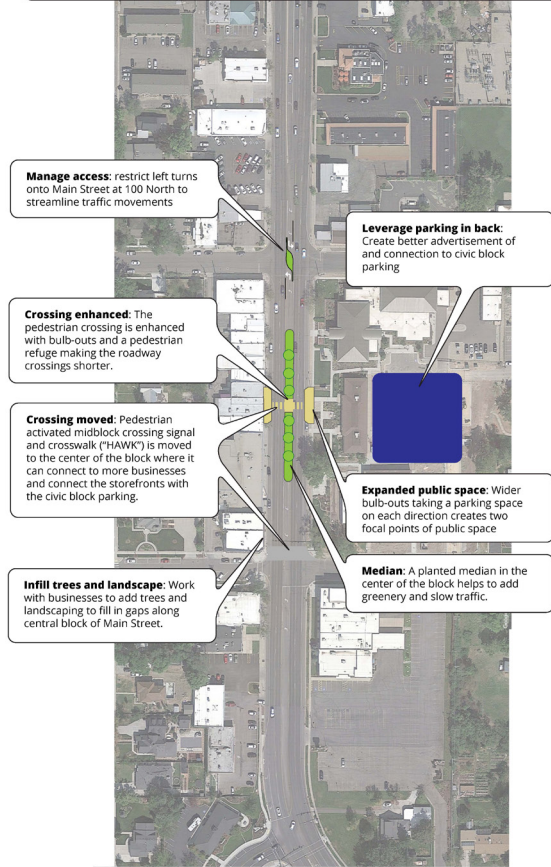
The Kaysville Main Street process shows that focused, careful collaboration between UDOT and a local community that considers common goals can open the door to creative solutions.





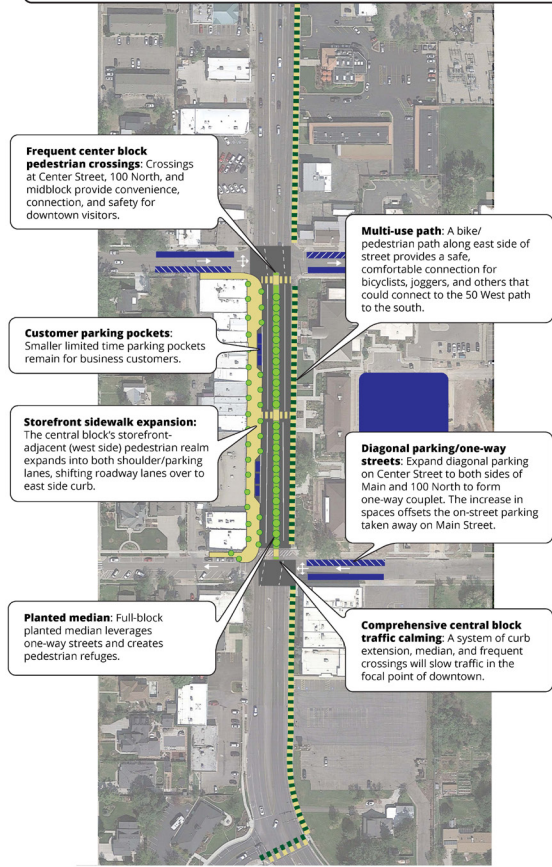
### ALTERNATIVE 1

Move crossing to midblock and smaller improvements



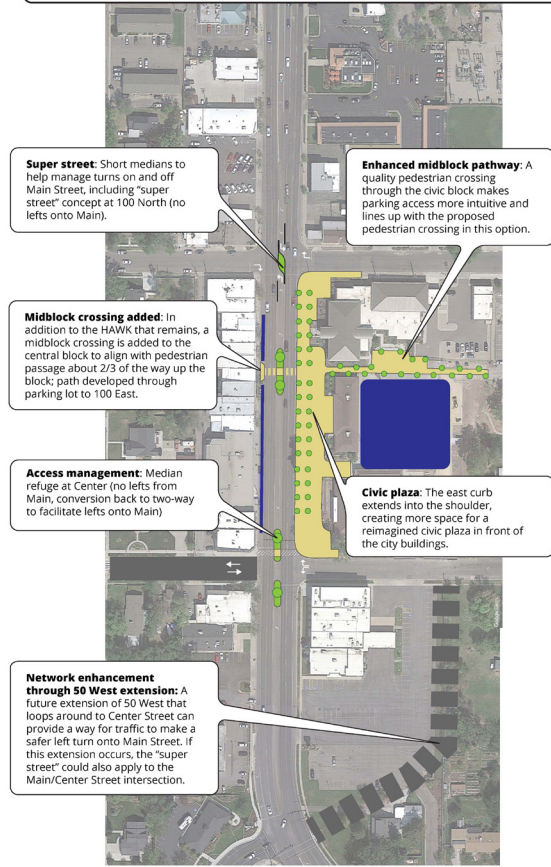
### ALTERNATIVE 2

Historic storefront pedestrian realm expansion



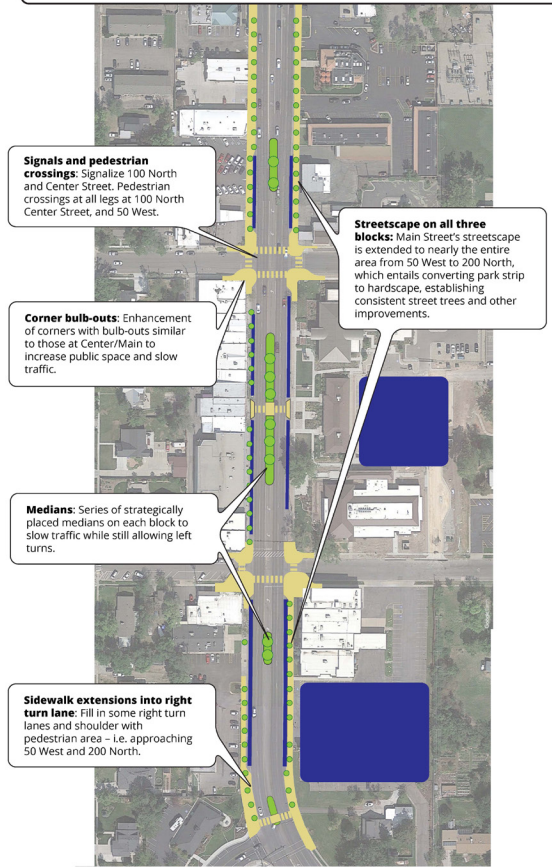
### ALTERNATIVE 3

Civic campus plaza enhancement



### ALTERNATIVE 4

Full historic Main Street streetscape



much of the pathway could need to run immediately along the roadway, which will be without a shoulder or on-street parking as a buffer to moving traffic.

## Implementation

Aspects of implementation discussed here include:

- Roles: Who will do what to get the project done.
- Funding: How the project's design, construction, and any other costs will be covered.
- Phasing : How the project will be broken up into manageable and feasible pieces, and which ones will happen first.
- Addressing key concerns: Anticipating concerns from stakeholders and the public that may arise, and how to address those concerns.

Below are considerations for each.

### Roles

The Kaysville Main Street project will be a partnership. Kaysville City and UDOT will continue to work together, coordinating and meeting as needed as the project progresses.

**Kaysville City** will engage stakeholders and the broader community on the Preferred Concept for Main Street. The City will seek adoption of the Preferred Concept by the Mayor and City Council. The City will consider the extension of its downtown redevelopment area north of 200 North to encompass this project's study area, in order to capture tax increment to help fund the project. The City will work to identify a mix of potential funding sources and then work with UDOT to refine, continue to plan, design, and construct the project.

**UDOT Region 1** will work with Kaysville City to establish and define the Main Street improvements as a distinct project and place it on the Statewide Transportation Improvements Program (STIP). UDOT will work with Kaysville to seek state and regional funding sources.

In case of desire to move or enhance bus stops to implement the concept, Kaysville and UDOT will seek to include **Utah Transit Authority (UTA)** as a partner.

**Business and property owner stakeholders** are also partners in the project, both from a planning and design standpoint, a logistics standpoint (construction management), and possibly from the standpoint of shaping or contributing to the streetscape improvements.

### Funding

Appendix 1 is an initial high-level cost estimate for the Preferred Concept and identifies a rough cost of \$2.37 Million for the project, including all three Main Street blocks addressed in the concept. Several options exist to help pay for the project.

Local sources:

- Kaysville City General Fund or Capital Improvements Program
- Potential extension of downtown redevelopment area to the project study area and resulting tax increment financing (TIF) funds

UDOT sources:

- Transportation Investment Fund (TIF) Active
- Transportation Alternatives Program (TAP)
- Class B & C Road Funds

Other State funds:

- GO-UTAH Utah Main Street Program funds

## Phasing

The project could be phased in a number of different ways. It could be built as one large project, from 200 North through 50 West. Or it could be divided into a few phases, each of which can work independently as a functional project until the other phases are added. The following are considerations:

- **Moving the HAWK from Center Street to mid-block** between Center Street and 100 North could be an initial “pre-phase” of the project, in order to begin the connection of the west side of the central block of Main Street with the civic campus and its parking. However, the placement of the HAWK pole on the west side available now is not likely optimal for the eventual project layout.
- **The central (civic) block improvements** could be implemented before those on the block to the north and the south. However, with the planned lateral transition of the lanes to the east and back, work would extend into the north and south blocks for this phase, so it might make sense to make any improvements there at the same time. In addition, the improvements on the north and south blocks constitute a relatively minor part of the overall improvements- there is little downside to do all three blocks at once.

In summary, each element of the concept does help reinforce and lead to the success of the others. If the project is broken up into phases, the concerns would be that temporary transitional fixes may be needed and the trade-offs of the concept would not be apparent. For example, street parking might be lost or changed but the public space improvements wouldn't have been built, not yet demonstrating the payoff for giving up parking.

## Addressing potential concerns

The following are some potential concerns about the concept, based on conversation among the project committee, and initial thoughts on how to address those concerns.

**Reconfiguration of parking:** On-street parking in the Main Street area will be reconfigured to complement the concept, and especially along the central block of Main Street directly adjacent to the businesses in the historic storefronts the reconfiguration could be perceived as a loss of parking. Indeed, there will be fewer spaces directly adjacent to these businesses that rely on such parking. However, there are many considerations:

- The west side of Main Street in the central block would only lose an estimated six spaces.
- New diagonal parking on side streets will likely make up for the lost Main Street parking.
- In addition, the mid-block HAWK signalized crossing will make it easier for patrons, proprietors, and employees of these businesses to access the large parking lot across the street, in back of the City Hall.
- We hope that what is gained in public space by trading off the on-street parking is, especially in the long run, worth the loss.
- Part of the concept is a series of customer parking pockets on the west side of Main Street in the central block - on-street parking spaces with time restrictions.

**Vehicle access:** Main Street's current configuration generally allows open vehicle access on and off Main Street. The Main Street concept restricts this vehicle access on and off Main Street, which may force drivers to think more carefully about how they access certain Main Street destinations. But by implementing these restrictions, Main Street becomes easier and safer to use as a pedestrian and becomes safer for motorists as well, due to the potential conflicts with other vehicles eliminated.

**Mobility on Main Street:** The Main Street concept is designed to slow traffic between 50 West and 200 North. This may raise concerns about increases of travel time through this segment of Main Street (S.R. 273). Yet this is a very short segment that, at peak traffic times, often produces queues especially in the p.m. peak in the northbound direction. Slowing, combined with the access management improvements, are likely to smooth traffic flow.

**Visibility:** Introducing elements such as planted medians and streetscape can raise concerns about motorists being able to see crossing pedestrians or cyclists or other motorists. However, these additional elements are designed to create a slow environment for autos that reduces the speed, increasing available reaction time to react to other users in the roadway. Furthermore, creating a human scale for the street also engenders slow auto travel.



**Special events:** The Kaysville community has historically used Main Street for community events such as its 4<sup>th</sup> of July parade. There may be concerns about whether these events will thrive under the new configuration. We assert that parades and other community events will still thrive with the new medians and streetscape, and in some cases, will thrive more than the current configuration.



EXISTING STREET



VISION CONCEPT



**APPENDIX: Draft Cost Estimate**

KAYSVILLE MAIN STREET CONCEPT ESTIMATE - DRAFT

|               |           |                                                                            | Center to 100 N |           | 50 W to Center |          | 100 N to 200 N |          | Units       | Combined Total | Combined Total Price | Price    | Remarks |
|---------------|-----------|----------------------------------------------------------------------------|-----------------|-----------|----------------|----------|----------------|----------|-------------|----------------|----------------------|----------|---------|
|               |           |                                                                            | Quantity        | Cost      | Quantity       | Cost     | Quantity       | Cost     |             |                |                      |          |         |
| Road          | 015017010 | Remove Tree                                                                | 6               | \$3,000   | 0              | \$0      | 10             | \$5,000  | each        | 16             | \$8,000.00           | \$500    |         |
|               | 015547005 | Remove Concrete Curb and Gutter                                            | 830             | \$12,450  | 300            | \$4,500  | 310            | \$4,650  | foot        | 1,440          | \$21,600.00          | \$15     |         |
|               | 01557001* | Remove Asphalt Pavement                                                    | 1,920           | \$28,800  | 440            | \$6,600  | 180            | \$2,700  | square yard | 2,540          | \$38,100.00          | \$15     |         |
|               | 022217050 | Untreated Base Course (Plan Quantity)                                      | 100             | \$2,000   | 90             | \$1,800  | 90             | \$1,800  | cubic yard  | 280            | \$5,600.00           | \$20     |         |
|               | 022217125 | Asphalt Pavement Soft Spot Repair - Type A                                 | 300             | \$15,000  | 190            | \$9,500  | 210            | \$10,500 | sq yd       | 700            | \$35,000.00          | \$50     |         |
|               | 022217165 | HMA - 1/2 Inch                                                             | 495             | \$52,010  | 305            | \$32,051 | 340            | \$35,700 | ton         | 1,141          | \$119,761.69         | \$105    |         |
|               | 027217020 | HMA - Bike/Ped Path 1/2 Inch                                               | 130             | \$14,950  | 120            | \$13,800 | 120            | \$13,800 | ton         | 370            | \$42,550.00          | \$115    |         |
|               | 02737001* | Emulsified Asphalt CSS-1                                                   | 1               | \$500     | 1              | \$500    | 1              | \$500    | ton         | 3              | \$1,500.00           | \$500    |         |
|               | 027417050 | Detectable Warning Surface                                                 | 10              | \$5,000   | 6              | \$3,000  | 2              | \$1,000  | each        | 18             | \$9,000.00           | \$500    |         |
|               | 027437040 | Concrete Curb and Gutter Type B1                                           | 2,030           | \$60,900  | 750            | \$22,500 | 545            | \$16,350 | foot        | 3,325          | \$99,750.00          | \$30     |         |
|               | 027487040 | Concrete Flatwork, 4 inch thick                                            | 24,050          | \$240,500 | 4,220          | \$42,200 | 5,050          | \$50,500 | square foot | 33,320         | \$333,200.00         | \$10     |         |
|               | 027717086 | Rotomilling - 1 1/2 Inch                                                   | 5,950           | \$47,600  | 3,670          | \$29,360 | 4,010          | \$32,080 | square yard | 13,630         | \$109,040.00         | \$8      |         |
| Drainage      | 026107386 | Drainage Pipe - 18 inch, Smooth, Leak-Resistant                            | 40              | \$6,000   | 40             | \$6,000  | 20             | \$3,000  | foot        | 100            | \$15,000.00          | \$150    |         |
|               | 026337130 | Concrete Drainage Structure 5 ft to 7 ft deep - CB 9                       | 2               | \$10,000  | 2              | \$10,000 | 1              | \$5,000  | each        | 5              | \$25,000.00          | \$5,000  |         |
|               | 018927050 | Reconstruct Manhole                                                        | 2               | \$3,000   | 4              | \$6,000  | 1              | \$1,500  | each        | 7              | \$10,500.00          | \$1,500  |         |
| Traffic       | 027657050 | Pavement Marking Paint                                                     | 40              | \$2,000   | 42             | \$2,100  | 40             | \$2,000  | gallon      | 122            | \$6,100.00           | \$50.00  |         |
|               | 027687105 | Pavement Message (Preformed Thermoplastic)                                 | 2               | \$800     | 2              | \$800    | 10             | \$4,000  | each        | 14             | \$5,600.00           | \$400.00 |         |
|               | 027687110 | Pavement Message (Preformed Thermoplastic Stop Line, Crosswalks - 12 inch) | 310             | \$4,650   | 140            | \$2,100  | 160            | \$2,400  | ft          | 610            | \$9,150.00           | \$15.00  |         |
|               | 028917028 | Sign Type A-1, 12 Inch X 36 Inch                                           | 5               | \$500     | 5              | \$500    | 5              | \$500    | each        | 15             | \$1,500.00           | \$100.00 |         |
|               | 028917270 | Remove Sign Less Than 20 Square Feet                                       | 2               | \$60      | 2              | \$60     | 2              | \$60     | each        | 6              | \$180.00             | \$30.00  |         |
|               | 028917285 | Relocate Sign Less Than 20 Square Feet                                     | 8               | \$1,600   | 6              | \$1,200  | 5              | \$1,000  | each        | 19             | \$3,800.00           | \$200.00 |         |
|               |           |                                                                            |                 |           |                |          |                |          |             |                |                      |          |         |
| Environmental |           | Landscaping w/topsoil, sod and irrigation                                  | 3,115           | \$46,725  | 700            | \$10,500 | 655            | \$9,825  | square foot | 4,470          | \$67,050.00          | \$15.00  |         |
|               |           | New Tree, 2 inch caliper                                                   | 25              | \$16,250  | 15             | \$9,750  | 10             | \$6,500  | each        |                |                      | \$650.00 |         |
|               |           |                                                                            |                 |           |                |          |                |          |             |                |                      |          |         |

|                                            |           |           |           |              |
|--------------------------------------------|-----------|-----------|-----------|--------------|
| <b>Totals</b>                              | \$574,300 | \$214,820 | \$210,370 | \$999,490.00 |
| <b>Totals (no path)</b>                    | \$557,350 | \$199,220 | \$194,770 | \$951,340.00 |
| <b>Totals (no mill + fill)</b>             | \$459,690 | \$143,910 | \$132,090 | \$735,690.00 |
| <b>Totals (no mill + fill and no path)</b> | \$442,740 | \$128,310 | \$116,490 | \$687,540.00 |

subtotal \$951,340 no path, all 3 blocks

|           |                                       |   |           |
|-----------|---------------------------------------|---|-----------|
| #N/A      | Traffic Signal System (RELOCATE HAWK) | 1 | \$150,000 |
| 16525701D | Highway Lighting System               | 1 | \$100,000 |

subtotal \$1,201,340

|           |                             |   |           |                               |
|-----------|-----------------------------|---|-----------|-------------------------------|
| 015017010 | Mobilization                | 1 | \$121,000 | Usually 7-10% of construction |
| 015547005 | Traffic Control             | 1 | \$61,000  | Usually 3-5% of construction  |
| 01557001* | Maintenance of Traffic      | 1 | \$13,000  | Usually 1% of construction    |
| 015407010 | Public Information Services | 1 | \$4,000   | Usually 0.25% of construction |

|                    |                  |
|--------------------|------------------|
| Subtotal           | \$1,400,340      |
| Contingency        | 20.00% \$280,070 |
| Construction Total | \$1,680,410      |

|                          |                |
|--------------------------|----------------|
| PE Subtotal              | 8% \$134,430   |
| CE Subtotal              | 10% \$168,040  |
| Aesthetics               | 0.75% \$12,610 |
| Change Order Contingency | 9% \$151,240   |

Total \$2,146,730

Assumed Inflation for 2025 3.25% \$2,363,000

Assumed 5% of total mill and fill area for full depth patching (soft spot repair)  
Assumed no additional subbase work (beyond Flatwork) for concrete replacement/expansion  
Assumed 11' lanes, crown in center of existing center lane.  
Assumed lighting cost prorated for distance based off another project  
Assumed \$100,000 for HAWK relocation (original cost)  
Assumed \$50,000 to move HAWK cabinet, etc (was already there for original HAWK project)  
General pavement + base costs for HMA paths, this does not take into consideration the impacts which are considerable



**Kaysville City Redevelopment Agency**  
**Kaysville City Center Reinvestment Area**  
**Project Area Budget**  
November 19, 2024

**KAYSVILLE CITY CENTER | CRA PROJECT AREA BUDGET**

The following narrative has been prepared in accordance with Utah Code §17C-5-303 for an Agency that receives tax increment.

This Budget is prepared in good faith as a current reasonable estimate of the economic impact of projected development and redevelopment within the Project Area. Fundamental economic and other circumstances may influence the actual impact. With these assumptions, the information contained within this Budget represents the reasonable expectations of the Agency. Due to multiple factors beyond our control, the Agency makes no guarantee that the projections contained in this Budget of the Project Area Plan for the Project Area will accurately reflect the future development and/or redevelopment within the Project Area. Further, the Agency specifically reserves all powers granted to it under the Act, now and as may be amended; this Budget shall not be interpreted to limit or restrict the powers of the Agency as granted by the Act. The actual amount of tax increment received by the Agency will be determined solely by interlocal agreement(s) between the Agency and the various taxing entities; this Budget does not control the flow of tax increment money, nor does it entitle the Agency to receive money from tax increment or any other source.

**1(A). THE BASE TAXABLE VALUE [17C-5-303(1)(A)]**

The base year taxable value is the year 2023 value of \$203,550,124.

**1(B). PROJECTED AMOUNT OF TAX INCREMENT TO BE GENERATED WITHIN THE PROJECT AREA [17C-5-303(1)(B)]**

The overall total projected amount of tax increment to be generated within the Project Area over 15 years is \$8,302,933.

**TABLE 1: INCREMENTAL PROPERTY TAX REVENUES FOR 15 YEARS**

| <b>Taxing Entities</b>                           | <b>Total</b>       | <b>NPV*</b>        |
|--------------------------------------------------|--------------------|--------------------|
| Davis County                                     | \$982,333          | \$626,825          |
| Multicounty Assessing & Collecting Levy          | \$12,791           | \$8,162            |
| County Assessing & Collecting Levy               | \$111,706          | \$71,280           |
| Davis County School District                     | \$5,310,739        | \$3,388,774        |
| Kaysville                                        | \$1,331,948        | \$849,914          |
| Weber Basin Water Conservancy District           | \$170,544          | \$108,824          |
| Davis County Mosquito Abatement District         | \$83,567           | \$53,324           |
| Central Davis County Sewer District              | \$99,768           | \$63,662           |
| County Library                                   | \$199,536          | \$127,324          |
| <b>TOTAL</b>                                     | <b>\$8,302,933</b> | <b>\$5,298,089</b> |
| *NPV = net present value discounted at 3 percent |                    |                    |



**1(c). PROJECT AREA FUNDS COLLECTION PERIOD [17C-5-303(1)(c)]**

The collection period is 15 years.

**1(d). PROJECTED AMOUNT OF TAX INCREMENT TO BE PAID TO OTHER TAXING ENTITIES [17C-5-303(1)(d)]****TABLE 2: INCREMENTAL PROPERTY TAX REVENUES PAID TO TAXING ENTITIES FOR 15 YEARS**

| Taxing Entities                                   | Total              | NPV*               |
|---------------------------------------------------|--------------------|--------------------|
| Davis County                                      | \$392,933          | \$250,730          |
| Multicounty Assessing & Collecting Levy           | \$12,791           | \$8,162            |
| County Assessing & Collecting Levy                | \$111,706          | \$71,280           |
| Davis County School District                      | \$2,124,296        | \$1,355,510        |
| Kaysville                                         | \$266,390          | \$169,983          |
| Weber Basin Water Conservancy District            | \$68,218           | \$43,530           |
| Davis County Mosquito Abatement District          | \$33,427           | \$21,329           |
| Central Davis County Sewer District               | \$39,907           | \$25,465           |
| County Library                                    | \$79,815           | \$50,930           |
| <b>TOTAL</b>                                      | <b>\$3,129,482</b> | <b>\$1,996,917</b> |
| *NPV = net present value discounted at 3 percent. |                    |                    |

**1(e). IF THE AREA FROM WHICH TAX INCREMENT IS COLLECTED IS LESS THAN THE ENTIRE PROJECT AREA [17C-5-303(1)(e)]**

Not applicable.

**1(f). THE PERCENTAGE OF TAX INCREMENT THE AGENCY IS AUTHORIZED TO RECEIVE [17C-5-303(1)(f)]**

We propose the Agency is authorized to receive 60 percent of the tax increment for a period of 15 years from participating taxing entities, including Davis County, Davis County School District, Weber Basin Water Conservancy District, Davis County Mosquito Abatement District, Central Davis County Sewer District and the County Library. Kaysville City would participate at a rate of 80 percent. The projected dollar amount of increment going to the Agency would be \$5,173,451.

**1(g). THE MAXIMUM CUMULATIVE DOLLAR AMOUNT OF TAX INCREMENT THE AGENCY IS AUTHORIZED TO RECEIVE FROM THE PROJECT AREA [17C-5-303(1)(g)]**

The maximum dollar amount the Agency is authorized to receive is proposed to be \$10,000,000. Note that out of this amount, the Agency will have administrative expense and housing payments.

**2. IF THE AGENCY RECEIVES SALES AND USE TAX REVENUE [17C-5-303(2)(a) AND (b)]**

Not applicable.

### **3. AMOUNT OF PROJECT AREA FUNDS THE AGENCY WILL USE TO IMPLEMENT THE PROJECT AREA [17C-5-303(3)]**

The Agency approximates its funds will be used as follows but reserves the right to maintain flexibility and not strictly adhere to the items listed below. All Agency funds will be used for infrastructure, economic development or administrative purposes within the Project Area. Administrative funds have been calculated based on three percent of Agency tax increment receipts annually. In addition, ten percent of Agency receipts have been set aside for housing projects. Housing funds do not need to be spent within the Project Area. The remaining funds would be generally allocated as follows:

- Main Street improvements between 200 North and 100 South, including expansion, installation of medians, intersection realignment, and traffic calming (~\$2,363,000)
- Other roadway and intersection improvements (~\$800,000)
- Beautification and landscaping (~\$250,000)
- Sidewalk expansion or realignment, trail development, etc. (~\$500,000)
- Creation of pedestrian oriented atmosphere and facilities (~\$250,000)
- Creation of public open space amenities (~\$190,000)
- Property acquisition (~\$2,000,000)
- Parking enhancements, parking structure and facilities (~\$5,000,000)
- Traffic, circulation and parking studies (~\$35,000)
- Relocation assistance for businesses and or residences (~\$350,000)
- Location assistances for businesses (~\$150,000)
- Demolition and pre-demolition environmental assessment costs (~\$20,000)
- Utility expansion, extension or upgrades (~\$250,000)
- Installation of fiber optic networks (~\$200,000)
- Facilitation of façade grant and loan programs (~\$200,000)
- Relocation of historical markers (~\$75,000)

### **4. THE AGENCY'S COMBINED INCREMENTAL VALUE [17C-5-303(4)]**

The total incremental value in the Kaysville City Center Project Area is estimated at approximately \$76,511,400 at buildout.

The City has one additional project area in place, the Flint Street CDA, with an incremental value of \$27,715,391 in 2022.

### **5. THE AMOUNT OF PROJECT AREA FUNDS THAT WILL BE USED TO COVER THE COST OF ADMINISTERING THE PROJECT AREA [17C-5-303(5)]**

The Agency is requesting that three percent of revenues received be set aside for administrative purposes. The projected total amount of administrative cost over the 15-year timeframe is approximately \$155,681 to the Kaysville City Redevelopment Agency and another \$17,682 to the County for administrative costs.

**6. FOR PROPERTY THAT THE AGENCY OWNS AND EXPECTS TO SELL, THE EXPECTED TOTAL COST OF THE PROPERTY TO THE AGENCY AND THE EXPECTED SALE PRICE [17C-5-303(6)]**

Not applicable.