Kaysville City Planning Commission
Meeting Notice and Agenda

The Kaysville City Planning Commission will hold a regular meeting on April 23, 2026, at 7:00 PM in the Council Chambers of the Kaysville City Municipal Building located at 23 East Center Street. The public is encouraged to attend in person or may view the meeting online via www.Kaysvillelive.com.

1. Welcome and Meeting Order
2. Declaration of Conflict of Interest
3. Conditional Use Permit for a Major B Home Occupation for Craig's Concrete Pumping LLC located at 345 East Shepard Lane for Craig Montgomery
4. Public Hearing for the Kaysville City Center Small Area Plan
5. Approval of the minutes from the March 26, 2026 Planning Commission Meeting
6. Other matters that properly come before the Planning Commission
    a. Reports
    b. Correspondence
    c. Calendar
7. Adjournment

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

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

Mindi Edstrom
Community Development Department

PLANNING COMMISSION STAFF REPORT

To: Kaysville City Planning Commission
From: Mindi Edstrom, Business License Officer
Date: April 20, 2026

Agenda Item #3: Conditional Use Permit for a Major B Home Occupation for Craig's Concrete Pumping, LLC located at 345 East Shepard Lane for Craig Montgomery

Meeting Date	April 23, 2026
Application Type	Conditional Use Permit
Applicant | Owner	Craig Montgomery | Craig's Concrete Pumping LLC
Address | Parcel ID Number	345 East Shepard Lane | 08-180-0003
Lot Size	0.994 | 43,298.64 ft²
Current Use | Zone	Single Family Dwelling | A-1
Conditional Use	Major B Home Occupation

1. BACKGROUND

The applicant, Craig Montgomery, is requesting approval of a Conditional Use Permit to operate a Major Home Occupation B for Craig's Concrete Pumping at his residence located at 345 East Shepard Lane.

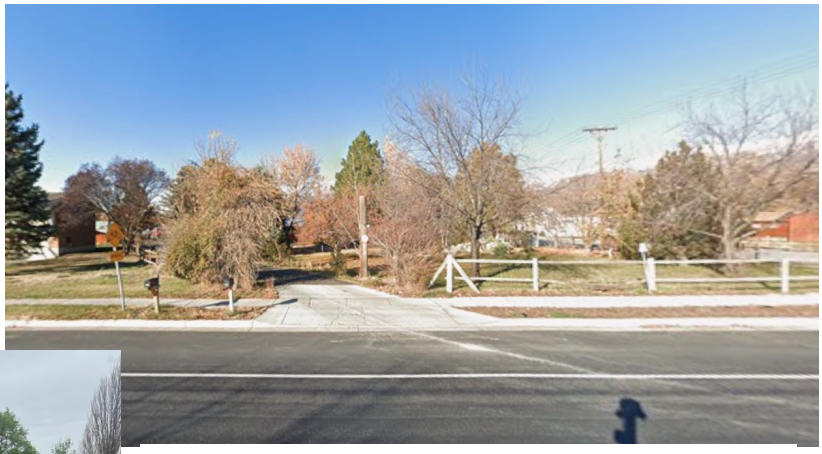


The subject property is approximately 0.994 acres in size and is located within an A-1 residential zone consisting primarily of single-family homes. The larger lot size provides adequate space to accommodate limited vehicle storage while maintaining compatibility with surrounding uses.



The home will function as a base of operations only, with no on-site business activity conducted for customers. No employees or customers will be present at the residence. The use is limited to the storage of one (1) work truck and

one (1) concrete pumping truck, which will be stored behind the home in a manner that does not create a visual nuisance or negatively impact neighboring properties.





2. Public Noticing and Public Comment

A sign was placed on the property on April 20, 2026.

3. Recommendation

Staff recommends approval of the Conditional Use Permit for a Major Home Occupation B, for Craig's Concrete Pumping LLC, located at 345 East Shepard Lane, subject to the conditions outlined found in KCC 17-30-8.

Findings for a recommendation of approval include:

A. The proposed use is consistent with the KCC 17-26-4 Major Home Occupation B regulations for Contractors.
B. The applicant has been made aware of Major B Home Occupation regulations and has agreed to comply.
C. The application has been reviewed by staff and the business is compliant with City Zoning and the Utah State Department of Commerce.
D. Any expansion or change in the nature of the business operations shall require additional review and approval.
E. Only one truck and one concrete pump truck shall be stored on-site.
F. The business will not have an adverse effect on the use, enjoyment, or valuation of property in the neighborhood as regulated by KCC 17-26-4 Major Home Occupation B regulations.

PLANNING COMMISSION STAFF REPORT

To: Kaysville City Planning Commission
From: Melinda Greenwood, Community Development Director
Date: April 15, 2026

Agenda Item #3: Presentation and Discussion on Kaysville City Center Small Area Plan

Meeting Date	April 23, 2026
Application Type	Public Hearing for Long Range Plan: Kaysville City Center Small Area Plan

BACKGROUND:
In March 2024, the city received a notice of grant award to develop a long-range plan for the City Center area. The grant, provided by the Wasatch Front Regional Council's Transportation and Land Use Connection program, contributed $130,500 to the project, with the city providing a match of $9,500. Following a competitive Request for Proposal (RFP) process, GSBS Consulting was selected to lead the project.

Staff and the consultants began work in March 2025.

Public outreach efforts began in April 2025 and continued through November 2025. These efforts included three rounds of surveys, two public open houses, and two tabling events. A Community Advisory Committee, consisting of residents, property owners, local business owners, and other key stakeholders, has participated throughout the process. City staff and the consultants also held two joint City Council and Planning Commission meetings to provide progress updates.

After a year of work, a draft of the Kaysville City Center Small Area Plan is ready for a public hearing and discussion with the Planning Commission. Staff and the consultant will present key elements of the plan, and a public hearing will be held to gather feedback.

As a legislative item, a long-range plan (such as a general or small area plan) must undergo a public hearing with the Planning Commission. The Commission will then issue a recommendation for approval or denial to the City Council. As the land use authority, the City Council makes the final decision on the plan's content and adoption.

RECOMMENDATION:
The Planning Commission may make a recommendation for approval or denial, continue the item to another meeting, or request specific changes.

Staff recommendations for approval or denial are based on alignment with the 2022 General Plan. While the 2022 General Plan identified the “City Center” area and encouraged the creation of a plan, it provided no specific context regarding its content. Consequently, staff is not able to provide a recommendation on the Kaysville City Center Small Area Plan.



KAYSVILLE CITY CENTER SMALL AREA PLAN

HISTORIC MAIN STREET · MAIN STREET NORTH · MUTTON HOLLOW

ADOPTED: XX/XXXX

GSBS CONSULTING

Kaysville City Center Plan

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Acknowledgments

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Mark Taylor, *Resident /owner of Wasatch Eye and Optical*
Kirk Dean, *Owner of Dylan's*
Keith Romney, *Property owner, The Romney Group*
Rob Dansie, *Resident/Kaysville Historic Preservation Commissioner*
Chris Layton, *Resident*
Brandon Radmall, *Resident/owner of Paul Davis Restoration*
Ryan Forsyth, *Owner of Leading Tech Development*
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Introduction

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Historic Main Street

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Introduction

ABOUT THIS PLACE

Kaysville is unique in Utah's urban history. As the first incorporated city in Davis County, Kaysville reflects both the origins of settlement along the Wasatch Front and the evolving role of established communities within a growing metropolitan region. What began as an agricultural settlement organized around mills, farms, and early industry has become a mature city balancing local identity with regional access.

At the center of this story is Main Street. For nearly 150 years, Main Street has functioned as Kaysville's civic, cultural, and commercial backbone. Extending approximately one and a half miles through the heart of the city, the corridor has hosted generations of daily life—shopping, employment, public gatherings, and civic institutions. Its historic storefronts, public buildings, and long-standing businesses form a physical record of Kaysville's evolution, while its proximity to Interstate 15 (I-15) situates it within the broader economic and mobility networks of northern Utah.

Today, Main Street and its surrounding districts face a moment of transition. Auto-oriented development patterns, aging buildings, and fragmented pedestrian connections have limited the corridor's ability to function as a cohesive place. In many locations, the street largely serves as a route people travel through to reach other destinations, rather than a place that invites people to spend time, connect, and visit. At the same time, strong community attachment, stable demographics, and steady demand for local services present a clear opportunity to reinvest in the City Center in ways that build on these strengths and reinforce Kaysville's identity.

ABOUT THIS PLAN

The Kaysville City Center Small Area Plan provides a focused and implementation-oriented strategy for reinvestment along the Main Street corridor. It concentrates on three interrelated areas—Historic Main Street, Main Street North, and Mutton Hollow—that together define the city's central core and offer the greatest opportunity for coordinated improvement.

The plan builds directly on the 2022 Kaysville General Plan (General Plan), translating its City Center vision into place-specific guidance for land use, transportation, public space, and infrastructure investment. It is intended to guide public decision-making, inform private development, and establish a shared understanding of how change should occur over time.

PLANNING PROCESS

This plan was developed through a combination of technical analysis and community engagement. Residents, business owners, and stakeholders participated through surveys, web-based interactive mapping, tabling events, open houses, advisory committee meetings, and stakeholder interviews. Across these forums, consistent priorities emerged: preserve Kaysville's hometown character, improve safety and walkability, reinvest in Main Street, and create spaces that support everyday community life.

These priorities were evaluated alongside market analysis, transportation and parking studies, and land use assessments. Together, these inputs form the basis for a plan that is grounded in existing conditions while remaining flexible enough to respond to future change.

PLANNING AREA

The City Center Plan encompasses approximately 500 acres along the Main Street corridor and includes three distinct but connected areas:

- **Historic Main Street,** the traditional downtown core and civic heart of the city.
- **Main Street North,** a transitional corridor with aging commercial development and significant reinvestment potential.
- **Mutton Hollow,** an opportunity area with larger parcels, commercial uses, and the potential for improved connectivity and placemaking.

Although each area has unique characteristics, the plan treats them as a cohesive, interdependent district whose success depends on coordinated land use, mobility, and public investment.

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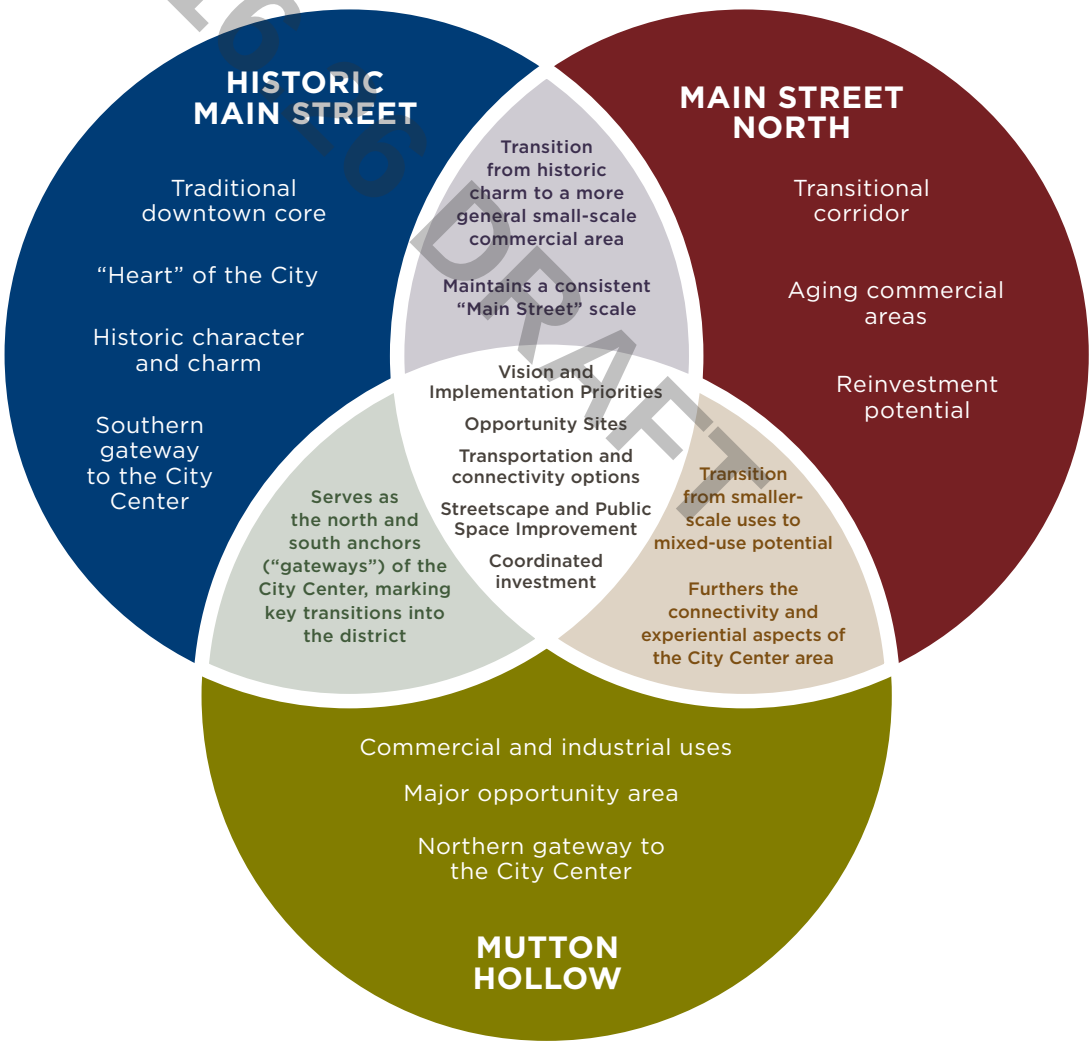
CITY CENTER DISTRICT FRAMEWORK



USING THIS PLAN

This Small Area Plan is intended to serve as a practical implementation guide for City staff, elected officials, applicants, and the public. It is designed to help steer decision-making in a manner consistent with the vision, goals, and recommendations outlined in this plan, while providing added clarity and specificity to the City Center policies adopted in the General Plan. The plan serves as a guide for decisions about land use, development, capital improvements, and public investment, helping to ensure that individual actions support a shared vision for the area.

How the plan can be used by different audiences:

City staff use the plan to provide suitable guidance to development inquiries, evaluate development proposals and make appropriate recommendations, prioritize capital projects, and coordinate efforts across departments.

The Planning Commission and City Council use the plan as a policy framework when considering discretionary approvals in determining if applications align with the community's vision and in understanding how individual decisions contribute to long-term outcomes.

Property owners and developers use the plan to better understand priorities related to scale, form, and integration with the public realm early in the process, helping reduce uncertainty and align proposals with community priorities.

This plan does not replace zoning, subdivision regulations, or adopted design standards. Rather, it informs future updates to those tools and guides their interpretation in a manner consistent with the General Plan.

How to Apply This Plan

- Use alongside the General Plan when reviewing proposals in the City Center
- Reference during pre-application meetings to establish clear guidelines
- Apply to capital planning and grant prioritization
- Consult when considering zoning or design standard amendments

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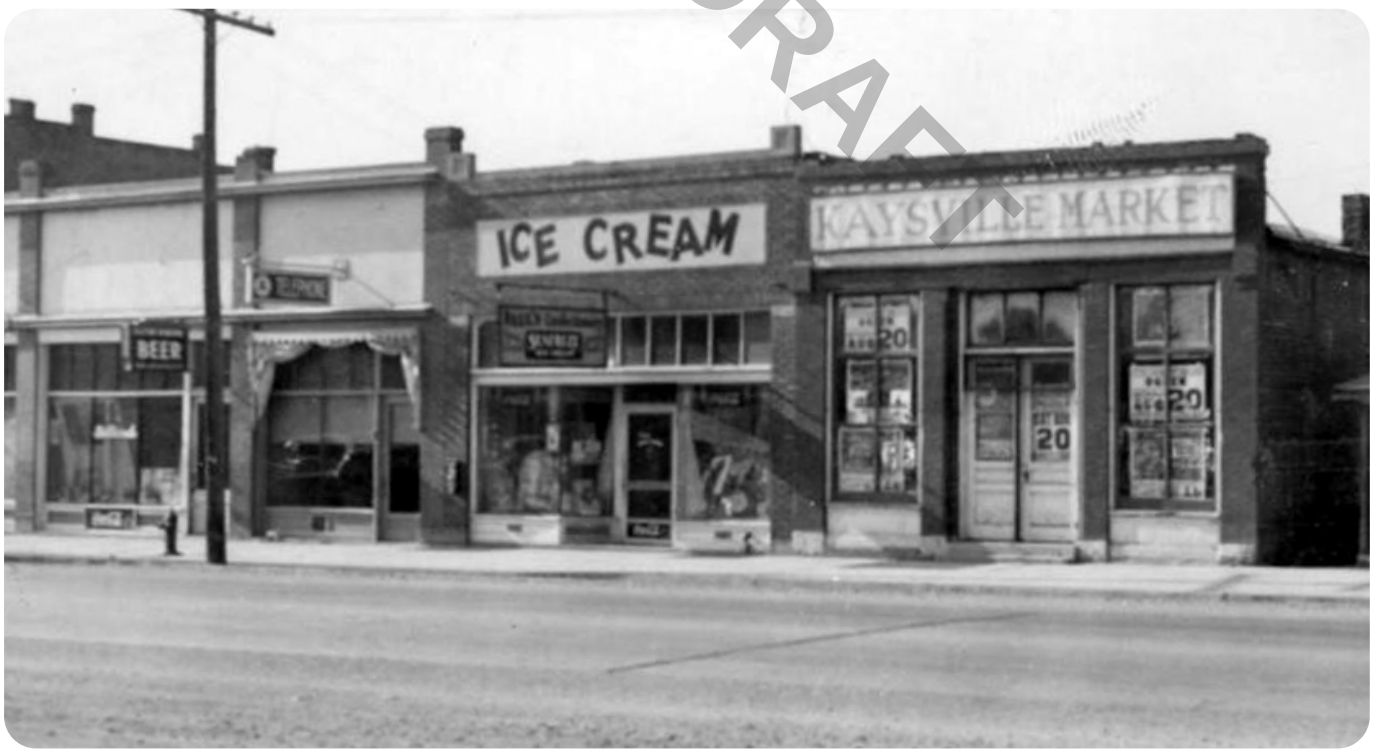

Historic Main Street

Executive Summary

Main Street is central to Kaysville's identity and daily life. As investment and incremental change continue along the corridor, the City has an opportunity to shape that growth in ways that strengthen its function as both a regional route and a community main street.

This plan focuses on improving how City Center works, including how people move through it, gather within it, and invest in it. It emphasizes practical steps that support local businesses, improve walkability and safety, and enhance public spaces, while ensuring that new development reinforces the scale and character residents value.

The following recommendations establish a coordinated approach to land use, transportation, parking, and placemaking, positioning City Center to evolve over time as a more connected, resilient, and distinctly Kaysville place.

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WHAT THE PLAN RECOMMENDS

LAND USE & URBAN FORM

The plan focuses on how development fits, rather than prescribing specific projects. Key concepts include:

- Human-scale building heights
- Active, pedestrian-oriented ground floors
- Transitions to nearby neighborhoods
- Reinforce and strengthen local businesses and Kaysville's unique identity

TRANSPORTATION & PARKING

Main Street must balance its role as a regional corridor and a community main street. The plan prioritizes:

- Targeted pedestrian crossing improvements
- Reduced crossing distances and improved visibility
- Sidewalk continuity, lighting, and wayfinding
- Parking as a shared district resource

PUBLIC REALM & PLACEMAKING

Public spaces play a central role in how City Center functions and feels. The plan emphasizes:

- A potential civic plaza near City Hall and Main Street
- Streetscape improvements that support everyday use
- Flexible spaces that support both daily activity and events



Main Street has long served as Kaysville's civic and commercial heart—and remains central to the community's identity.

COMMUNITY-LED PLANNING PROCESS

This plan was shaped through a multi-phase engagement process designed to give residents and stakeholders multiple opportunities to participate over time, rather than relying on a single event or survey.

Engagement included online surveys, open houses, tabling events at local businesses, advisory committee meetings, stakeholder interviews, and a frequently updated project website. This approach allowed the community to:

- Share concerns about existing conditions
- Respond to early ideas and concepts
- Evaluate tradeoffs as options were refined



KEY THEMES FROM COMMUNITY INPUT

Across all phases, several themes emerged:

Safety and Walkability

Residents described difficulty crossing Main Street and 200 North, high vehicle speeds, and uncomfortable pedestrian conditions.

Parking Clarity

While overall parking supply is adequate at a district level, parking is unevenly distributed, poorly signed, and often perceived as unavailable or private.

Community Character

Kaysville's hometown identity is tied to historic buildings, human-scale development, and a Main Street that feels familiar.

Public Spaces

Residents expressed strong interest in modest, everyday gathering spaces—such as patios, small plazas, seating, shade, and a civic square.

Growth and Change

There is support for reinvestment, paired with a desire for clear guidelines, predictable outcomes, and meaningful public benefit.

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KEY STRATEGIES AND FRAMEWORK

The plan advances a coordinated set of strategies to improve how the City Center functions day-to-day:

- Reestablish the City Center as a connected, walkable place
- Strengthen Main Street as the heart of community life
- Preserve and reinforce Kaysville's hometown character
- Improve safety and comfort for people walking and gathering
- Treat parking as a shared district resource
- Support local businesses through access, visibility, and placemaking
- Guide change with clarity, predictability, and community values
- Ensure that the Kaysville City Center Small Area Plan provides a clear, implementation-oriented framework to guide that reinvestment over time.



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HOW THE PLAN WORKS

GOALS ⟷ **POLICIES**

Plan Framework

- Goals define the outcomes the community wants to achieve
- Policies guide decisions and priorities
- Actions identify near-, mid-, and long-term steps for implementation
- This structure ensures that day-to-day decisions support long-term objectives.

What This Is: Incremental Reinvestment Plan

This plan emphasizes:

- Gradual, phased change
- Adaptive reuse and modest infill
- Targeted safety improvements
- Public realm investments that reinforce identity
- Predictable, context-sensitive development expectations

VISION, PRINCIPLES, AND GOALS SUMMARY

"Utah's Hometown" is Kaysville's slogan and serves as guidance for this Small Area Plan. In the City Center, it means prioritizing a place that feels familiar, human-scaled, and welcoming—where local businesses thrive, streets are safe and comfortable to walk, public spaces support everyday community life, and change occurs gradually in a way that reinforces Kaysville's identity rather than replacing it.

Vision Statement

"Kaysville's City Center—from Historic Main Street to Mutton Hollow—will be a welcoming destination, not just a place to pass through. Building on the community's historic character and hometown spirit, the City Center will offer vibrant shops, dining, and gathering spaces that create a true sense of arrival and belonging."

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Guiding Principles

Incremental Change Over Time

Safety Before Speed

Fit Matters as Much as Use

Historic Character Is an Asset

Hometown Identity Is Defined by Experience

Public Space Is Public Infrastructure

Clarity Builds Confidence

These principles provide the foundation for the Plan's recommendations.

Goals

Reestablish the City Center as a connected, walkable place

Strengthen Main Street as the heart of community life

Preserve and celebrate Kaysville's historic character

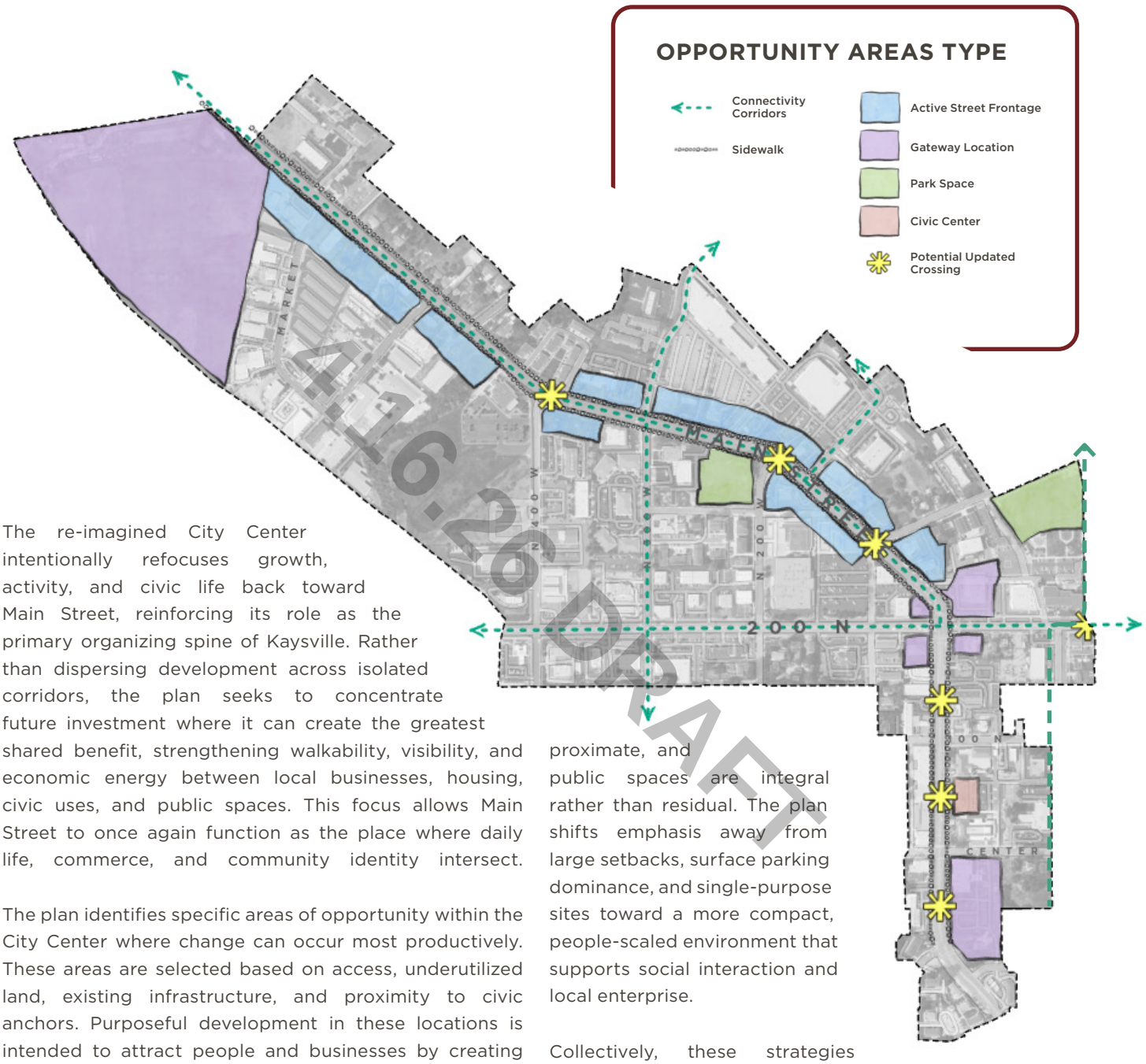
Maintain hometown scale and identity

Make the City Center a place to spend time

Support local businesses and economic vitality

Guide change with clarity and community values

A Reimagined City Center



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The re-imagined City Center intentionally refocuses growth, activity, and civic life back toward Main Street, reinforcing its role as the primary organizing spine of Kaysville. Rather than dispersing development across isolated corridors, the plan seeks to concentrate future investment where it can create the greatest shared benefit, strengthening walkability, visibility, and economic energy between local businesses, housing, civic uses, and public spaces. This focus allows Main Street to once again function as the place where daily life, commerce, and community identity intersect.

The plan identifies specific areas of opportunity within the City Center where change can occur most productively. These areas are selected based on access, underutilized land, existing infrastructure, and proximity to civic anchors. Purposeful development in these locations is intended to attract people and businesses by creating a critical mass of activity—places that are easy to reach, comfortable to linger in, and clearly distinct from auto-oriented commercial corridors elsewhere in the city. This approach reintroduces development patterns common to Kaysville's mid-century past, when Main Street served as a true town center rather than a pass-through route. Buildings address the street, uses are mixed and proximate, and public spaces are integral rather than residual. The plan shifts emphasis away from large setbacks, surface parking dominance, and single-purpose sites toward a more compact, people-scaled environment that supports social interaction and local enterprise.

Collectively, these strategies define the City Center as a special and meaningful place within Kaysville—one that reflects the community's history while accommodating contemporary needs. The result is not a return to the past, but a rediscovery of enduring principles that make downtowns successful: intentional investment, clear identity, and places designed first for people.

Existing Conditions & Community Context

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Existing Conditions & Community Context

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Understanding existing conditions in the City Center requires more than a technical inventory of buildings, streets, and utilities. In Kaysville, the City Center is closely tied to community identity, and residents have shared thoughtful input about how it should evolve. This section integrates field analysis, technical studies, and extensive community engagement to describe not only what exists today, but how residents experience and perceive the City Center.

TECHNICAL ASSESSMENT & REPORTS

Land Use and Physical Form

Historic Main Street is characterized by a compact, pedestrian-oriented physical form that reflects Kaysville's traditional development pattern. Buildings are generally one to two stories in height, closely spaced, and oriented toward the sidewalk, with civic uses such as City Hall, Kaysville Police Department and the former library reinforcing the corridor's role as a public and institutional center. These characteristics support visibility, walkability, and a cohesive street frontage.

In contrast, Main Street North and Mutton Hollow reflect auto-oriented development patterns typical of late-20th-century suburban commercial corridors. Larger parcels, deep setbacks, surface parking lots, and single-use buildings dominate these areas. Sidewalks are present but inconsistent in width and continuity, and internal pedestrian connections between parcels and within existing parking areas are limited. While these areas provide essential services, employment, and regional access, their physical form fragments the City Center and constrains safe, intuitive pedestrian movement between destinations.

See Appendix XX XXXX for more details and discussion.

Transportation, Safety, and Parking Conditions

Transportation analysis shows that Main Street functions simultaneously as a local main street and a regional travel corridor. This dual role results in higher vehicle speeds, wide travel lanes, and long crossing distances that prioritize vehicular throughput over pedestrian comfort. Marked crosswalks are limited, and pedestrian signal timing and refuge opportunities are constrained in key locations, particularly near 200 North and freeway access points.

Parking analysis indicates that, when evaluated at the district level, overall parking supply within the City Center is generally adequate. However, parking is unevenly distributed, poorly signed, and often perceived as private even when available for shared use. On-street and off-street parking lack consistent wayfinding and management strategies, contributing to confusion and inefficiencies. These physical and operational conditions reinforce auto dependence and discourage short walking trips between nearby destinations.

See Appendix XX XXXX for more details and discussion.

Market and Economic Conditions

Market analysis indicates steady demand for locally oriented retail, dining, personal services, and professional office uses that align with Kaysville's demographics and household spending patterns. Historic Main Street remains well-positioned for small-scale, independent businesses, while Main Street North and Mutton Hollow support service-oriented and employment uses.

The market also supports residential development in walkable locations, in particular housing that accommodates downsizing, aging in place, or smaller households. Current conditions do not support large-format retail, high-rise development, or rapid, large-scale redevelopment. Incremental reinvestment, reuse of existing buildings, and modest infill are the most financially viable strategies. These findings indicate that economic feasibility aligns with gradual change rather than transformative redevelopment.

See Appendix XX XXXX for more details and discussion.

SUMMARY OF COMMUNITY INPUT

Public engagement for this plan took place over several phases throughout 2025 and was designed to give residents multiple opportunities to participate over time. Instead of relying on a single survey or open house, the City created a series of surveys, in-person events, and ongoing outreach efforts that allowed the community to share observations about existing conditions, respond to emerging ideas, and weigh in on proposed development scenarios as they evolved. This phased approach reflects a clear message heard from residents: a desire for a planning process that feels thoughtful and transparent, rather than rushed, predetermined, or disconnected from everyday experience.

"We've seen plans before that didn't match what was promised."

"I'm cautious because once development happens, there's no going back."

Engagement occurred in two primary phases—learning and visioning—as summarized in the adjacent graphic. The timeline (Figure X) illustrates when and how community input was gathered, the level of participation at each stage, and how the process evolved from listening and understanding existing conditions to testing ideas and shaping a shared direction.

See Appendices X, X, and XX for full survey results, engagement summaries, and the full set of public comments as submitted.

Engagement Approach

Public engagement for the Small Area Plan was organized around two primary phases—Learning and Visioning—to ensure that community input shaped the process from the outset and continued to inform decisions as ideas evolved.

Learning Phase: Understanding Existing Conditions

The learning phase focused on building a shared understanding of existing conditions before any concepts were introduced. Early engagement emphasized listening to resident concerns related to safety, community character, and how the City Center Area functions today.

Key activities during this phase included:

- An **online survey** conducted from April 10 to May 13, 2025, which generated **521 contributions** documenting perceptions, priorities, and challenges.
- An **in-person open house** on April 23, 2025, where residents discussed issues directly with City staff and shared place-based observations.

Visioning Phase: Testing Ideas and Exploring Options

The visioning phase was designed to test ideas incrementally rather than present a single, predetermined outcome. Community feedback was used to explore tradeoffs and refine concepts over time.

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Engagement during this phase included:

- A second **online survey** (July 17–August 17, 2025) that received **302 responses** focused on housing, commercial form, public spaces, and community identity.
- An **open house** on September 16, 2025, attended by approximately **60 participants**, which provided an opportunity to review early concepts and discuss walkability, development scale, preservation opportunities, and connectivity.
- A third **online survey** conducted from September 16 to November 5, 2025, which gathered an additional **100 responses** focused on reactions to proposed development scenarios and associated tradeoffs.

Throughout both phases, the team connected with the community through tabling events at local businesses, an up-to-date project website, and direct conversations with business owners, property owners, and residents. Providing several ways to engage allowed participants to track how their feedback shaped the plan over time and reinforced that community input was genuinely valued and reflected where possible.





Learning Phase

Survey 1
April 10- May 13, 2025
521 Contributions

Open House 1
Apr. 23, 2025
Over 50 Participants

Tabling Event 1,
Bowman's Market
May 3, 2025
30-40 Participants



Visioning Phase

Survey 2
July 17-Aug 17, 2025
302 Contributions

Tabling Event 2,
Orlando's Mexican Restaurant
July 31, 2025
15-20 Participants



Open House 2
Sept 16, 2025
Over 60 Participants

Survey 3
Sept 16-Nov 5, 2025
100 Contributions

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Themes

Community input reflects broad support for reinvestment that is gradual, locally scaled, and focused on improving everyday experiences. Residents emphasized the importance of preserving community character, improving safety, accommodating modest growth, and creating public spaces that serve local needs. These themes form the foundation for the recommendations that follow.

Focus Areas and City Center Identify

Historic Main Street, Main Street North, and Mutton Hollow were consistently identified as the heart of Kaysville's commercial and cultural activity, underscoring their importance to the city's identity. While there was general support for reinvestment across these areas, participants emphasized that the City Center should remain a local destination, rather than evolve into a regional draw.

> "Main Street is the heart of Kaysville. That's where improvements should happen, not spread everywhere."
>
> "If we're going to invest anywhere, it should be downtown and North Main where people already go."

Safety, Walkability, and Mobility

Safety and walkability emerged as two of the most significant themes across surveys and open houses. Participants frequently described difficulty crossing streets, high vehicle speeds, and uncomfortable pedestrian conditions, particularly along Main Street and 200 North. Parking and circulation were also common concerns, with many noting that parking feels constrained or confusing, even in areas where supply exists. These perceptions align with the existing conditions analysis, which identified wide travel lanes, limited crossing opportunities, and auto-oriented street design as barriers to comfortable, family-friendly walking along the corridor.

> "Main Street is difficult to cross, with only one crosswalk and wide lanes that feel unsafe for walking."
>
> "I'd walk more if crossing the street felt safer."
>
> "Crossing 200 North—even at the light—does not feel safe. Drivers don't pay attention when turning."
>
> "It's not always clear where you're supposed to park or if you're allowed to."

Community Character and Historic Context

Community input reflects a strong attachment to Kaysville's historic character and home-town aesthetic. Residents emphasized the importance of preserving existing buildings, streetscapes, and neighborhood patterns, particularly along Historic Main Street. Concerns about development focused on scale, design quality, and the potential loss of community identity. Preservation was widely viewed not as a barrier to reinvestment, but as a framework for guiding change in a way that respects Kaysville's charm.

> "We don't want Main Street to turn into something that feels like every other city."
>
> "Kaysville's charm is why people live here. Once it's gone, it's gone."
>
> "I was surprised to learn there are no real protections for historic buildings."

Public Spaces and Placemaking Priorities

Modest, everyday gathering spaces that support community life emerged as a widely shared priority. Participants identified features such as patio seating, small plazas, pocket parks, and a town square capable of hosting informal activities and local events as important needs. Streetscape improvements—such as added trees, lighting, and landscaping—were highlighted as practical ways to improve comfort and overall experience. Large, centrally located projects were generally viewed as less desirable than smaller improvements and public spaces distributed throughout the City Center.

> "We need places to sit, gather, and actually spend time—not just drive through."
>
> "Small plazas and patios would do more for downtown than big projects."
>
> "A town square would give people a reason to stay, not just run errands."

Land Use, Scale, and Growth Considerations

Feedback related to development reflected a preference for context-sensitive design and modest scale. While opinions on density and growth varied, concerns about overdevelopment, traffic, and parking were consistently raised by both those supportive of and those cautious

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about increased density. Many participants emphasized that growth should be guided by clear rules, predictable results, and public benefits people can see.

> "I'm not against growth, but it needs to be small-scale and fit the area."
>
> "One or two stories makes sense here. Anything taller would feel out of place."
>
> "I worry about over development and losing what makes Kaysville feel like Kaysville."

ALIGNMENT: TECHNICAL CONDITIONS AND COMMUNITY EXPERIENCES

Technical analysis and community input tell the same story across land use, transportation, and economic conditions. Conditions such as wide travel lanes, long crossing distances, gaps in the pedestrian network, and unevenly distributed parking show up both in the data and in how residents describe their day-to-day experience—unsafe crossings, uncomfortable walking conditions, and uncertainty about where to park or how to move through the City Center. These concerns are not simply matters of perception; they reflect physical conditions that influence how people use the area.

Market analysis similarly aligns with community input about the scale and pace of change. The lack of demand for large-format retail, high-rise buildings, or rapid redevelopment supports residents' preference for incremental reinvestment that builds on existing businesses and development patterns. In this case, community skepticism toward large-scale development is reinforced by economic realities rather than challenged by them.

Together, these findings suggest that residents are not opposed to improvement, but are thoughtful about how change happens. Many shared a common concern that decisions about buildings and street design are long-lasting and difficult to reverse. That perspective is reinforced by technical analysis, which shows that incremental, carefully scaled change reduces financial risk and helps avoid unintended long-term impacts.

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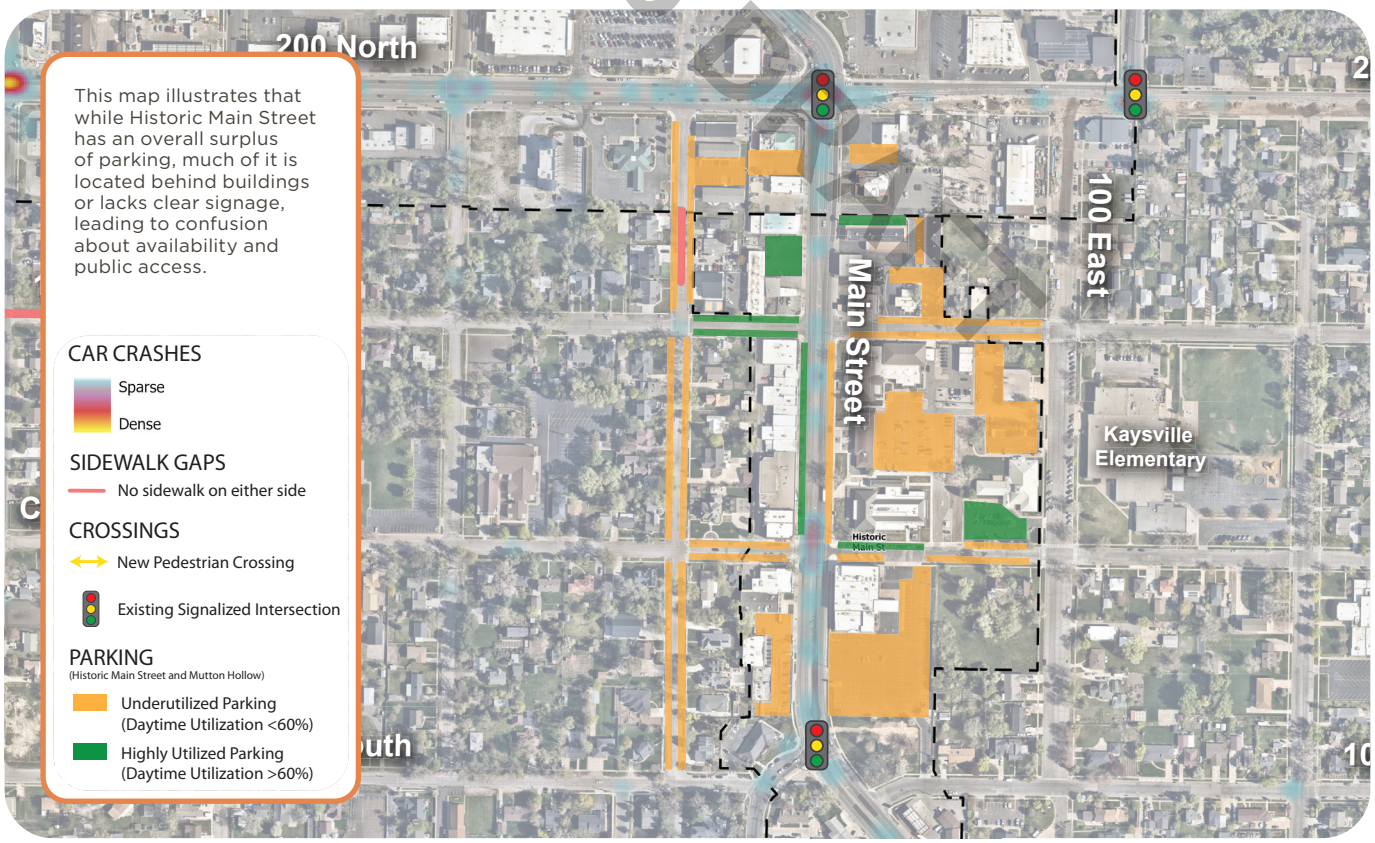

This map illustrates that while Historic Main Street has an overall surplus of parking, much of it is located behind buildings or lacks clear signage, leading to confusion about availability and public access.

ON-THE-STREET PERSPECTIVE

Pedestrian experience

- Minimal street activation and visual interest
- Limited places to sit or gather
- Little public art or placemaking elements



Limited and challenging crossing opportunities

Few marked crossings

Some crossings have low visibility (around corners)

Drivers may not anticipate pedestrians

Wide roadway with minimal pedestrian buffer

Little separation from moving traffic

Limited sense of comfort and safety

Uninviting walking environment



Pedestrian and bicycle infrastructure

No continuous sidewalk

No dedicated bike lanes

Limited safe space for non-drivers



Setback development pattern limits walkability

Large frontages and open space between buildings and street

Few direct pedestrian connections from Main Street

Buildings and entrances are not oriented toward the street, making the corridor feel less active and less welcoming for people walking

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Vision, Guiding Principles, & Goals

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Vision Statement

"Kaysville's City Center—from Historic Main Street to Mutton Hollow—will be a welcoming destination, not just a place to pass through. Building on the community's historic character and hometown spirit, the City Center will offer vibrant shops, dining, and gathering spaces that create a true sense of arrival and belonging. It will serve as the heart of the community, supporting families, local businesses, and connections, while ensuring safety, accessibility, and lasting vitality for generations to come."

The vision for the Kaysville City Center is to reestablish Main Street as a connected, walkable, and community-scaled district where historic character, local businesses, housing, and public spaces support and enhance one another. This vision builds upon the Kaysville General Plan by translating its broader goals into focused, place-specific guidance for the City Center through this planning process. The recommendations that follow do not replace the General Plan; they clarify where and how its goals could be realized within the City Center.

The plan looks forward—anticipating change and reinvestment over time—but does so through the lens of adopted policy, existing conditions, and demonstrated community priorities. In this way, it functions as both a guide for near-term decision-making and a framework for long-term coordination between public investment, private development, and shared priorities.

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GUIDING PRINCIPLES

Principle 1:
INCREMENTAL CHANGE OVER TIME

Change in the City Center should occur gradually and build on existing assets, rather than through large-scale or sudden transformation.

Principle 2:
SAFETY BEFORE SPEED

Design and operational decisions should prioritize the safety and comfort of people walking, biking, and accessing businesses.

Principle 3:
FIT MATTERS AS MUCH AS USE

The scale, form, and relationship of buildings to streets and neighborhoods are as important as what the building is used for.

Principle 4:
HISTORIC CHARACTER IS AN ASSET

Historic buildings, development patterns, and materials are treated as foundational to the City Center's identity and economic vitality.

Principle 5:
HOMETOWN CHARACTER IS DEFINED BY EXPERIENCE

Kaysville's hometown identity is reinforced through consistent placemaking, such as walkable streets, familiar buildings, local businesses, and everyday interactions.

Principle 6:
PUBLIC SPACE IS PUBLIC INFRASTRUCTURE

Plazas, sidewalks, and streets are essential infrastructure that support community life, economic activity, and connectivity, not optional amenities.

Principle 7:
CLARITY BUILDS CONFIDENCE

Clear recommendations for development, parking, and public investment help reduce conflict, improve outcomes, and build long-term trust.

The following goals were developed directly from the City Center vision, community input, and the policy direction established in the Kaysville General Plan. Together, they define the intended outcomes for reinvestment, mobility, placemaking, and economic activity in the City Center and provide a clear foundation for the policies and actions that follow.

How This Plan Fits Within the City's Planning Framework

- Implements the City Center policies of the adopted General Plan
- Provides location-specific guidance where the General Plan is intentionally broad
- Aligns land use, transportation, and public investment decisions
- Establishes a common reference point for staff, elected officials, and the public

GOALS

Goal 1:

REESTABLISH THE CITY CENTER AS A CONNECTED, WALKABLE PLACE

Improve connections within the City Center so that people can move safely and comfortably between destinations on foot, by bicycle, and by vehicle. Prioritize pedestrian safety and clarity while balancing Main Street's role as both a local destination and a regional route.

Goal 2:

STRENGTHEN MAIN STREET AS THE HEART OF COMMUNITY LIFE

Reinforce Main Street's role as Kaysville's civic, cultural, and commercial anchor by supporting active storefronts, public gathering spaces, and everyday activity that encourage people to linger, meet, and return.

Goal 3:

PRESERVE AND CELEBRATE KAYSVILLE'S HISTORIC CHARACTER

Protect the historic buildings, patterns, and scale that define Kaysville's identity, while allowing thoughtful reinvestment that respects the past and supports long-term use and vitality.

Goal 4:

MAINTAIN KAYSVILLE'S HOMETOWN SCALE AND IDENTITY

Ensure that new development and reinvestment reflect Kaysville's hometown character through modest building heights, human-scale design, and transitions that are compatible with surrounding neighborhoods.

Goal 5:

MAKE THE CITY CENTER A PLACE TO SPEND TIME, NOT JUST TRAVEL THROUGH

Create inviting public spaces, streets, and destinations that support everyday use—such as walking, shopping, and gathering—so the City Center functions as a place people choose to be, not simply a route to somewhere else.

Goal 6:

SUPPORT LOCAL BUSINESSES AND ECONOMIC VITALITY

Encourage reinvestment that supports existing businesses, attracts locally oriented new uses, and strengthens the City Center economy through gradual, well-designed change rather than large-scale redevelopment.

Goal 7:

GUIDE CHANGE WITH CLARITY, PREDICTABILITY, AND COMMUNITY VALUES

Provide clear guidelines for land use, design, and public investment so that future decisions reinforce shared priorities, reduce uncertainty, and build confidence in how implementation will occur over time.

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Land Use and Urban Form Framework

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Land Use and Urban Form Framework

Land use and urban form are central to how residents experience the City Center on a daily basis. Community members who expressed concern about new development emphasized that the basis of the concern is more about form, scale, and relationship to surrounding streets and neighborhoods than opposition to development in general. This framework responds by focusing on compatibility, and gradual change. These concepts directly implement the General Plan's City Center policies, which emphasize context-sensitive reinvestment, protection of established neighborhoods, and development that reinforces Kaysville's hometown character.

OVERALL APPROACH

Rather than prescribing specific projects, the plan establishes recommendations for how buildings should relate to streets, public spaces, and adjacent properties. These are intended to guide future zoning updates and development review, providing both the community and developers with greater certainty about what is appropriate in the City Center.

Across all three subareas, the framework emphasizes:

- Buildings that reinforce a strong street-level presence and active frontage
- Building heights increase gradually and fit with the surrounding area
- Ground-floor design that supports pedestrian activity and visual interest
- Transitions that respect and integrate with nearby residential areas

RESPONDING TO PUBLIC CONCERNS

During engagement, many residents shared concerns that changes to land use could result in buildings that feel out of scale or out of character with Kaysville. In response, this plan does not take a one-size-fits-all approach. Instead, it tailors recommendations by area, recognizing that different parts of the City Center can accommodate change in different ways and serve distinct purposes. Historic Main Street is intended to remain the most traditional in character, while Main Street North and Mutton Hollow provide more flexibility for development.

How the Plan Responds

- Building height is guided by surroundings, not just what zoning permits
- Buildings are designed to be lower and less intense near existing neighborhoods
- Design and fit matter as much as overall size

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Historic Main Street storefront scale (1 story)

- Traditional shopfront rhythm and small-scale character
- Frequent doors/windows create an active walking experience
- Reinforces Kaysville's historic "Main Street" feel

Step-up in height with a pedestrian-friendly street edge

- Second story added where appropriate without overwhelming the street
- Ground-floor shops keep the street active and inviting
- Upper floors set back or visually lighter to maintain Main Street character

Mixed-use potential (up to 3 stories)

- Height increases gradually to support housing and reinvestment
- Maintains a strong street presence with active ground-floor frontage
- Adds residents and activity while preserving a small-town feel

Economic Development and Housing Context

Economic development in the City Center is closely tied to community trust. Throughout engagement, residents expressed skepticism toward strategies that rely on attracting outside or large-scale development at the expense of existing businesses. This plan responds by emphasizing reinvestment, business retention, and alignment with adopted policy—specifically the Kaysville General Plan and Future Land Use Map—rather than speculative or market-driven upzoning. The General Plan's economic development goals prioritize strengthening existing centers, supporting local businesses, and focusing growth where infrastructure and services already exist; this section operationalizes those goals within the City Center.

SUPPORTING EXISTING BUSINESSES

Existing businesses along Main Street and in adjacent areas are a foundational component of the City Center economy. During outreach, business owners consistently emphasized visibility, ease of access, and customer comfort as primary concerns. The plan prioritizes improvements that directly address these issues, including pedestrian safety, wayfinding to shared parking, and streetscape enhancements that encourage people to spend time in the area.







INCREMENTAL GROWTH AND MARKET ALIGNMENT

Market analysis conducted as part of this planning process confirms that the City Center is best positioned for incremental growth rather than rapid or large-scale redevelopment. Demand exists for locally scaled retail, dining, personal services, professional office, and residential uses that complement the existing fabric of Kaysville. This finding closely mirrors public sentiment, which favored steady reinvestment over transformative projects.

Accordingly, the plan does not assume or require wholesale redevelopment. Instead, it supports a pattern of gradual change in which new development reinforces existing activity, fills gaps in the urban fabric, and builds over time toward a more complete and resilient City Center.

HOUSING AS A SUPPORTING USE

Housing in the City Center is not intended to change the area's primary role as Kaysville's historic and commercial heart. Instead, housing is envisioned as a supporting element—one that helps local businesses thrive, strengthens daily activity, and provides housing options that allow residents to stay in the community through different stages of life. Community conversations reflected a range of perspectives on housing, particularly multifamily development. Some residents expressed concern about building scale and density, while others emphasized the importance of providing options for seniors who wish to downsize, young adults looking to stay in Kaysville, and smaller households seeking convenient locations. These perspectives helped shape an approach that prioritizes fit and compatibility over sheer numbers.

Rather than focusing on unit counts alone, the plan emphasizes how and where housing is introduced. Housing above shops on Main Street, modest mixed-use buildings along Main Street North, and thoughtfully designed residential components within Mutton Hollow are envisioned as ways to add housing while respecting the character of surrounding neighborhoods. In each location, housing is intended to complement existing uses, reinforce walkability, and support the long-term vitality of the City Center.

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Transportation, Parking, & Mobility

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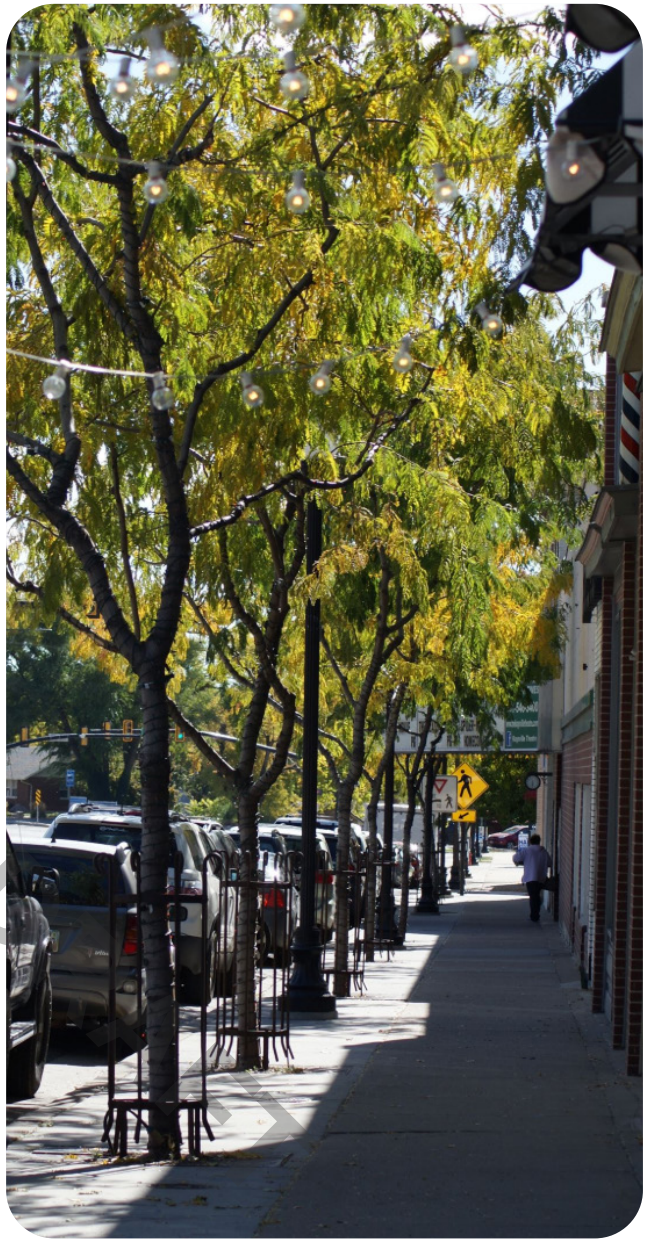
Transportation, Parking, and Mobility

Transportation and mobility emerged as some of the most prominent topics during public engagement. Residents frequently expressed concerns about traffic speeds, challenges crossing Main Street, and uncertainty about parking availability. In response, this plan reframes mobility around safety, clarity, and choice, rather than focusing solely on traffic flow. This approach aligns with the General Plan's direction to balance regional mobility with local safety, walkability, and overall quality of life in the City Center.



PEDESTRIAN COMFORT AND SAFETY AS A PRIORITY

Improving pedestrian safety is foundational to reinvigorating the City Center. Enhanced crossings, shorter crossing distances, and more consistent sidewalks are not aesthetic improvements; they are necessary conditions for encouraging people to walk between destinations.

Public input highlighted specific locations where crossing Main Street feels uncomfortable or unsafe, and the plan emphasizes targeted crossing enhancements rather than corridor-wide reconstruction. This includes consideration of a mid-block crossing near the former library site to improve access between civic destinations and reduce the need for out-of-direction travel to reach a signalized intersection. Public feedback also indicated that some residents do not feel comfortable parking on Main Street, reinforcing the importance of designing Main Street as a place where people can cross safely and access businesses without feeling exposed to fast-moving traffic.

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What We Heard About Safety

"200 north is not a walkable street. Crossing Main Street to get to the corn lady area is also not feasible."

"I usually avoid it [Main Street] because of the lack of concern drivers have for people crossing."

WALKING & BIKING PATH NETWORK



See Appendix F for full Transportation and Conenctivity Map Details

PARKING AS A SHARED RESOURCE

Parking concerns were often framed during engagement as fear of loss rather than actual shortage. This plan responds by explicitly treating parking as a shared district resource. The intent is to make existing parking easier to find, understand, and use before considering any expansion of supply.

What We Heard About Parking

"I'm worried we'll lose parking."

"I don't know where I'm allowed to park."

"Events make it feel crowded, even if it's not every day."

Key concepts include shared parking agreements, improved signage and wayfinding, and clear communication about public versus private parking. These strategies reflect common practice in Utah downtowns and respond directly to resident concerns about unintended spillover.

BALANCING LOCAL AND REGIONAL TRAVEL

Main Street's role as both a local destination and a regional route requires careful balancing. The plan does not seek to eliminate vehicular access, but to manage speeds and crossing conditions in ways that align with a community's main street rather than a highway.

PEDESTRIAN SAFETY & ACCESS NETWORK



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Public Realm, Civic Space, and Placemaking

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Public Realm, Civic Space, & Placemaking

Public spaces emerged during engagement as one of the most widely supported components of reinvestment. Residents consistently expressed a desire for places to gather that feel authentic, accessible, and everyday spaces that support informal use as well as programmed events. The General Plan identifies the City Center as the community's civic heart; this section translates that policy direction into specific public realm and placemaking strategies.

STREETS AS PUBLIC SPACE

Beyond formal plazas, the plan recognizes streets and sidewalks as the City Center's most important public spaces. Streetscape improvements such as trees, signage, seating, and consistent materials—meaning similarly designed benches, lamp posts, and other street furnishings—can make walking more comfortable and visually signal that Main Street is a destination and public place rather than just a route.

TYING PLACEMAKING TO PUBLIC SENTIMENT

Importantly, the plan frames placemaking not as beautification for its own sake, but as a response to how residents want to use Main Street. The emphasis on modest scale, flexibility, and visibility reflects community preference for spaces that support everyday life.

Elements of A Successful City Center

A loved city center is shaped by everyday experience. The following elements support walkability, local business vitality, and a strong sense of place.

ACTIVE, INVITING STOREFRONTS

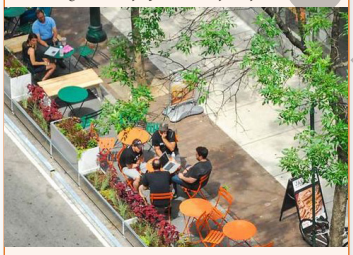
Image courtesy of the City of Willoughby



Street-facing windows, doors, and human-scale buildings make walking interesting and comfortable, with nearby amenities, such as EV charging stations, that could encourage people to stop and spend time.

OUTDOOR DINING & STREET ACTIVITY

Image courtesy of University City District



Sidewalk seating and visible activity bring energy to Main Street and support local businesses.

GATHERING SPACES

Image courtesy of Taft Street Winery



Small plazas and green spaces provide places to meet, rest, and spend time.

CIVIC & EVENT SPACES

Image courtesy of RVA Food Truck Favorites



Flexible spaces for performances and community events create shared experiences.

PUBLIC ART & INTERACTIVE FEATURES

Image courtesy of Cassolia



Artful and playful elements add character, create memorable spaces, and highlight Kaysville's past through historic features and signage.

PARKS & PLAY AREAS

Image courtesy of Kansas City



Family-friendly spaces encourage regular use and multi-generational activity.

SAFE, COMFORTABLE STREETS

Image courtesy of Town Square Delaware



Visible crossings and traffic-calming features support walkability and safety.

CLEAR WAYFINDING

Image courtesy of SKA Design



Well-designed signage helps visitors navigate the area while contributing to a recognizable City Center identity. Wayfinding along Historic Main Street can reflect its unique character while remaining cohesive with the overall system.

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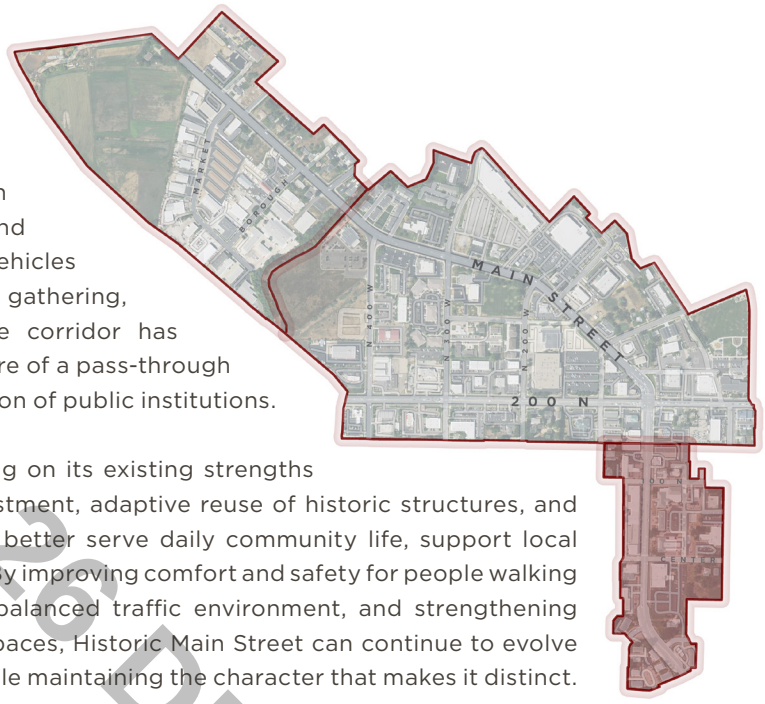
City Center Area Profiles:
Where We Are Today and Where We Can Go Next

HISTORIC MAIN STREET

Historic Main Street functions today as a locally oriented commercial corridor shaped by long-standing businesses, civic uses, and community events. While it remains an identifiable and valued place, economic activity has softened in recent years. Some storefronts are underutilized, and the street's current design emphasizes moving vehicles through the area rather than supporting walking, gathering, and day-to-day social activity. As a result, the corridor has gradually shifted from a primary destination to more of a pass-through route, despite its historic buildings and concentration of public institutions.



This plan supports Historic Main Street by building on its existing strengths rather than redefining its role. Incremental reinvestment, adaptive reuse of historic structures, and targeted public improvements can help the area better serve daily community life, support local businesses, and accommodate small-scale events. By improving comfort and safety for people walking and biking, supporting a more predictable and balanced traffic environment, and strengthening connections to nearby neighborhoods and civic spaces, Historic Main Street can continue to evolve in ways that reflect community needs over time while maintaining the character that makes it distinct.

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CURRENT DEFINING AREA ELEMENTS

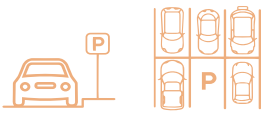
BUILDING HEIGHTS
1–2 stories dominant
Isolated 3-story structures; no consistent vertical transition pattern

RESIDENTIAL USE
Very low to none
Primarily commercial uses

INTENSITY & SCALE
Low to moderate intensity
Human-scaled buildings with a mix of building types and entrances along the street; building depth; semi-continuous street-facing façade

OPEN SPACE
Minimal formal open space
Public activity happens mainly along streets and sidewalks rather than in dedicated areas

PARKING ORIENTATION



Primary - On Steet
Minor Rear / Side-lot surface parking
No Structured Parking

BLOCK PATTERN AND STREETSCAPE



Tradtional Main Street block pattern between Center and 100 N Streets, with buildings generally built to the sidewalk, however, areas south and north are more auto-oriented

CURRENT DEFINING CONNECTIVITY ELEMENTS

AUTOMOBILES
HIGH
Main Street is a functioning state route / corridor with direct access to businesses

TRANSIT
MEDIUM
Local service is present, but does not define land use or street function

MICROMOBILITY
LOW
No dedicated bike facilities on Main Street and limited connectivity to regional trails

PEDESTRIANS
MEDIUM
Continuous sidewalks on both sides of the road, but narrow. Limited pedestrian protection

Envisioning the Future

HEART OF KAYSVILLE'S HOMETOWN

Potential public gathering space to support community events and everyday use

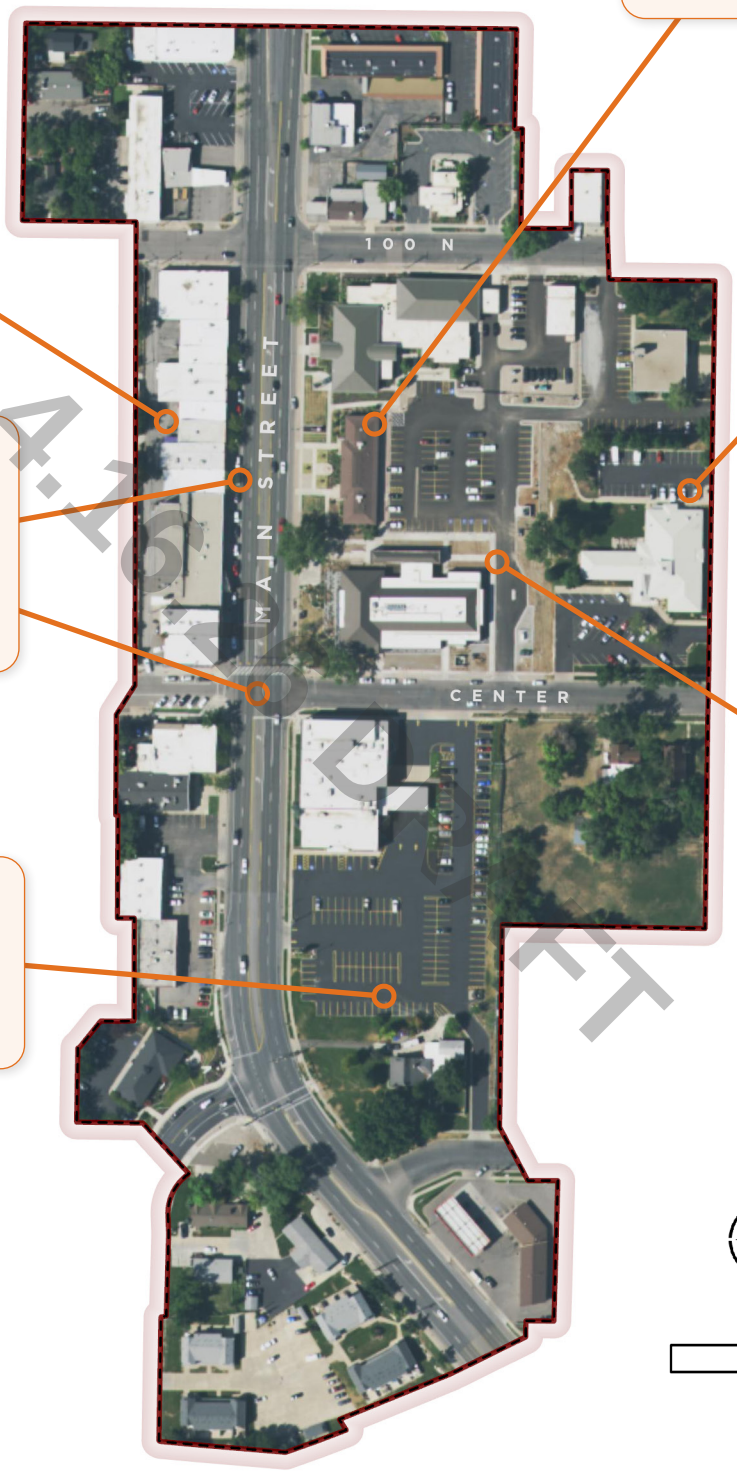
Support for existing buildings and reinvestment that reinforces Historic Main Street character

Improved connections to nearby neighborhoods, civic destinations, and the broader community overall

Opportunities to improve comfort, safety, and access for all travel modes via midblock crossing and signaled crosswalks, and a bike boulevard

Underutilized or less-visible parking areas could be better connected to users through improved signage, wayfinding, and public awareness about their location and availability

Gateway location with potential for mixed uses, enhanced open space, and active, street-facing development



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Comparing Zoning, The General Plan, & This Plan

The following table compares existing zoning regulations, the 2022 General Plan and Future Land Use Map, and the guidance provided in this Small Area Plan. Reviewing these elements together helps clarify what is currently regulated, what is envisioned at the policy level, and how this plan aligns with that direction for the City Center. This comparison is presented for each focus area—Historic Main Street, Main Street North, and Mutton Hollow—to demonstrate consistency with adopted plans while providing clearer, place-specific expectations for scale, form, and development patterns.

COMPARING ZONING, THE GENERAL PLAN, AND THIS PLAN

	EXISTING ZONING MAJORITY CENTRAL COMMERCIAL, PUBLIC USE	**2022 GENERAL PLAN** FUTURE LAND USE MAP	**THIS PLAN'S GUIDANCE FOR HISTORIC MAIN STREET**	**CONSISTENCY WITH GENERAL PLAN & FUTURE LAND USE MAP**
INTENT FOR AREA	Allows commercial and mixed-use uses, with standards that may permit outcomes inconsistent with historic context, public facilities	Identifies the area as the City Center's core. To remain commercial and civic use.	Center's core Reinforces Historic Main Street as the civic, cultural, and commercial heart of Kaysville	Yes, consistent with the Future Land Use designation
HEIGHT ALLOWANCE	35 feet maximum	Supports City Center density but does not specify scale	Primarily 1–2 stories, consistent with the historic development pattern.	Yes, maintains existing height limits while providing further design guidance
HEIGHT TRANSITIONS	Not addressed	Not location-specific	Height and massing should match or closely relate to adjacent historic buildings	Can be implemented through future zoning and design standard updates
DEVELOPMENT PATTERN	Driven by zoning standards rather than place-specific character. Many buildings face Main Street but vary in scale and orientation.	Continues as commercial and civic uses, with potential for communal spaces; does not specify development form or layout	Low to moderate scale, focused on storefront activity rather than residential density. Buildings oriented to the sidewalk with active, pedestrian-facing storefronts	Yes, aligns with the City Center scale and General Plan direction

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Designed with Care, Loved by the Community

Community spaces are defined by how they are designed. Throughout engagement, residents consistently asked for more places to gather and spend time together—whether in welcoming outdoor spaces or local restaurants and storefronts. Elements such as comfort, visibility, accessibility, and connection to surrounding uses determine whether a space becomes an everyday destination. Thoughtful design can help Historic Main Street reflect Kaysville's hometown identity and support community life year-round.

Below are example images of elements that could be incorporated into Historic Main Street to create inviting, flexible, community-centered spaces.



MAIN STREET STOREFRONTS

Traditional Main Street storefronts create an active, pedestrian-oriented street edge that supports small businesses and encourages people to walk, browse, and spend time downtown.



MIXED-USE COMMERCIAL

Mixed-use commercial buildings can introduce upper-level office or residential space while maintaining active ground-floor storefronts, adding vitality throughout the day and evening.



TOWN SQUARE / PLAZA

A town square or plaza provides a flexible gathering space for everyday use and community events, creating a recognizable civic heart where residents can meet, relax, and celebrate together. It can incorporate elements such as a small performance stage, seating areas, shade, interactive features, or play spaces—ensuring people of all ages have a place to gather and enjoy Historic Main Street.



PATIO SEATING

Patio seating extends activity onto the sidewalk, enhances the street atmosphere, and supports local restaurants by creating welcoming outdoor spaces for dining and social interaction.

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ROLE OF THE CIVIC PLAZA

The civic plaza concept emerged repeatedly through public engagement as a tangible way to strengthen Main Street's role as Kaysville's civic heart. Residents expressed interest in a space that supports everyday use—from taking a break or meeting others to simply walking through to reach Main Street shops—as well as periodic community events, without feeling oversized or disconnected from surrounding civic buildings.

The proposed plaza location, between City Hall, the former library site, and the police department, is significant. It is located between Main Street, 200 North, 100 East, and Center Street, allowing it to function not only as a destination but also as a connector that improves pedestrian movement through the City Center. In this way, the plaza is envisioned as civic infrastructure rather than a standalone park.

As part of the planning process, multiple conceptual scenarios were explored to test how the plaza might be configured and how it would interact with existing buildings and parking. These scenarios were not intended to select a final design, but to illustrate feasible approaches and tradeoffs for discussion.

One scenario assumes retention and renovation of the former library building, with new public space organized around it. This approach emphasizes adaptive reuse, maintains a strong "Main Street feel" with buildings and storefront activity along the sidewalk, and introduces new pedestrian connections through and around the building. The plaza in this scenario functions as a series of connected outdoor rooms that support gathering while preserving the historic presence of the library structure.

A second scenario assumes removal of the former library building to create a larger, more centralized public plaza. This approach prioritizes open space and flexibility, strengthens direct visual and physical connections to Main Street, and allows the plaza to serve as a highly visible civic gathering space. In this scenario, adjacent parking and service functions are reorganized to support plaza activity without dominating it.

Both scenarios reinforce several consistent principles that emerged from public input:

- The plaza should feel integrated with Main Street rather than set behind buildings
- Pedestrian safety and comfort should be prioritized in all directions
- Existing parking should be leveraged and managed rather than significantly expanded
- The space should support both daily use and occasional events without over-programming

Rather than endorsing a single configuration, the plan establishes these principles as guidance for future design and decision-making. Final design, phasing, and implementation would occur through subsequent capital planning, detailed design, and public review.

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Gathering spaces-Visit Boulder Colorado

History in the Making

OPPORTUNITY IN THE HEART OF MAIN STREET

Through community engagement and project analysis, the former library site consistently emerged as a key opportunity within Historic Main Street. Its central location, visibility, and proximity to City Hall and other civic destinations make it one of the most prominent and flexible spaces in the City Center. Because the property is city-owned, it presents a rare opportunity to shape improvements intentionally over time in response to evolving community priorities.

At the same time, the former library building carries historic significance and represents an important part of Kaysville's identity. Preservation of local history and community character has been a consistent theme throughout engagement, which is why this site continues to be a focus of discussion. Community feedback shows a fairly even split on whether the library should remain or be removed, with slightly more support for removal based largely on concerns about the cost and necessity of rehabilitation. Because of this, City leadership will need to make a clear decision on how to move forward. The two Historic Main Street scenarios illustrate how the site could function under either direction, showing the types of uses, public spaces, and connections that could be created depending on whether the historic library remains in place or the site is redeveloped.

Residents expressed a clear interest in creating more places to gather and spend time downtown. Whether through enhanced public space, community-oriented activity, or reinvestment that supports local businesses, this site represents a meaningful opportunity to enhance the overall vitality of Historic Main Street.

The former library building is listed on the National Register of Historic Places, reflecting its role in Kaysville's history and identity. While this designation recognizes its significance, there are currently no local preservation protections that require the building to remain. The future of the structure represents a broader community conversation about historic preservation, character, and long-term vision. See Appendix XX for additional context on historic preservation considerations.

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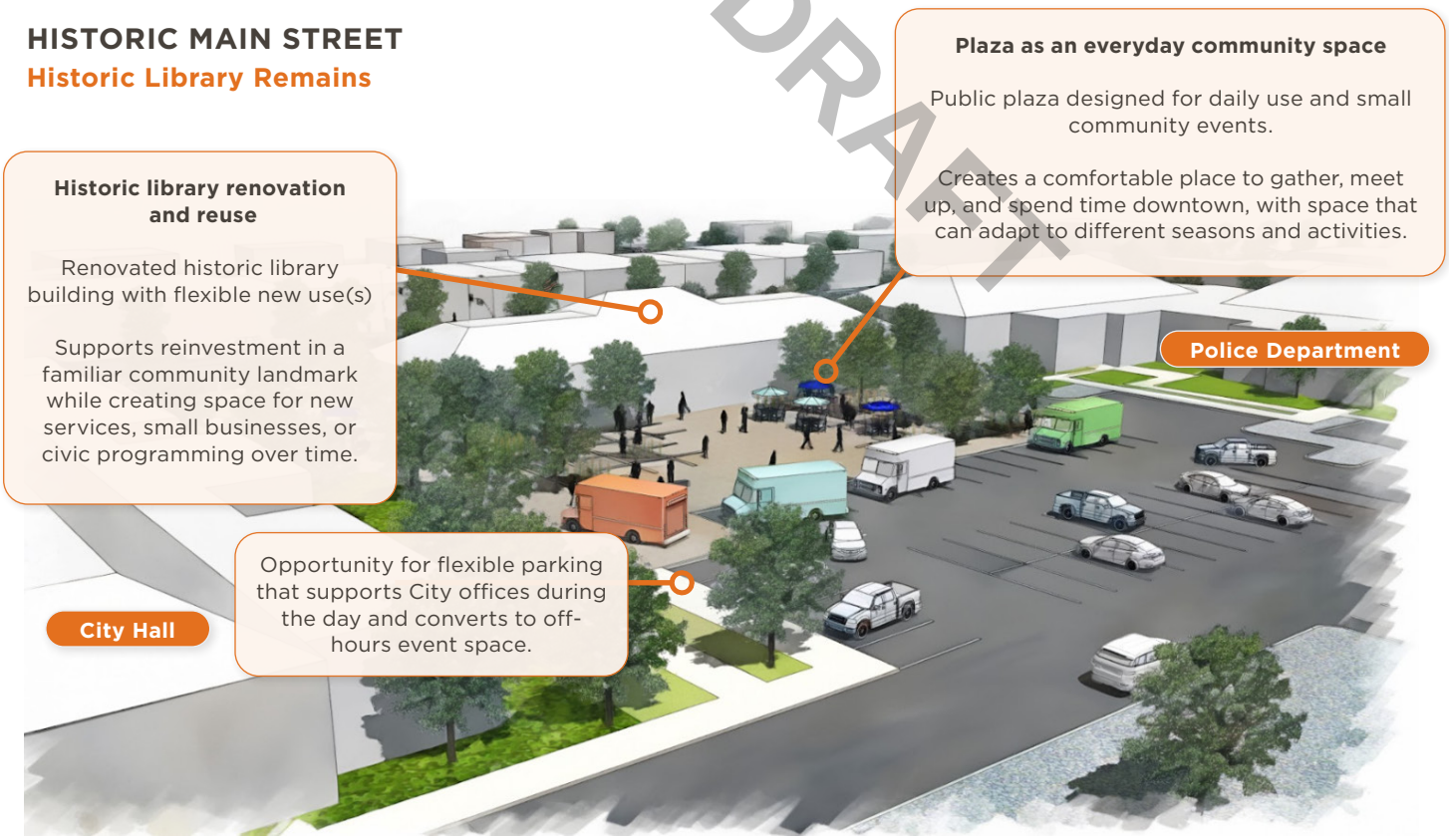
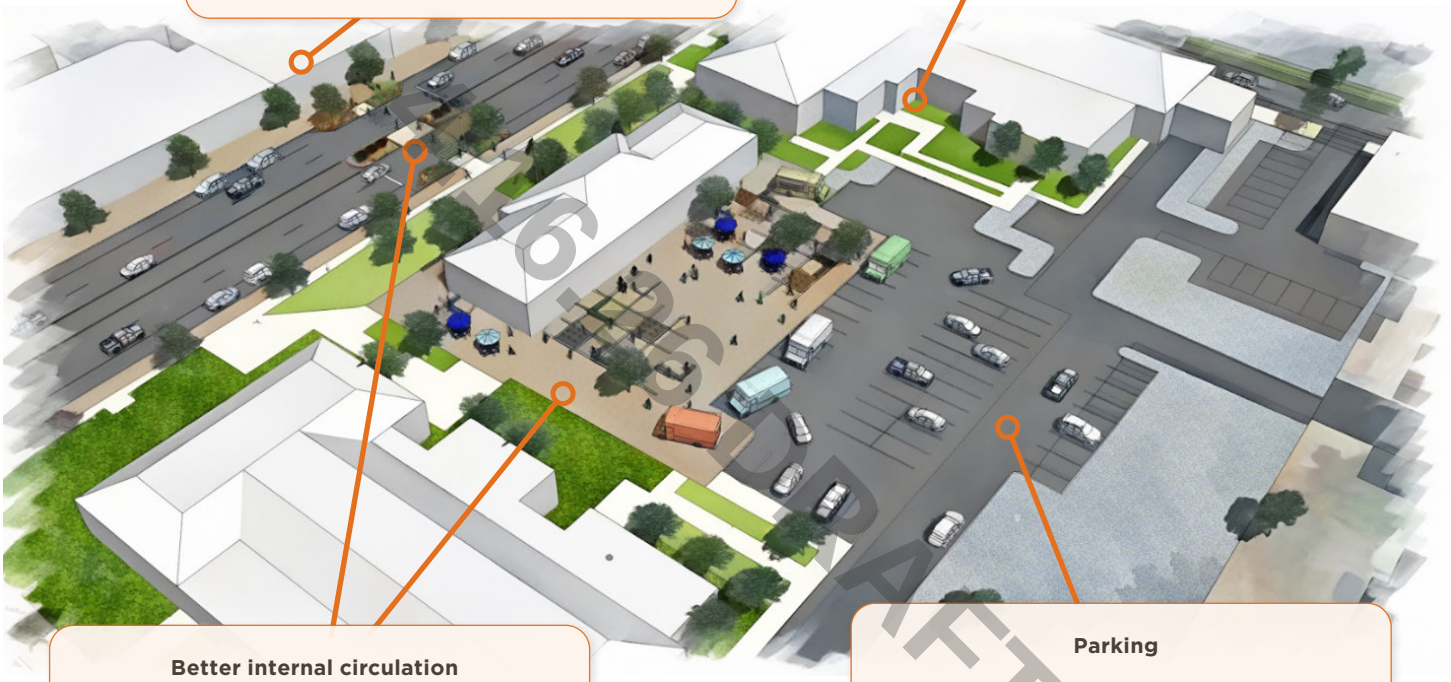
HISTORIC MAIN STREET

Historic Library Remains



HISTORIC MAIN STREET

Historic Library Remains



Public input regarding the former library building was generally divided, with slightly more participants expressing support for its removal than for its retention. At the same time, many residents emphasized the building's historic and community value. Should the community choose to retain and restore or adapt the structure, it could serve as a complementary anchor to a future plaza—supporting cultural, civic, or commercial activity and strengthening the overall public space experience.

HISTORIC MAIN STREET

Historic library is removed

Communities across Utah have shown how well-designed civic plazas can anchor a city center and support everyday life. Examples such as Millcreek Common, Holladay Plaza, and Laub Plaza in Logan demonstrate how plazas—scaled appropriately to their surroundings—can accommodate flexible programming, seasonal activities, public art, and connections to nearby businesses.

These spaces vary in size and layout, but each succeeds by creating a welcoming place to gather. In Kaysville, removal of the former library would create a blank canvas for similar possibilities, allowing for improved visibility, stronger connections, and a civic space that can adapt over time to reflect the community's hometown identity.

Historic library removal

Removal of the former library building creates additional space for a larger civic plaza and allows for clearer, more direct connections between Main Street, nearby destinations, and on-site parking.

Plaza as an everyday community space

Public plaza designed for daily use and small community events.

Creates a comfortable place to gather, meet up, and spend time downtown, with space that can adapt to different seasons and activities.



Opportunity for flexible parking that supports City offices during the day and converts to off-hours event space.

4.16.26 DRAFT

HISTORIC MAIN STREET

Historic Library is removed

Strengthening Main Street storefront presence

Reinforces Main Street activity by adding an inviting destination nearby.

Helps support nearby businesses by creating more reasons for people to spend time in the area before and after errands, meetings, and events.

Connections to civic destinations

Improved connections between City Hall, the Police Department, and Main Street.

Helps tie together key civic spaces so the City Center area feels more connected and easier to use for everyday needs.



Better internal and external circulation

Clear and direct walking routes through the site improve access between buildings, parking areas, and Main Street using simple, intuitive paths that make the area easier to navigate. If the library is removed, sightlines across the site may improve, which can reduce navigation challenges and simplify wayfinding needs.

Parking

Continued use of existing parking with better organization and access.

Maintains convenient parking while improving how people move between parking areas, the plaza, and surrounding destinations.

SHARED PRIORITY

A safer, more usable main street

Regardless of the library scenario, improved crossings, clearer connections, and better pedestrian comfort are essential to supporting downtown businesses and everyday community life.

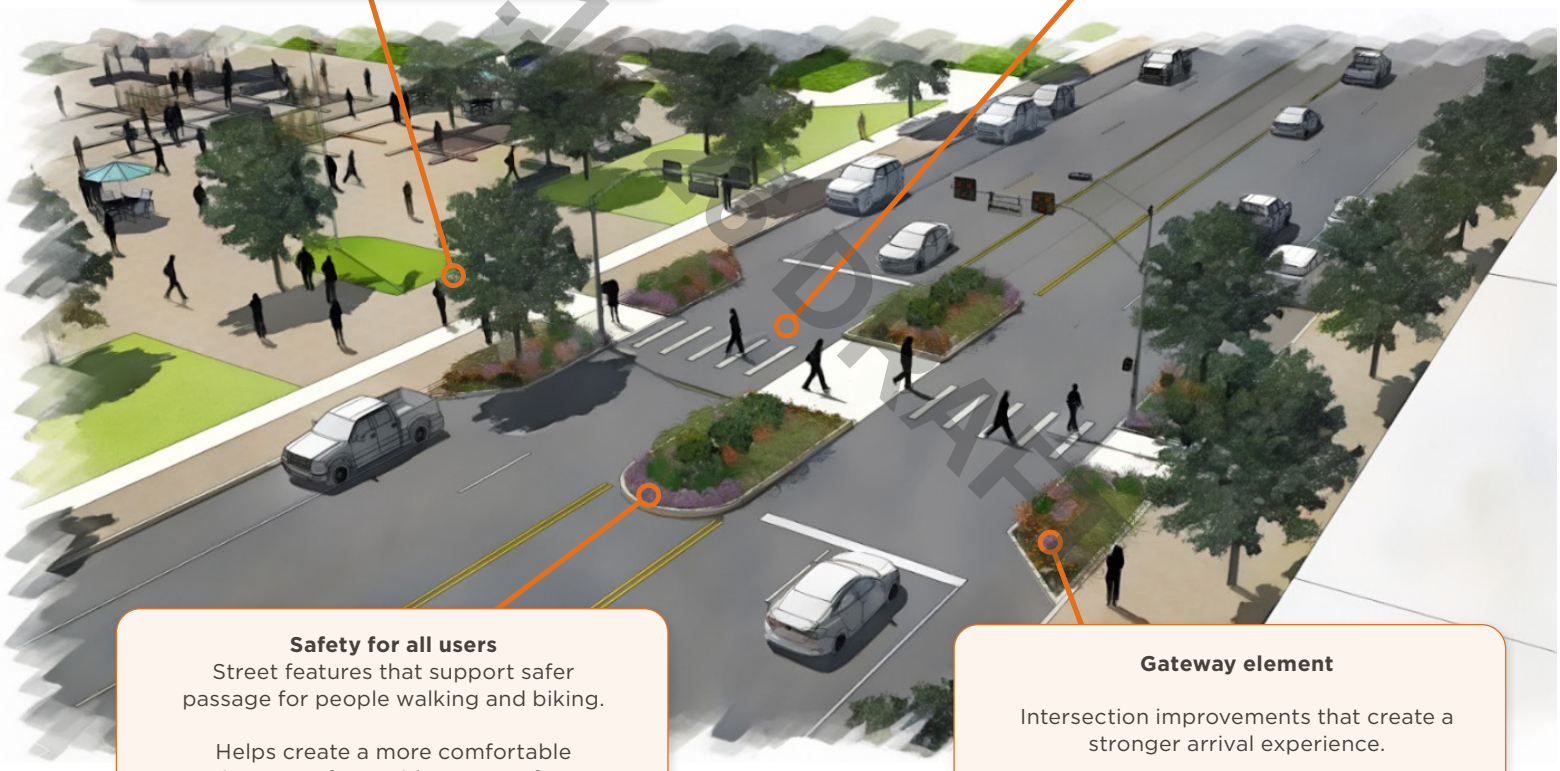
Connecting plaza to Main Street

Direct connection from the plaza to Main Street and nearby destinations strengthens the relationship between public space and surrounding businesses, supporting economic vitality and ensuring the plaza feels fully integrated into everyday downtown activity.

Crosswalk as a safer, clearer crossing point

Enhanced crosswalk that improves visibility and comfort for crossing Main Street.

Creates a more obvious, well-defined place to cross on a busy corridor and supports safer access between key destinations on both sides of the street.



Safety for all users

Street features that support safer passage for people walking and biking.

Helps create a more comfortable environment for a wider range of users without changing Main Street's role as an important vehicle route.

Gateway element

Intersection improvements that create a stronger arrival experience.

Adds streetscape features that make this area feel like a community destination while improving the overall look and function of the corridor.

4.1 DRAFT

Stronger Connections, Stronger Community

Mid-block connection is important because Main Street currently functions more as a barrier than a connector. Many residents shared that walking along Main Street feels uncomfortable in some areas because the environment does not clearly support people moving between destinations on foot. At the same time, parking can be difficult to understand for visitors and occasional users, which adds to the sense that downtown is harder to navigate than it should be. Without clear, inviting connections, people are more likely to drive from one stop to the next rather than explore the area. Improving crossings, wayfinding, and pedestrian routes will help people move more easily between destinations and strengthen the sense of the City Center as one connected district.

A safe and visible crossing point helps address these challenges by creating a clear place for people to move between key destinations with more confidence. With an improved connection, visitors can park once, spend time at the civic plaza, and then comfortably cross Main Street to visit nearby shops, restaurants, or the movie theater. This "park once" pattern supports local businesses, strengthens the overall experience of downtown, and helps the City Center feel more connected and active throughout the day. Over time, these improvements can make Historic Main Street feel more welcoming and easier to use for residents and visitors, supporting the long-term success of public investments and private reinvestment nearby.

Whether the community decides to keep the historic library building or pursue redevelopment of the site, it will be essential to strengthen how people find, access, and move through the area. Clear wayfinding signage and ongoing public-facing communication can help residents and visitors understand where to park, how to reach the plaza, and how to navigate between civic destinations and Main Street businesses. These simple improvements address one of the most common barriers identified through engagement: people often do not know where to park or how to comfortably get from one destination to another, which can limit how often the area is used. Thoughtfully designed wayfinding also presents an opportunity to reinforce the identity of the City Center—creating a cohesive visual language that helps brand the area and reflect Kaysville's hometown character. Example imagery of potential wayfinding elements is provided below.



KA Design



Forsite



505 Design

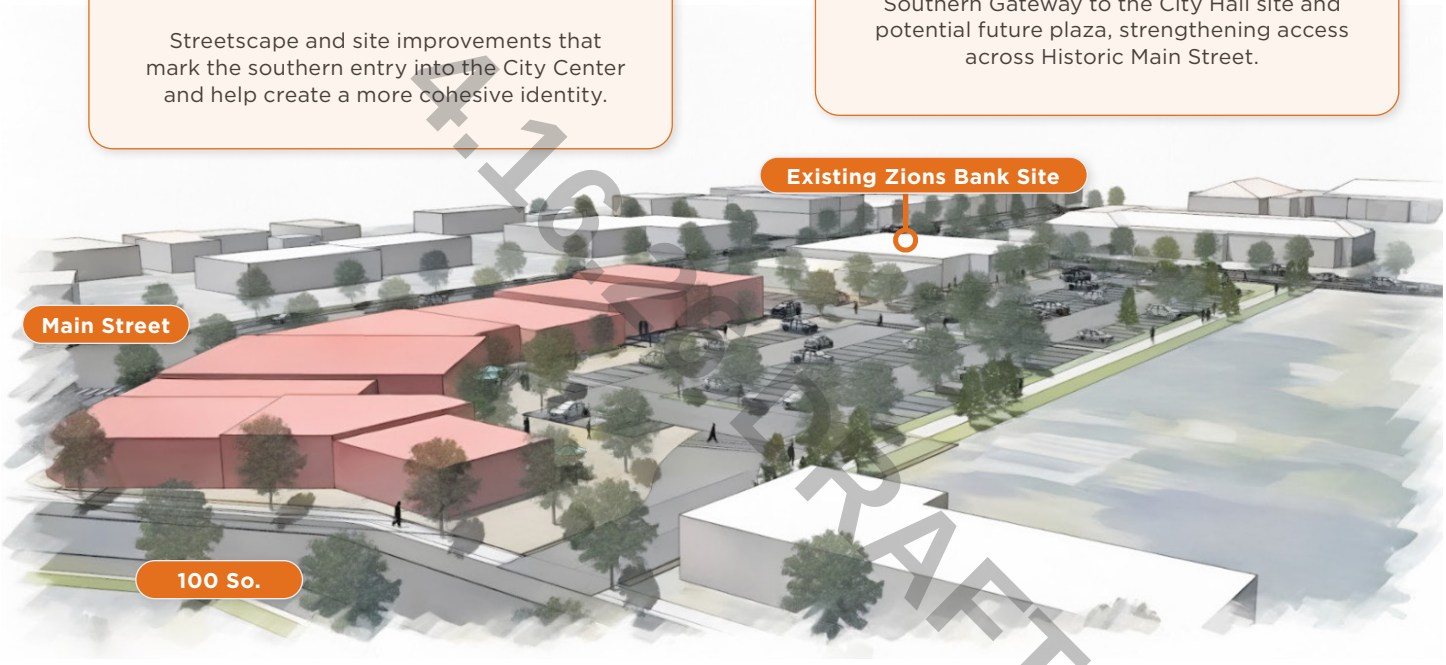
In addition, the plaza should be designed to emphasize the area's strongest assets and to support activity that naturally connects back to life on Main Street. This includes creating clear, inviting pathways, aligning entrances and gathering areas toward key destinations, and reinforcing the relationship between civic space and nearby businesses. By focusing on connections, visibility, and ease of use, the City can ensure the site functions as a true community destination that supports both everyday use and special events, regardless of which scenario moves forward.

4.16.26 DRAFT

OPPORTUNITY SITE

The City Center's Southern Gateway

The City Center's Southern Gateway is a key opportunity site that shapes first impressions for people arriving from the south. As an entry point to Historic Main Street and the broader City Center, this area has the potential to set the tone for a more welcoming, connected, and active downtown experience. While early concepts explored a larger park space, the draft plan emphasizes Main Street-scale development that is oriented to the street and supports everyday activity. With parking available on-site and thoughtful site design that prioritizes visitor experience, landscaping, and clear connections, this location can support new shops, restaurants, and street-facing uses that add energy to the corridor while strengthening the overall look and feel of Main Street.



Arrival Experience

Streetscape and site improvements that mark the southern entry into the City Center and help create a more cohesive identity.

Connection to civic destinations

A landscaped connection linking the Southern Gateway to the City Hall site and potential future plaza, strengthening access across Historic Main Street.

Anchor opportunity site for reinvestment

A highly visible location that can support catalytic change and encourage additional private investment nearby over time.

Street-facing activity and outdoor seating

Flexible spaces for patios, storefront entries, and activatable areas that help create a more welcoming and engaging street experience.

4.16.25 DRAFT

Elements That Support Vibrant Commercial Areas

These examples highlight site design features that align with priorities shared by the Kaysville community, including activatable spaces for connection, Main Street-scale commercial development, and strong connectivity to adjacent places and activities.

Gateway
Sense of Arrival



Green Spaces &
Connection Opportunities



Main Street
Scale Storefronts



Flexible
Gathering Spaces



Clear & Shaded
Pedestrian Paths



This site also plays an important role in improving connectivity across the City Center. A green belt connection from the Southern Gateway to the City Hall site creates an opportunity to link the southern end of Historic Main Street to future civic spaces and community gathering areas. By combining street-oriented development with attractive open space and clear pedestrian connections, the Southern Gateway can function as an anchor site that supports reinvestment, strengthens the City Center identity, and creates a stronger transition between downtown and surrounding areas.

4.16.26 DRAFT

Main Street-scale commercial uses

Street-oriented buildings that support small businesses, dining, and everyday services while reinforcing the Main Street character.

Parking available to support uses on-site

On-site parking that supports convenient access for customers, visitors, and employees while allowing the site to function well day to day.



Opportunity for comfortable, communal site design

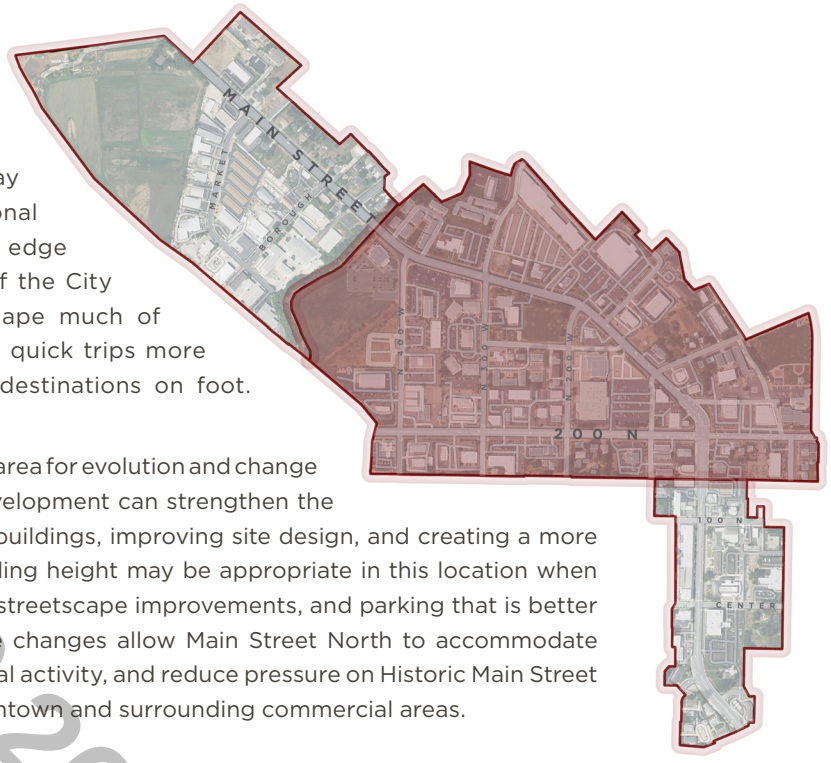
Landscaping, shade, outdoor seating, and green space features that improve the look and feel of the southern entry into the City Center.

Opportunity for strong connections to Main Street and Center Street

Clear, intuitive routes that improve how people move between destinations and help the site function as part of the larger City Center.

MAIN STREET NORTH

Main Street North currently functions as an auto-oriented commercial corridor with fragmented development patterns, aging buildings, and limited comfort for people walking and biking. The area includes useful, everyday services and captures steady local and regional traffic, but the corridor lacks a consistent street edge and does not yet feel like a natural extension of the City Center. Surface parking and vehicle access shape much of the experience, and the overall design supports quick trips more than lingering, gathering, or moving between destinations on foot.



This plan identifies Main Street North as the primary area for evolution and change within the City Center. Incremental infill and redevelopment can strengthen the corridor over time by introducing street-oriented buildings, improving site design, and creating a more cohesive pattern of development. Additional building height may be appropriate in this location when paired with active ground-floor uses, high-quality streetscape improvements, and parking that is better integrated into the overall layout. Together, these changes allow Main Street North to accommodate future growth, support new housing and commercial activity, and reduce pressure on Historic Main Street while creating a smoother transition between downtown and surrounding commercial areas.

4.16.26 DRAFT

CURRENT DEFINING AREA ELEMENTS

BUILDING HEIGHTS

1–2 stories dominant
Large-format single story commercial buildings are common; limited multi-story buildings.

RESIDENTIAL USE

Minor
Predominantly commercial corridor pattern some adjacent multi-family residential.

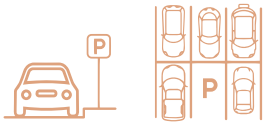
INTENSITY & SCALE

Auto oriented intensity
Large parcels and deep setbacks result in dispersed building placement and limited street presence.

OPEN SPACE

Limited civic / open space
Bishop park provides green space, but it is not consistently programmed for community activity.

PARKING ORIENTATION



Primary: On Steet / Surface
Significant front-loaded surface lots shape corridor experience.

BLOCK PATTERN AND STREETSCAPE



Commercial Strip / Large-block development
Pattern that lacks both visual and functional cohesion. With frequent driveways and inconsistent sidewalks, pedestrian usability is limited.

CURRENT DEFINING CONNECTIVITY ELEMENTS

AUTOMOBILES



HIGH
Primary mode to access businesses and travel through the area.

TRANSIT



MEDIUM
Local service is present, but does not define land use or street function.

MICROMOBILITY



LOW
No dedicated bike facilities on Main Street and limited connectivity to regional trails.

PEDESTRIANS



MEDIUM
Walking experience is constrained by corridor design and limited signals across Main Street and crossings.

Envisioning the Future

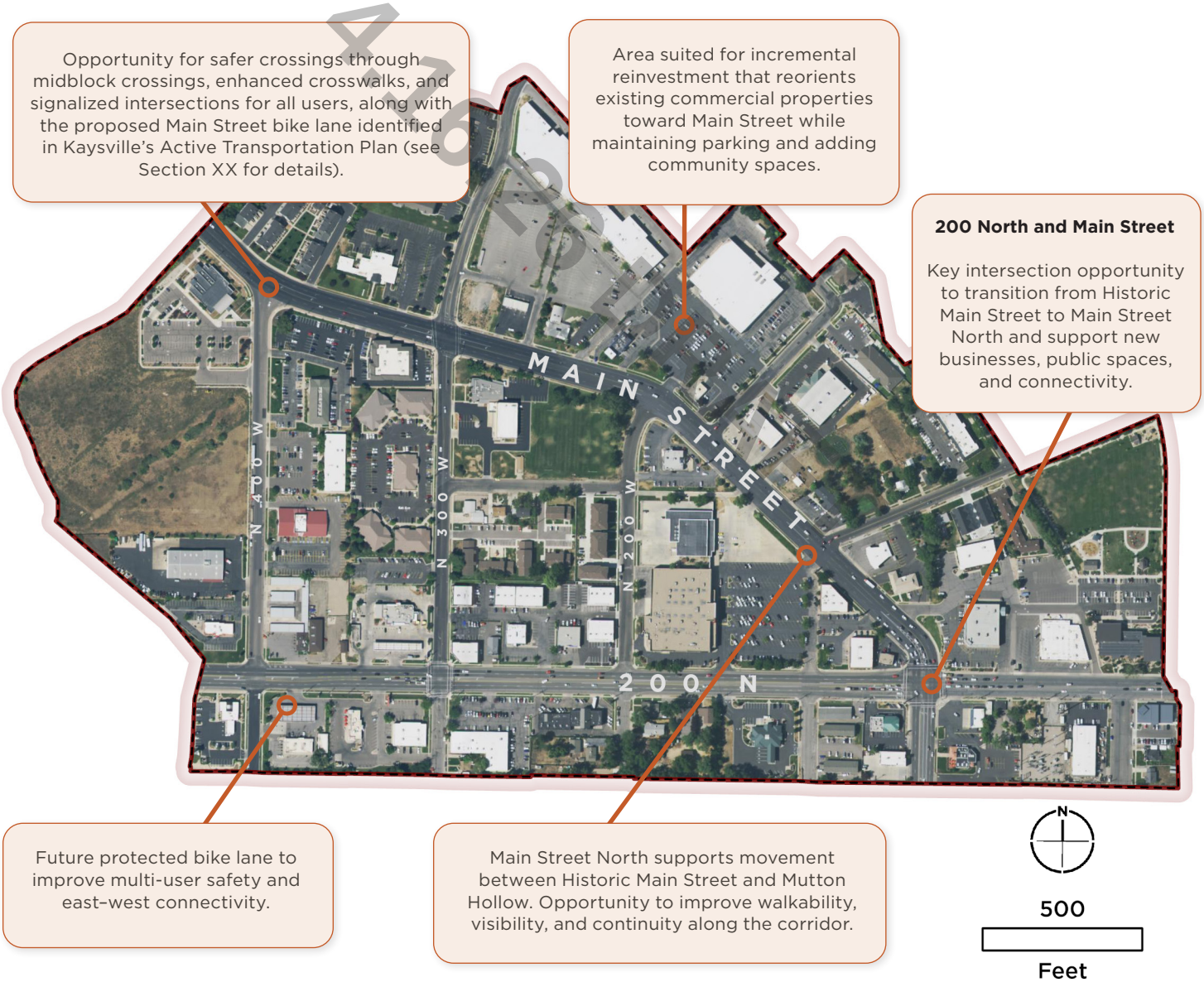
TRANSITION & CONNECTION

Main Street North plays a critical role in the City Center by transitioning from the historic, pedestrian-scaled character of Historic Main Street to more flexible commercial areas to the north. This area supports reinvestment that improves safety, walkability, and visual continuity while maintaining development patterns that fit Kaysville's hometown identity.

The Crossroads at 200 North and Main

The intersection of 200 North and Main Street is a key crossroads within the City Center, connecting surrounding neighborhoods with the activity and identity of Main Street. It also links movement through the city, connecting north and south along Main Street with east and west travel along 200 North, and bringing together residential areas, civic destinations, and local businesses.

Because of this role, the intersection presents a strong opportunity for City Center-scale development. Small storefronts, local shops, and strong connections for people walking, biking, driving, and accessing transit can help turn this intersection into an active and welcoming destination. Over time, the 200 North and Main crossroads can become a defining place in the City Center where neighborhood life and Main Street activity come together.



Revitalization and Properly Scaled Infill

Based on community feedback and technical analysis, this area is well suited for revitalization and incremental, properly scaled infill. Residents consistently expressed support for reinvestment that improves existing properties, enhances safety and walkability, and strengthens the Main Street environment while avoiding sudden or out-of-scale change.

Many of the area's existing strip commercial sites and larger parcels offer opportunities to update buildings, improve site design, and better orient development toward the street. Reinvestment in these locations can strengthen the public realm, create clearer pedestrian connections, and introduce community spaces while maintaining convenient parking and access for businesses.

The plan focuses on gradual reinvestment rather than large-scale redevelopment, building on existing patterns over time. Appropriately scaled infill that fits the surrounding context allows the area to evolve in a way that reflects Kaysville's character, supports local businesses, and provides public benefits without overwhelming nearby neighborhoods.

4.16.26 DRAFT

COMPARING ZONING, THE GENERAL PLAN, AND THIS PLAN

	EXISTING ZONING MAJORITY CENTRAL COMMERCIAL, PUBLIC USE	**2022 GENERAL PLAN** FUTURE LAND USE MAP	**THIS PLAN'S GUIDANCE FOR MAIN STREET NORTH**	**CONSISTENCY WITH GENERAL PLAN & FUTURE LAND USE MAP**
INTENT FOR AREA	Allows a range of commercial and mixed-use development, often auto-oriented	Identifies the area as part of the City Center with potential for mixed-use and reinvestment	Reinforces Main Street North as a transition area between Historic Main Street and larger commercial sites	Yes, consistent with the Future Land Use designation
HEIGHT ALLOWANCE	35 feet maximum	Supports City Center changes in zoning but does not specify height by location	Primarily 1–2 stories, with flexibility only where scale, design, and transitions are appropriate	Yes, maintains existing height limits while providing further design guidance
HEIGHT TRANSITIONS	Not addressed	Not location-specific	Height and massing step down toward Historic Main Street and nearby neighborhoods	Can be implemented through future zoning and design standard updates
DEVELOPMENT PATTERN	Development has occurred incrementally and without a cohesive place-based framework; buildings are often set back behind parking and oriented away from Main Street	Supports moderate City Center scale	Modest, context-sensitive intensity that reinforces Main Street orientation, supports local businesses, and strengthens the corridor without overwhelming its scale	Yes, aligns with the City Center scale and General Plan direction
DEVELOPMENT PATTERN	Buildings often located behind parking, away from Main Street	Encourages reinvestment but not form-specific	Buildings oriented toward Main Street with parking located to the side or rear where feasible	Yes, reinforces the General Plan and City Center vision

Main Street Corridor Vision

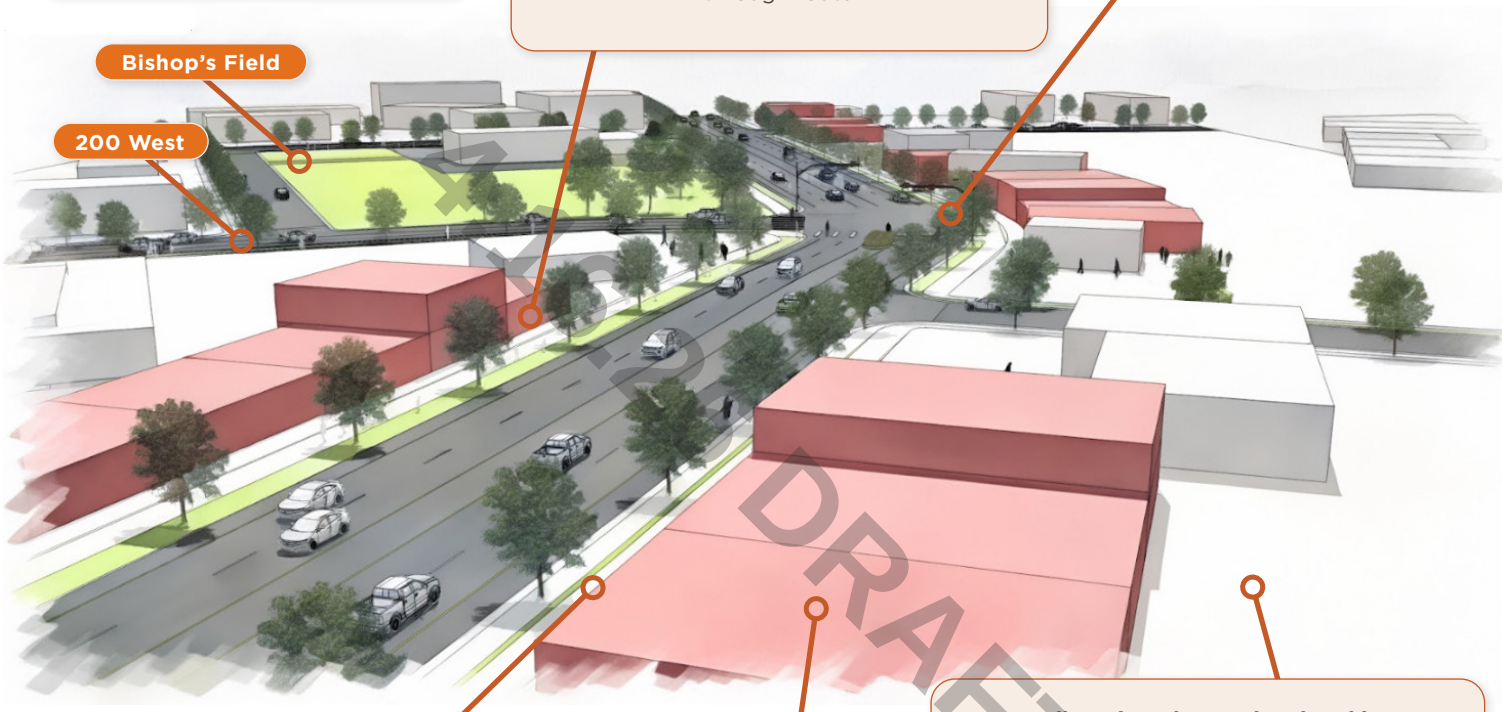
Context-Sensitive Infill Opportunities

Incremental mixed-use and commercial infill strengthens the corridor over time while remaining consistent with the City Center vision and surrounding development patterns.

Activated Storefronts Along Main Street

Ground-floor commercial and mixed-use infill reinforces Main Street as an active, people-oriented corridor rather than a pass-through route.

Enhanced crossings and sidewalk continuity improve access between east and west sides of the corridor and support short, local trips on foot.



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Improved Pedestrian Safety and Comfort

Streetscape, crossings, and sidewalk enhancements—including street trees, lighting, and shorter crossing distances—create safer and more inviting walking conditions along Main Street and connectivity.

Well-Designed, Functional Parking

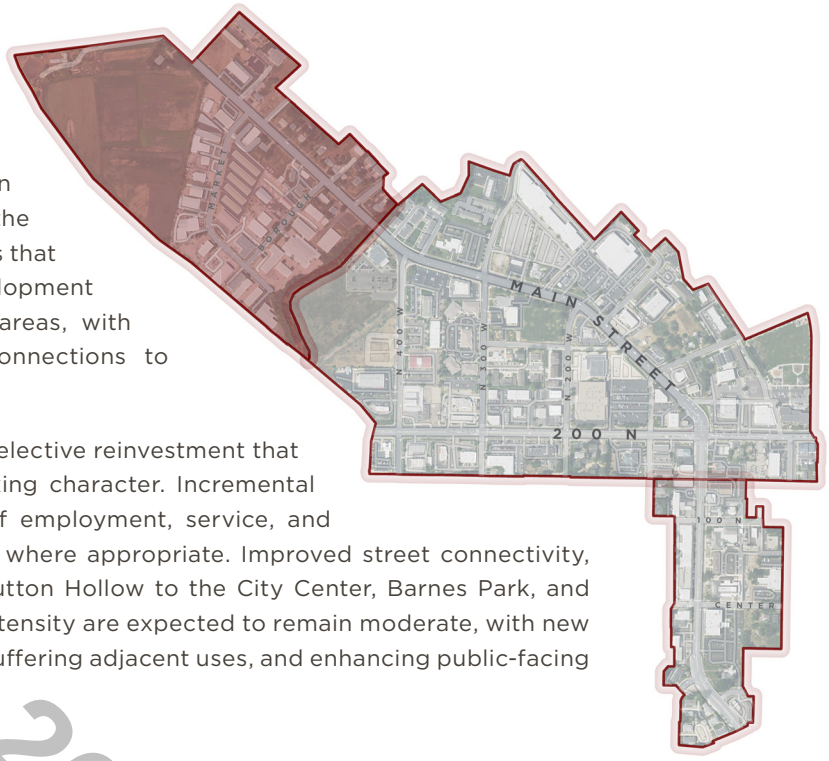
Parking is placed behind Main Street–oriented buildings where feasible, with improved design and organization that supports businesses without dominating the street.

Main Street–Scaled Building Height

New development transitions from Historic Main Street's 1–2 story scale to compatible commercial forms, maintaining a consistent street edge without abrupt changes in height or intensity.

MUTTON HOLLOW

Mutton Hollow currently functions as a largely utilitarian area characterized by light industrial and commercial uses, auto-oriented development, and limited pedestrian infrastructure. While it plays an important role in supporting employment and regional access, the area lacks a clear identity and offers few amenities that invite everyday use by residents or visitors. Development patterns are oriented around internal parking areas, with large parcels, surface parking, and limited connections to surrounding neighborhoods.



The plan envisions Mutton Hollow as an area for selective reinvestment that improves functionality while respecting its working character. Incremental redevelopment may introduce a broader mix of employment, service, and limited mixed-use or residential-supportive uses where appropriate. Improved street connectivity, trails, and pedestrian facilities will better link Mutton Hollow to the City Center, Barnes Park, and surrounding neighborhoods. Building form and intensity are expected to remain moderate, with new development focused on improving site design, buffering adjacent uses, and enhancing public-facing edges rather than maximizing height or density.

4.16.26 DRAFT

CURRENT DEFINING AREA ELEMENTS

BUILDING HEIGHTS

1–2 stories dominant

Mix of commercial and industrial buildings

RESIDENTIAL USE

Very low to none

While the southern part of this area is commercial, areas to the north include is detached and multifamily residential

INTENSITY & SCALE

Low to moderate intensity

Larger parcels and business access/operations are emphasized over street presence

OPEN SPACE

Minimal formal open space

There are no defined public spaces in this area

PARKING ORIENTATION

Primary: On Street

On street and small surface lots support parking requirement; pedestrian infrastructure is limited and de-prioritized

BLOCK PATTERN AND STREETSCAPE

Large-block, non-corridor facing development pattern

prioritizes vehicle movement through the area and direct site access; pedestrian infrastructure is limited and de-prioritized

CURRENT DEFINING CONNECTIVITY ELEMENTS

AUTOMOBILES

HIGH

Primary mode to access businesses and travel through the area

TRANSIT

MEDIUM

Local service is present, but does not define land use or street function

MICROMOBILITY

LOW

No dedicated bike facilities on Main Street and limited connectivity to regional trails

PEDESTRIANS

LOW TO MEDIUM

Walkability is limited by corridor design

Envisioning the Future

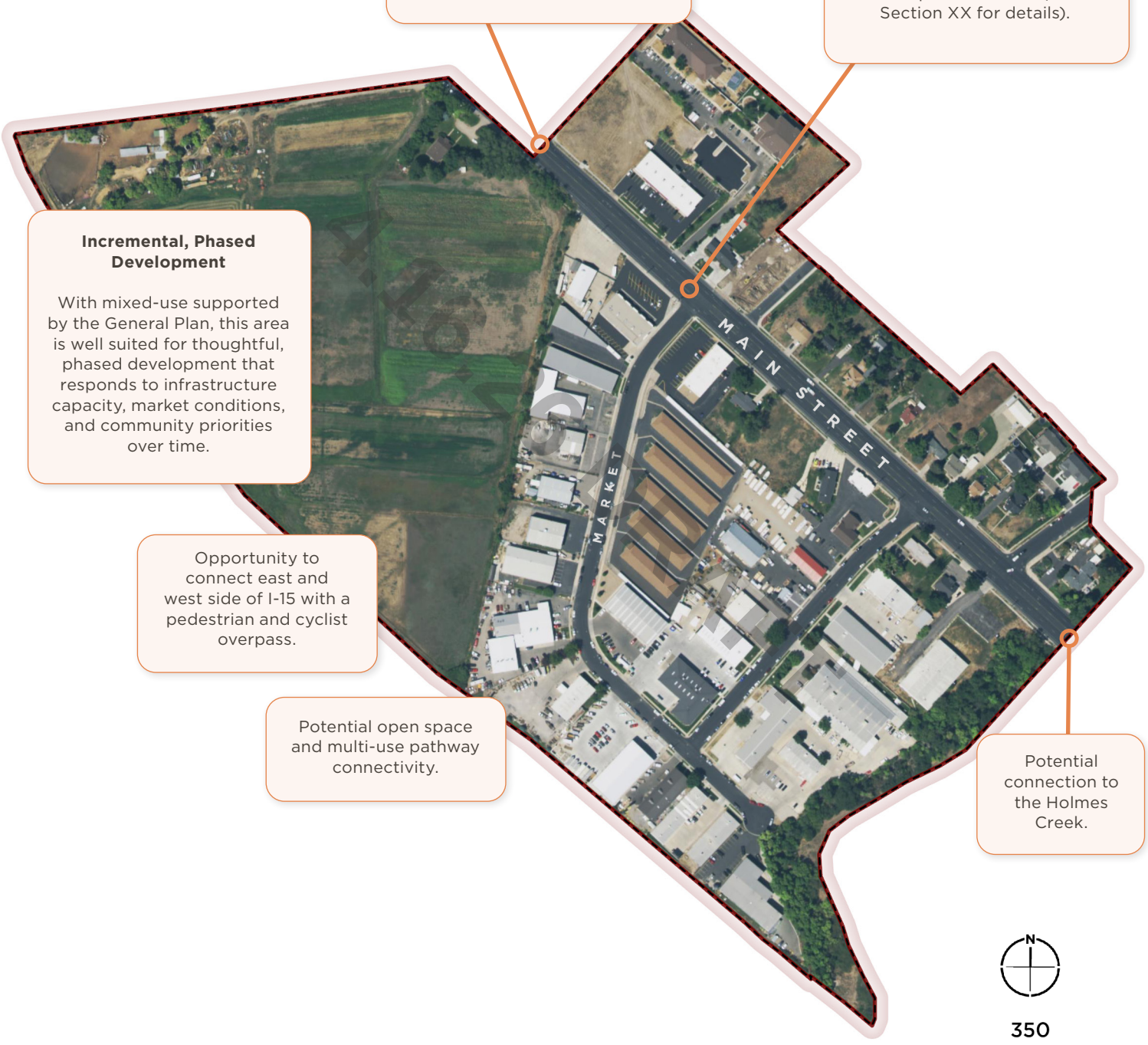
HIGH-POTENTIAL AREA

Gateway location with potential for mixed uses, enhanced open space, and active, street-facing development.

Opportunity for safer crossings through midblock crossings, enhanced crosswalks, and signalized intersections for all users, along with the proposed Main Street bike lane identified in Kaysville's Active Transportation Plan (see Section XX for details).

Incremental, Phased Development

With mixed-use supported by the General Plan, this area is well suited for thoughtful, phased development that responds to infrastructure capacity, market conditions, and community priorities over time.



Opportunity to connect east and west side of I-15 with a pedestrian and cyclist overpass.

Potential open space and multi-use pathway connectivity.

Potential connection to the Holmes Creek.

Opportunity

Mutton Hollow plays a key role in the City Center because it represents the largest area of open, developable land within the planning area and the clearest opportunity to shape how the City Center grows over time. Located at the northern edge of Main Street, it functions as the northern gateway to the City Center, influencing first impressions and signaling arrival into Kaysville's hometown core. Unlike Historic Main Street and Main Street North, which are defined by existing buildings and patterns, Mutton Hollow offers flexibility to plan development comprehensively—allowing land use, circulation, open space, and placemaking to be coordinated from the outset rather than retrofitted over time. At the same time, Mutton Hollow stands apart from the rest of the City Center due to its current surroundings and scale. Today, the area is bordered by industrial uses and select residential neighborhoods, making thoughtful design and transitions especially important. While Historic Main Street anchors the southern gateway to the City Center, Mutton Hollow has the potential to emerge as a welcoming northern gateway. Future development could introduce housing, experiential retail, open space, and gathering areas that expand activity in the City Center while maintaining compatibility with nearby neighborhoods. With careful attention to scale, connectivity, and programming, Mutton Hollow can evolve into a lively and inviting place to gather, strengthening the City Center as a whole.

4-16-26 DRAFT

COMPARING ZONING, THE GENERAL PLAN, AND THIS PLAN

	EXISTING ZONING MAJORITY CENTRAL COMMERCIAL, PUBLIC USE	**2022 GENERAL PLAN** FUTURE LAND USE MAP	**THIS PLAN'S GUIDANCE FOR MUTTON HOLLOW**	**CONSISTENCY WITH GENERAL PLAN & FUTURE LAND USE MAP**
INTENT FOR AREA	Zoning allows development consistent with larger sites and flexible site design	Identifies the area for a mix of residential and commercial uses	Establishes Mutton Hollow as a northern gateway to the City Center	Yes, consistent with the Future Land Use designation
HEIGHT ALLOWANCE	35 feet maximum	Supports moderate mixed-use uses	Generally 1–2 stories, with selective flexibility where appropriate	Yes, maintains existing height limits while providing further design guidance
HEIGHT TRANSITIONS	Not specifically addressed	Not location-specific	Scale transitions may be incorporated as appropriate; less critical due to surrounding commercial and industrial uses and limited residential adjacency. Future mixed-use designation allows moderate variation in height.	Can be implemented through future zoning and design standard updates
DEVELOPMENT PATTERN	Development has occurred incrementally without a cohesive, place-based framework; buildings are often set back behind parking and vary in orientation and use across the area.	Supports a mix of housing and other uses, including mixed-use and residential	Moderate scale within an integrated, walkable pattern that combines housing, retail, open space, and internal streets without overwhelming surrounding areas.	Yes, aligns with the City Center scale and General Plan direction

Why Mutton Hollow Is Unique

- The largest remaining undeveloped site in the City Center
- Offers flexibility to explore future possibilities within existing City policies
- Allows comparison of multiple potential development approaches
- Scenarios are exploratory and do not represent a proposed project or zoning change

Economic development in the City Center is closely tied to community trust. Throughout engagement, residents expressed skepticism toward strategies that rely on attracting outside or large-scale development at the expense of existing businesses. This plan responds by emphasizing reinvestment, business retention, and alignment with adopted policy—specifically the Kaysville General Plan and Future Land Use Map—rather than speculative or market-driven upzoning. The General Plan's economic development goals prioritize strengthening existing centers, supporting local businesses, and focusing growth where infrastructure and services already exist; this section operationalizes those goals within the City Center.

SUPPORTING EXISTING BUSINESSES

Existing businesses along Main Street and in adjacent areas are a foundational component of the City Center economy. During outreach, business owners consistently emphasized visibility, ease of access, and customer comfort as primary concerns. The plan prioritizes improvements that directly address these issues, including pedestrian safety, wayfinding to shared parking, and streetscape enhancements that encourage people to spend time in the area.

INCREMENTAL GROWTH AND MARKET ALIGNMENT

Market analysis conducted as part of this planning process confirms that the City Center is best positioned for incremental growth rather than rapid or large-scale redevelopment. Demand exists for locally scaled retail, dining, personal services, professional office, and residential uses that complement the existing fabric of Kaysville. This finding closely mirrors public sentiment, which favored steady reinvestment over transformative projects.

Accordingly, the plan does not assume or require wholesale redevelopment. Instead, it supports a pattern of gradual change in which new development reinforces existing activity, fills gaps in the urban fabric, and builds over time toward a more complete and resilient City Center.

4.16.26 DRAFT

MUTTON HOLLOW: ECONOMIC OPPORTUNITY AND SCENARIO EVALUATION

Mutton Hollow represents the most significant opportunity area within the City Center. The approximately 22-acre greenfield site is uniquely positioned to accommodate new development while aligning with the City's adopted Future Land Use Map and General Plan policies. Importantly, all scenarios explored for this site were evaluated against those adopted policy documents, not against speculative rezoning or market pressure.

As part of the planning process, multiple development scenarios were tested to understand how different land use approaches might perform economically and how they would be perceived by the community. These scenarios ranged from predominantly residential development to mixed-use concepts that introduce commercial activity, housing, and public space in varying proportions.

The scenarios illustrate a spectrum of tradeoffs rather than a single prescribed outcome.

HOUSING AS A SUPPORTING USE

Housing in the City Center is not intended to change the area's primary role as Kaysville's historic and commercial heart. Instead, housing is envisioned as a supporting element—one that helps local businesses thrive, strengthens daily activity, and provides housing options that allow residents to stay in the community through different stages of life. Community conversations reflected a range of perspectives on housing, particularly multifamily development. Some residents expressed concern about building scale and density, while others emphasized the importance of providing options for seniors who wish to downsize, young adults looking to stay in Kaysville, and smaller households seeking convenient locations. These perspectives helped shape an approach that prioritizes fit and compatibility over sheer numbers.

Rather than focusing on unit counts alone, the plan emphasizes how and where housing is introduced. Housing above shops on Main Street, modest mixed-use buildings along Main Street North, and thoughtfully designed residential components within Mutton Hollow are envisioned as ways to add housing while respecting the character of surrounding neighborhoods. In each location, housing is intended to complement existing uses, reinforce walkability, and support the long-term vitality of the City Center.

EXPERIENTIAL RETAIL AND ECONOMIC CONTRIBUTION

Public engagement repeatedly highlighted interest in destinations that provide experiences rather than conventional retail. In the context of Mutton Hollow, this suggests that any commercial component should focus on experiential uses—such as dining, recreation, cultural space, or community-serving retail—rather than large-format or auto-oriented commercial development.

At a district scale, the inclusion of commercial square footage at Mutton Hollow has the potential to generate sales tax revenue, support existing City Center businesses through complementary activity, and strengthen the overall economic resilience of the City Center. Importantly, these opportunities are framed as potential, not guarantees, and are contingent on market conditions, infrastructure readiness, and community support.

4.16.26 DRAFT

The Northern Gateway Experience

The northern portion of the City Center has great opportunity to be a place to come and experience. In this plan, experiential retail refers to locally oriented shops, services, and dining that are designed to be walkable, connected, and integrated with public spaces, rather than isolated or auto-oriented.

Experiential retail in Kaysville may include small shops, everyday services, and gathering-oriented dining arranged in a village-like pattern that encourages strolling, repeat visits, and informal interaction. Outdoor seating, shared plazas, and visible storefronts help create an environment where people choose to spend time.

Rather than focusing on a specific tenant mix, experiential retail is defined by how buildings, streets, and open spaces work together to support community life and reinforce Kaysville's hometown identity.



Gardner Village, West Jordan | Gardner Village



Public Music | UDS ltd.



Historic Art | Alpha Charlie Marketing

DRAFT

Visualizing Potential Development at Mutton Hollow

As part of the planning process, the City and project team conducted a conceptual programming exercise to explore what Mutton Hollow could accommodate if developed in a manner consistent with the 2022 General Plan, community feedback, and the City Center vision. This exercise was used to help the community visualize potential scale, mix, and layout, and to better understand how the site might function as a northern gateway to the City Center. The concepts illustrate how commercial activity, housing, open space, and internal circulation could work together to create a connected, walkable place that supports everyday activity and reflects Kaysville's identity. These illustrations are not a development proposal or zoning change, but a tool to communicate possibilities and tradeoffs.

Integrated Housing as a Supporting Use

Townhomes and other modest-scale residential development provide housing options while supporting nearby businesses and increasing daily activity within the City Center.

Gateway to the City Center

Development establishes a clear sense of arrival into the City Center from the north, reinforcing Main Street as a destination rather than simply a travel route.



Open Space and Trail Connections

Parks, green spaces, and trail connections are integrated throughout the site, providing places to gather, walk, and connect to the broader City Center. Explore a future bike and pedestrian overpass. This could further strengthen east–west connectivity across I-15, expanding access to nearby neighborhoods and City Center amenities.

Internal Circulation

A connected internal street network balances vehicle access with walkability, reducing the need for short trips on Main Street and supporting intuitive movement through the site.

PROGRAMMING SUMMARY

Potential Mutton Hollow Program (Illustrative)

A mix of commercial and experiential retail uses at varying scales

Integrated park, trail, and open space areas

Small-scale residential development, such as townhomes

Neighborhood-serving retail, dining, and flexible commercial space

Shared parking distributed throughout the site

*Programming is illustrative and intended to show scale and mix—not a specific development proposal.

ILLUSTRATIVE COLOR KEY

Red – Commercial and retail uses at varying scales, including experiential retail and dining

Yellow – Potential small-scale housing, such as townhomes, that supports City Center activity

Green – Open spaces, parks, and trail connections integrated throughout the site

Experiential Retail Designed for Kaysville

Commercial spaces are oriented toward experiential, locally focused retail—such as small shops, dining, and services—organized in a walkable, village-like pattern that reflects Kaysville's hometown identity.

Comparable in concept to places like Gardner Village in West Jordan, Utah, but scaled, designed, and branded specifically for Kaysville.

Connected Retail Experience

Retail buildings are arranged to encourage strolling between storefronts, shared outdoor spaces, and gathering areas rather than isolated pad development.



Parking Designed as a Shared Resource

Parking is distributed and shared across uses, supporting retail and residential activity without dominating the public realm.

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Implementation Strategies

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Implementation Strategies

The recommendations in this Small Area Plan are intended to be actionable and adaptable over time. This section translates the City Center goals, policies, and actions into a phased implementation framework that identifies where improvements may occur, potential partners, and examples of funding sources and tools that could support implementation.

The implementation table is designed to serve as a practical reference for City staff, elected officials, and partners as decisions are made related to development review, capital planning, and grant opportunities within the City Center. The table does not establish new regulatory requirements or commit the City to specific projects or funding sources. Rather, it provides a menu of potential actions and implementation pathways that can be advanced incrementally as conditions, priorities, and resources allow.

Actions are organized by phase (0-2 years are short-term, 3-5 years are mid-term, 6+ are long-term) to reflect realistic timing and capacity, recognizing that some improvements can occur in the near term while others will require additional planning, coordination, or funding. As projects move forward, the City may refine, reprioritize, or sequence actions to align with available resources, community priorities, and the adopted General Plan. In this way, the implementation strategies are intended to guide decision-making over time while allowing flexibility in how and when specific actions are carried out.

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POLICY	ACTION	AREA	PHASE	POTENTIAL PARTNERS	POTENTIAL FUNDING/TOOLS*
Goal 1: Reestablish the City Center as a Connected, Walkable Place					
1.1 Balance Main Street's function as a regional travel route with its role as Kaysville's primary pedestrian-oriented main street.	A1.1 Implement targeted pedestrian crossing improvements at locations identified through community input and safety analysis.	Historic Main St, Main St North	Short	UDOT, Schools	UDOT HSIP (safety), Transportation Alternatives (TA) Program, City Capital Improvement Program (CIP), CRA
1.2 Prioritize pedestrian safety, comfort, and accessibility in City Center transportation decisions, particularly for children, seniors, and people with specific mobility needs.	A1.2 Reduce crossing distances and improve visibility through curb extensions, median refuges, and improved striping where appropriate.	Historic Main St	Short–Mid	UDOT	HSIP, Safe Streets for All (SS4A), City CIP, CRA
1.3 Improve internal connectivity between Historic Main Street, Main Street North, and Mutton Hollow to support walking, biking, and short local trips.	A1.3 Improve sidewalk continuity, lighting, and wayfinding to support safe and intuitive pedestrian movement throughout the City Center.	All areas	Short–Mid	UDOT, Property owners	Transportation Alternatives, Safe Sidewalk Program, frontage improvements, CRA
1.1 / 1.2	A1.4 Coordinate with UDOT to manage vehicle speeds in ways consistent with a community main street context.	Main Street corridor	Ongoing	UDOT	Interagency coordination, corridor studies (TPA/TLC)
Goal 2: Reinforce Main Street as the Heart of Community Life					
2.1 Support land uses and building designs that activate the street and contribute to everyday activity along Main Street.	A2.1 Encourage ground-floor commercial, civic, and community-serving uses along Historic Main Street, with particular opportunity at key crossroads such as 200 North and Main Street, where neighborhood access and City Center activity merge.	Historic Main St	Ongoing	Property owners, Developers	Zoning standards, design review
2.2 Prioritize public spaces and civic functions that strengthen Main Street's role as a gathering place and shared community asset.	A2.2 Advance planning and design of a civic plaza that integrates with Main Street and nearby civic buildings.	Historic Main St	Short–Mid	Civic groups, Consultants	UDOT Technical Planning Assistance, City CIP, grants, CRA
2.3 Encourage reinvestment that supports Main Street as a place to visit, gather, and spend time.	A2.3 Support streetscape improvements—such as seating, trees, shade, and lighting—that are enticing and encourage social interaction.	Historic Main St, Main St North	Mid	UDOT, Businesses	Transportation Alternatives, City CIP, CRA

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POLICY	ACTION	AREA	PHASE	POTENTIAL PARTNERS	POTENTIAL FUNDING/TOOLS*
Goal 3: Preserve and Celebrate Kaysville's Historic Character					
3.1 Evaluate and define the type and level of historic preservation that best reflects Kaysville's values, capacity, and long-term goals, with a focus on reinforcing the City Center's identity and character.	A3.1 Conduct a City-led evaluation of historic preservation approaches, in coordination with the Historic Preservation Commission, to identify tools and strategies that align with Kaysville's values, administrative capacity, and community priorities, using the range of options outlined in this Small Area Plan as a baseline for consideration.	Historic Main St	Short	Historic Preservation Commission (HPC)	Staff time, Utah SHPO / CLG planning grants
3.1	A3.1a (Tier 1 – Status Quo) Continue existing documentation practices for historic resources, including coordination with the Historic Preservation Commission and local historical organizations.	Historic Main St	Ongoing	HPC	Staff time, volunteer support
3.1	A3.1b (Tier 2 – Awareness & Education) Expand historic resource inventories, educational materials, and outreach to increase awareness of historic assets and their role in the City Center.	Historic Main St	Short-Mid	HPC, Planning Commission	CLG grants, staff support
3.1	A3.1c (Tier 3 – Local Landmarks) Evaluate the feasibility of a local landmark designation process for individual historic buildings, including criteria, owner notification, and potential incentives.	Historic Main St	Mid	HPC, Planning Commission	Staff time, SHPO guidance
3.1	A3.1d (Tier 4 – Historic Overlay District) Assess whether a historic overlay district is appropriate for a defined portion of Historic Main Street to support compatibility and reinvestment.	Historic Main St	Mid-Long	HPC, Planning Commission	Staff time and budget, consultant support
3.1	A3.1e (Tier 5 – Design Guidelines) Consider development of design guidelines for historic contexts to clarify standards for infill, alterations, and storefront design, if additional predictability is desired.	Historic Main St	Long	HPC, Planning Commission	Staff time and budget, consultant support

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POLICY	ACTION	AREA	PHASE	POTENTIAL PARTNERS	POTENTIAL FUNDING/TOOLS*
3.2 Ensure that new development and redevelopment are compatible with the scale and character of historic areas.	A3.2 Ensure that new development and redevelopment are compatible with the scale and character of historic areas, consistent with the historic preservation approach defined through Policy 3.1.	Historic Main St	Ongoing	Planning Commission	Design guidance, review criteria
3.3 Encourage adaptive reuse of historic structures where feasible to support continued activity and reinvestment.	A3.3 Encourage rehabilitation and reuse of historic buildings through incentives, guidance, or technical assistance.	Historic Main St	Mid–Long	Property owners, HPC	State & Federal Historic Tax Credits, façade incentives, CRA
Goal 4: Maintain Kaysville's Hometown Scale and Identity					
4.1 Ensure that development reflects a human scale through modest building heights, articulated façades, and pedestrian-oriented design.	A4.1 Tailor development guidelines by subarea rather than applying one-size-fits-all standards.	All areas	Short	Planning Commission	Small Area Plan guidance
4.2 Require transitions in height, massing, and intensity where new development abuts established residential neighborhoods.	A4.2 Guide future zoning and design standard updates to reflect appropriate scale and form for each City Center area.	All areas	Mid	Consultants, Council	Code Amendments, planning budget
4.3 Avoid large-scale or auto-oriented development that conflicts with Kaysville's hometown character.	A4.3 Use design review to reinforce compatibility rather than maximize development intensity.	All areas	Ongoing	Planning Commission	Design review process
Goal 5: Make the City Center a Place to Spend Time, Not Just Travel Through					
5.1 Design streets, sidewalks, and public spaces to support everyday use, comfort, and social interaction.	A5.1 Incorporate seating, shade, landscaping, and pedestrian amenities into City Center streetscapes.	All areas	Mid	UDOT, Businesses	Transportation Alternatives, City CIP, CRA
5.2 Integrate placemaking elements that reflect local identity rather than generic design solutions.	A5.2 Support public art, wayfinding, and design details that reflect Kaysville's history and community character.	Historic Main St	Mid	Arts groups, HPC	Grants, sponsorships, partnerships, CRA
5.3 Ensure public spaces support both informal daily use and periodic community events.	A5.3 Design public spaces with flexibility to accommodate evolving community needs over time.	All areas	Mid–Long	Community groups	Capital projects, grants, CRA
Goal 6: Support Local Businesses and Economic Vitality					
6.1 Prioritize reinvestment strategies that strengthen existing businesses and support locally oriented new uses.	A6.1 Improve pedestrian access, visibility, and comfort to support customer activity for existing businesses.	All areas	Short–Mid	Businesses, UDOT	Transportation Alternatives, City CIP, CRA

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POLICY	ACTION	AREA	PHASE	POTENTIAL PARTNERS	POTENTIAL FUNDING/TOOLS*
6.2 Encourage incremental development that fills gaps and builds activity over time rather than wholesale redevelopment.	A6.2 Encourage experiential and community-serving commercial uses, particularly in opportunity areas like Mutton Hollow.	Mutton Hollow, Main St North	Short–Mid	Developers	Development agreements, private investment, CRA (if applicable)
6.3 Align economic development efforts with the City Center's scale, market realities, and community priorities.	A6.3 Coordinate streetscape and infrastructure improvements to minimize disruption to businesses during implementation.	All areas	Mid–Long	Contractors	Capital project management, CRA (if applicable)
Goal 7: Guide Change with Clarity and Predictability					
7.1 Use this Small Area Plan as a consistent reference for land use, transportation, and public investment decisions.	A7.1 Use the plan during pre-application meetings to establish clear guidance for scale, form, and public realm integration.	All areas	Short	Applicants	Staff process
7.2 Provide early and clear guidance to applicants and property owners to reduce uncertainty and conflict.	A7.2 Review existing development application materials and processes to improve clarity and alignment with the General Plan and this Small Area Plan, and prepare simple guidance or checklists to help applicants understand City Center priorities early in the process.	All areas	Short	Staff	Staff process
7.3 Ensure that future changes align with adopted General Plan policies and demonstrated community priorities.	A7.3 Update zoning and design standards over time to reflect the plan's intent.	All areas	Short-Mid	Council, Consultants	Code updates
7.1 / 7.3	A7.4 Reference the plan when prioritizing capital improvements and grant funding.	All areas	Ongoing	City departments	CIP, grant programs, CRA (if applicable)

The funding sources and implementation tools identified in this table reflect programs and resources that are generally available at the state, regional, and federal levels as of January 2026. Availability, eligibility, and priorities may change due to legislative or administrative action.

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Conclusion

The Kaysville City Center Small Area Plan establishes a clear, realistic framework for strengthening the heart of the city. By focusing on people-centered design, shared infrastructure, and incremental investment, the plan supports economic vitality while preserving the character and identity that define Kaysville.

Together, these strategies help shape the City Center as one connected district, where neighborhoods, local businesses, civic spaces, and Main Street activity work together to create a vibrant and welcoming place for residents and visitors.

To ensure the plan remains responsive to changing conditions, funding opportunities, and community priorities, the City should review the Small Area Plan approximately every five years and update it as needed to maintain alignment with the General Plan and evolving community goals.

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APPENDIX A

EXISTING CONDITIONS REPORT INCLUDES COMMUNITY ENGAGEMENT PLAN AND SURVEY 1 RESULTS

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APPENDIX B

SURVEY 2 RESULTS

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APPENDIX C

SURVEY 3 RESULTS

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APPENDIX D

COMMUNITY ENGAGEMENT EVENTS

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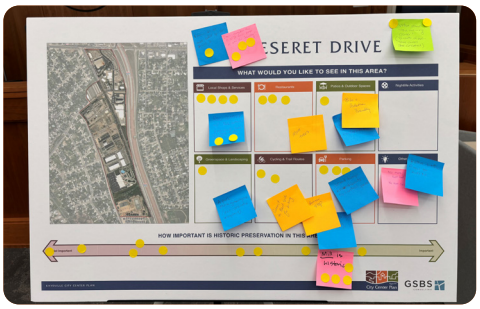
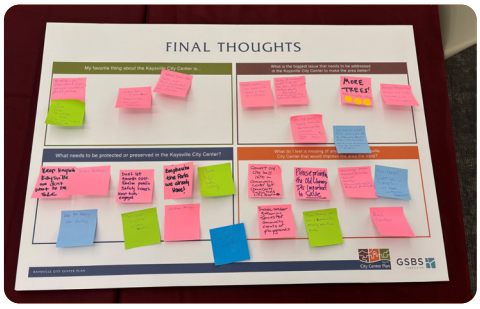
OPEN HOUSE #1 *4/23/25*



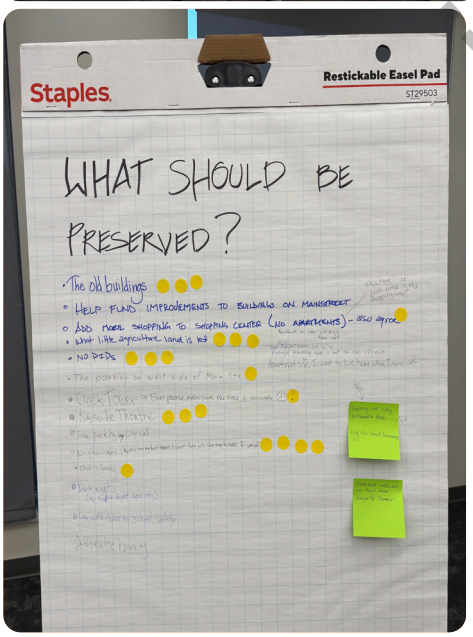


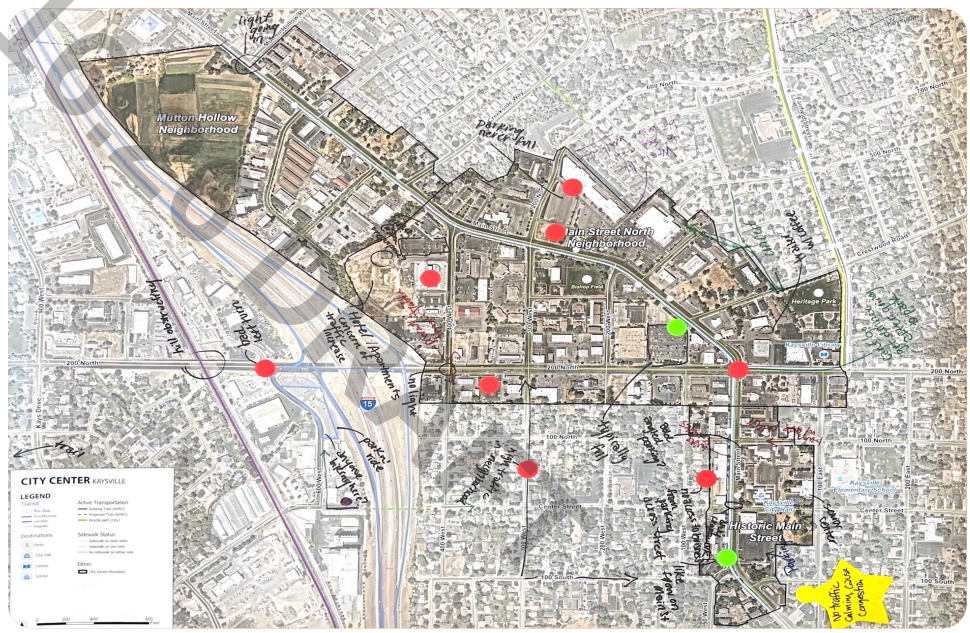




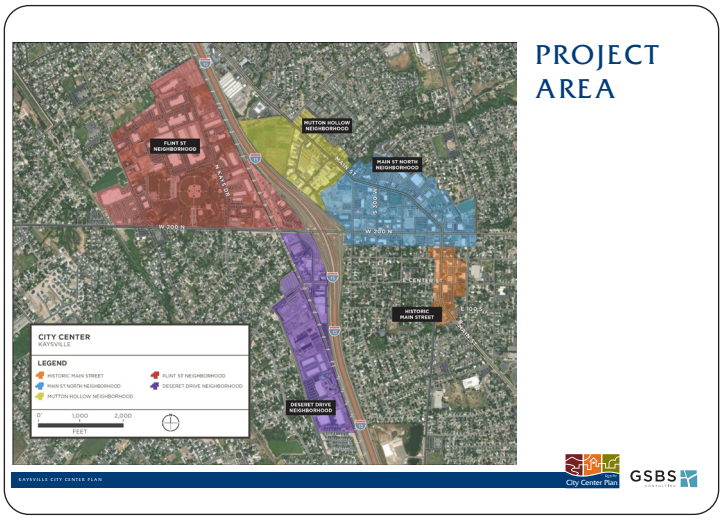


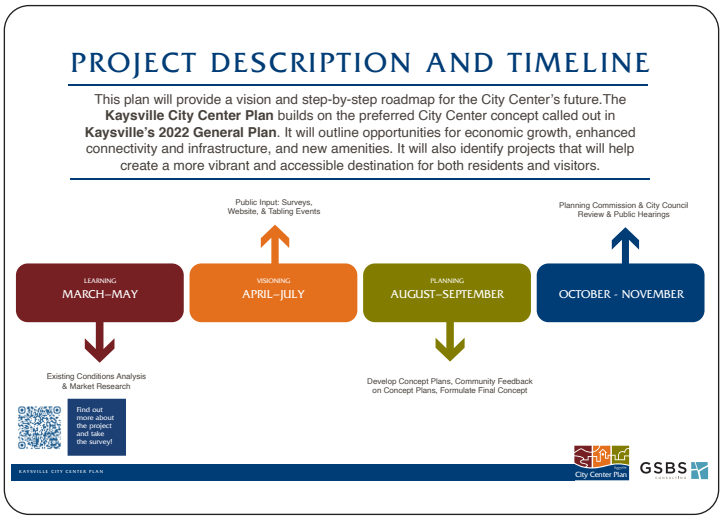






BOWMAN'S TABLING EVENT *5/3/25*





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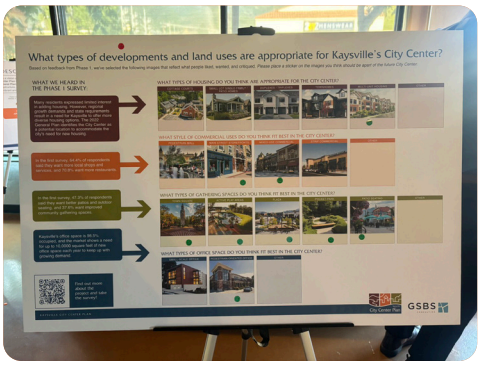
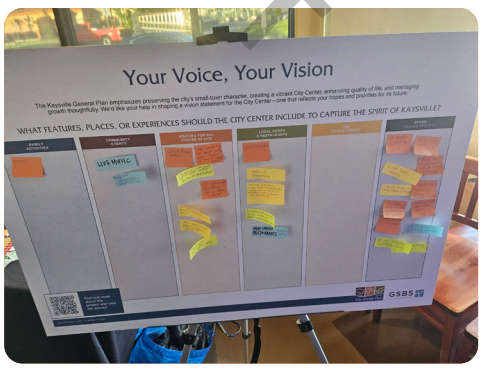
ORLANDO'S TABLING EVENT *7/31/25*



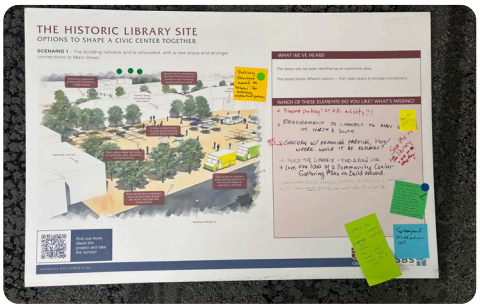


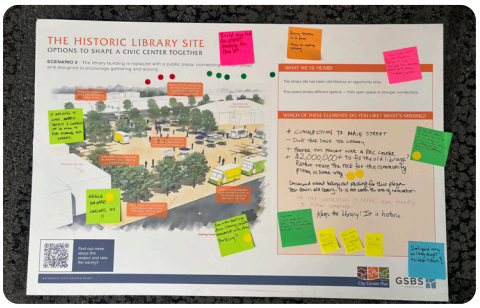


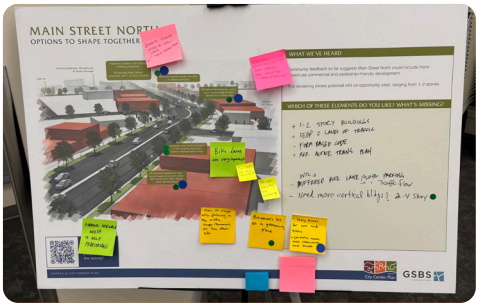


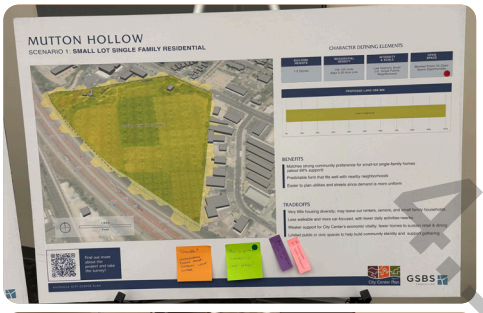


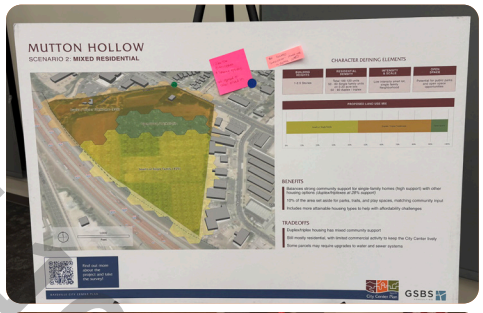
OPEN HOUSE #2 *9/16/25*

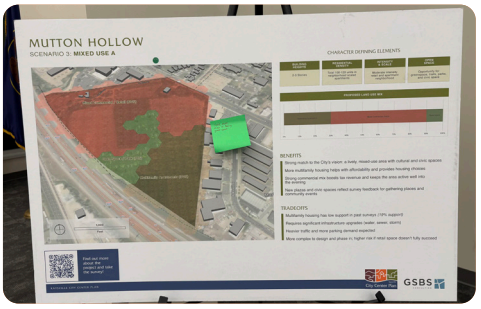


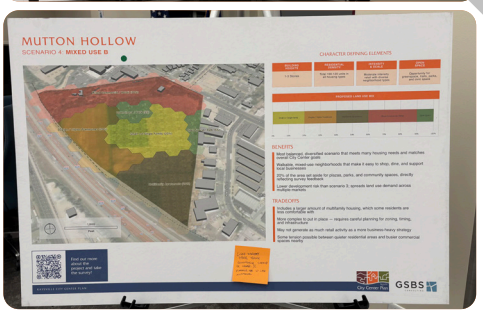


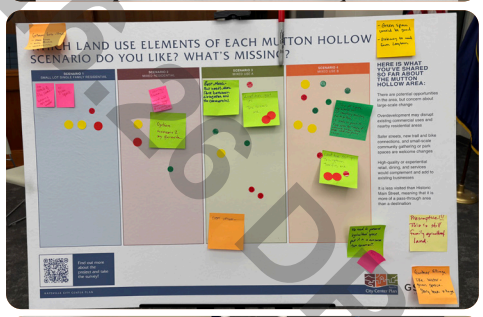




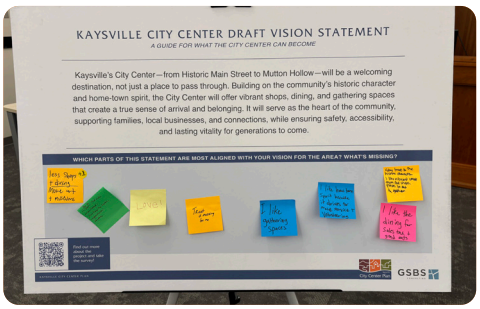


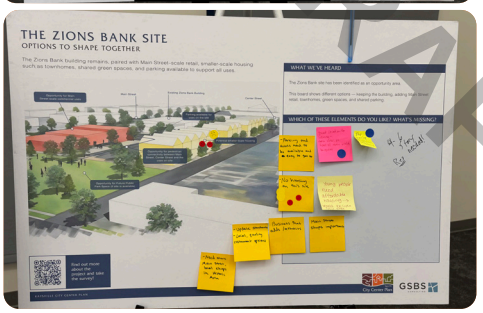


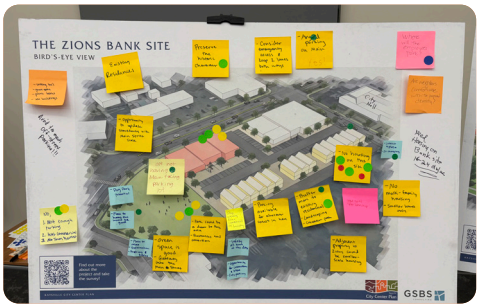


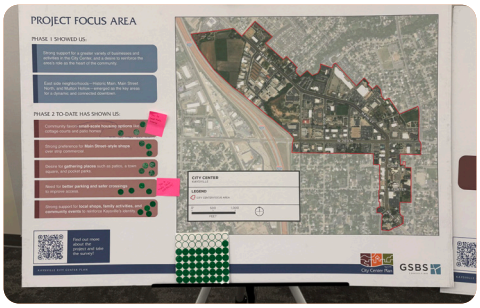












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APPENDIX E

POTENTIAL PLAZA PRECEDENTS

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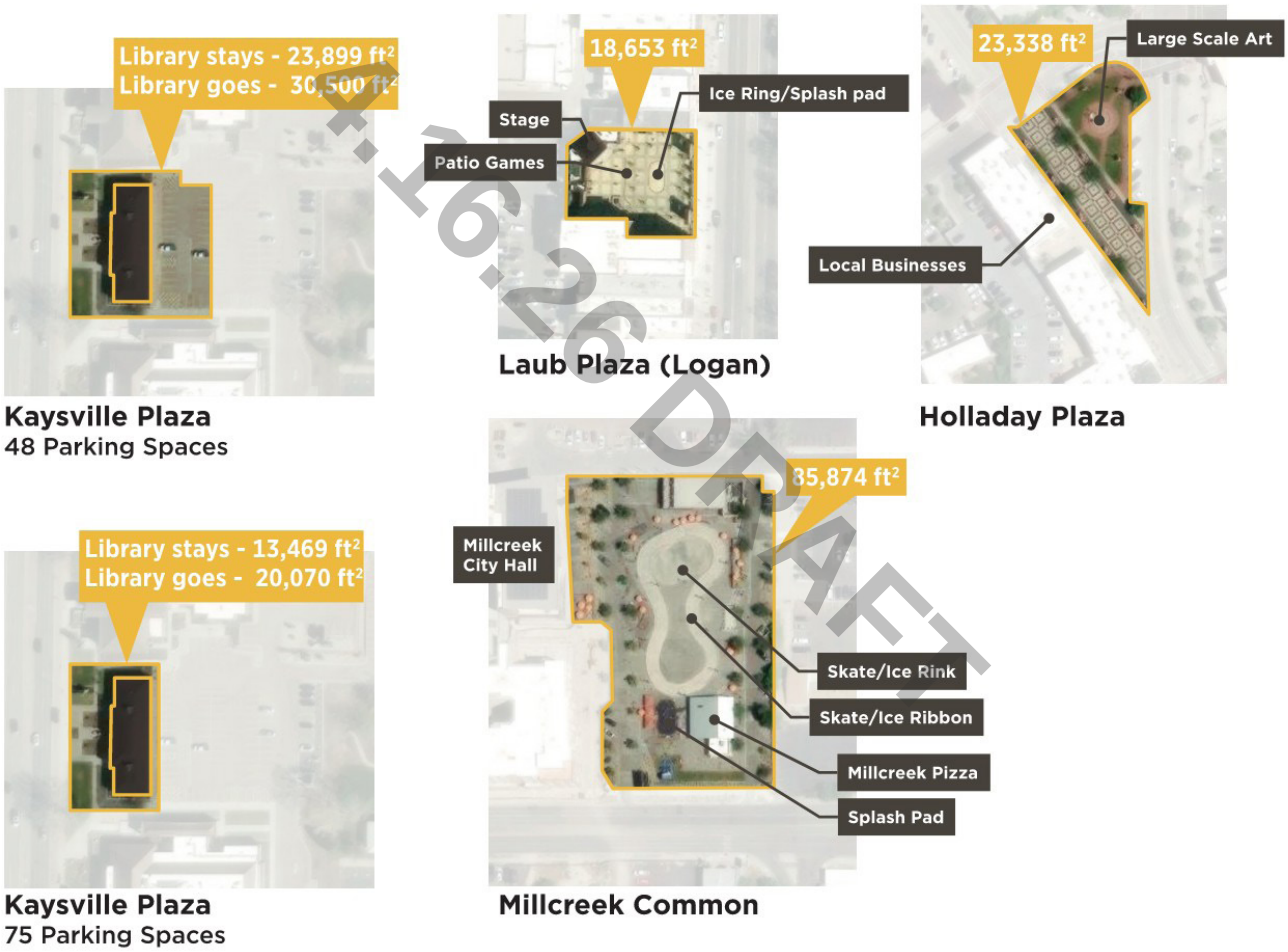
Potential Plaza Precedents

The Main Street plaza site offers several potential design approaches depending on whether the former library building remains or is removed. If the building stays, the plaza could be a smaller space that maintains some on-site parking while still creating a welcoming civic gathering area. If the building is removed, the site could accommodate a larger plaza with additional activity zones and flexible public space. The examples shown here from other Utah communities illustrate a range of plaza sizes and features such as stages, splash pads, ice rinks, public art, and gathering areas that can activate a civic plaza and create a year-round community destination.



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APPENDIX F

TRANSPORTATION AND CONNECTIVITY MAPS

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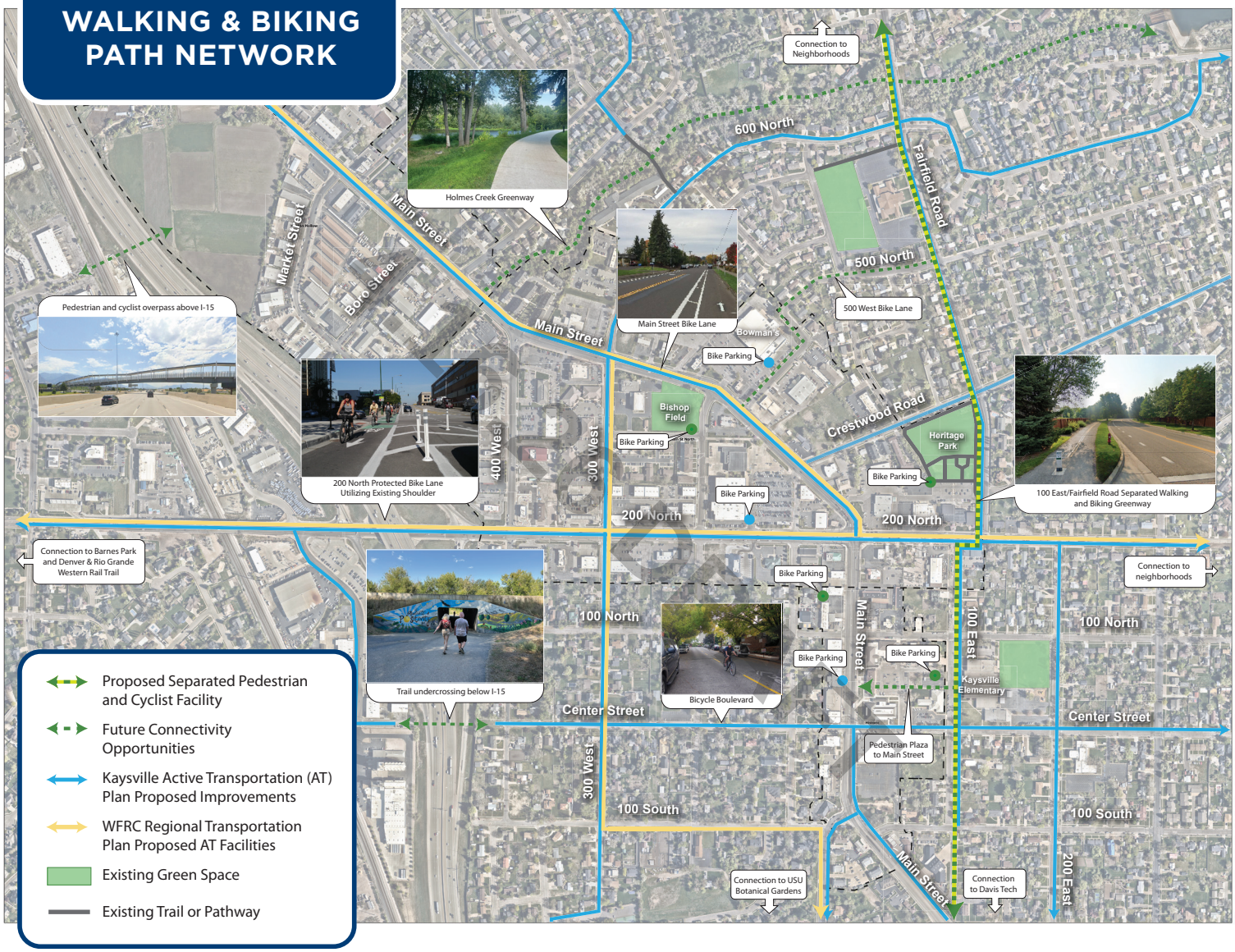
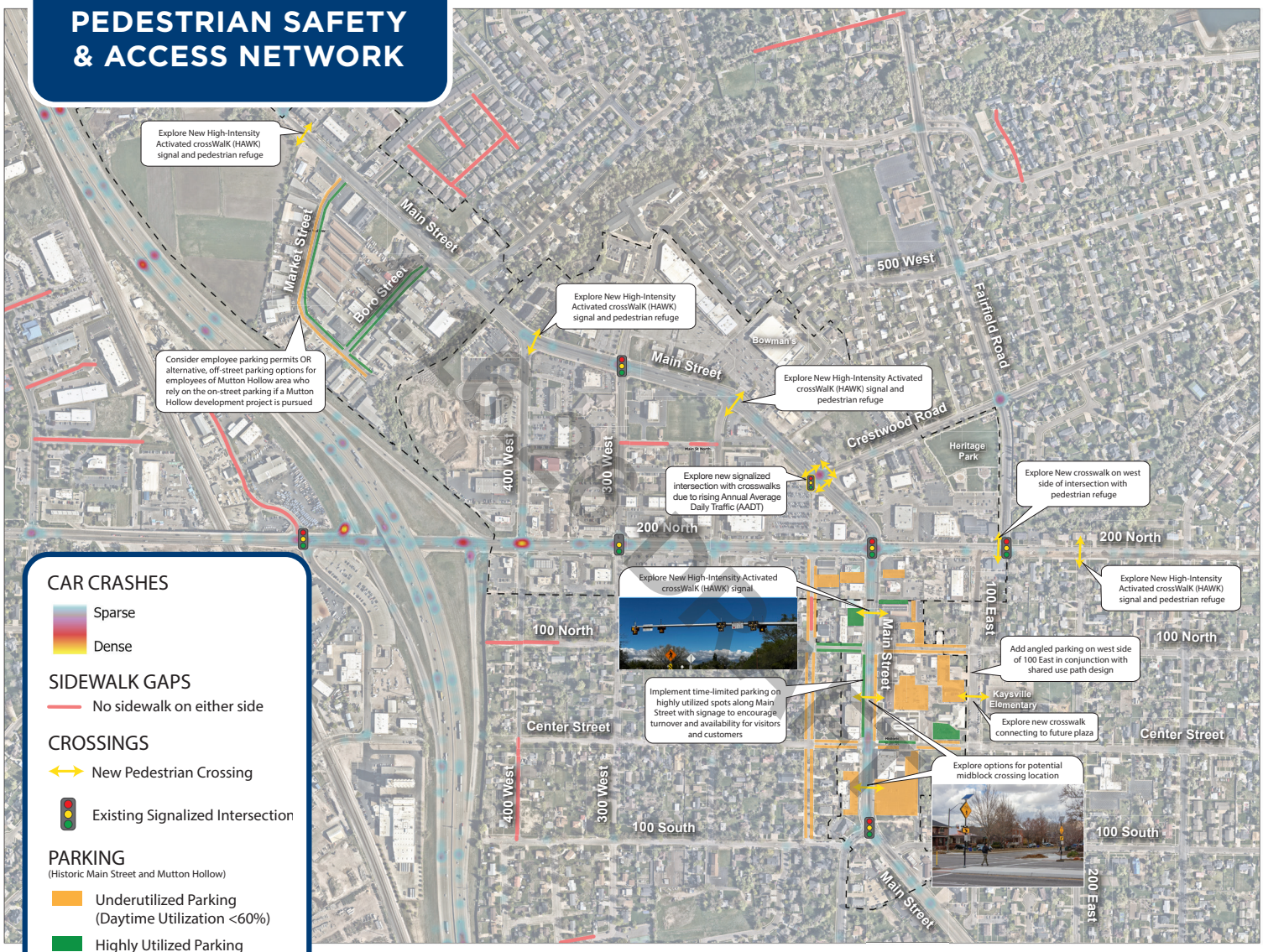
WALKING & BIKING PATH NETWORK



PEDESTRIAN SAFETY & ACCESS NETWORK



CAR CRASHES

- Sparse
- Dense

SIDEWALK GAPS

- No sidewalk on either side

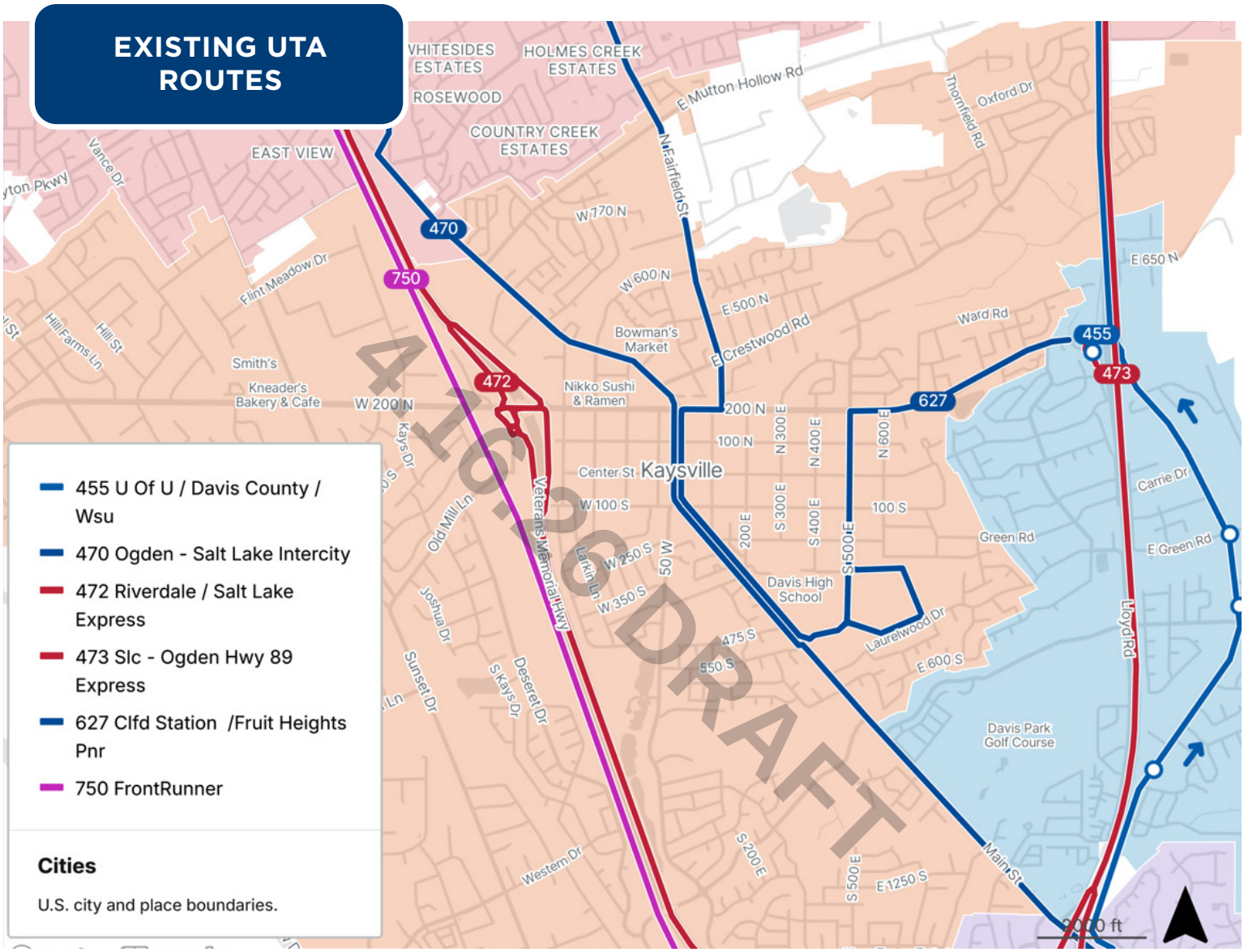
CROSSINGS

- New Pedestrian Crossing
- Existing Signalized Intersection

PARKING

(Historic Main Street and Mutton Hollow)

- Underutilized Parking (Daytime Utilization <60%)
- Highly Utilized Parking (Daytime Utilization >60%)



– This map illustrates existing UTA bus and rail service within and around the City Center, demonstrating that fixed-route transit is currently available in the area. UTA has reviewed the proposed connectivity improvements and confirmed that they do not conflict with planned future service. Existing routes serving the area include Route 470, Route 627, Route 455 (all providing weekday 30-minute service), and the 750 FrontRunner commuter rail line. The only identified long-range service change is an increase in frequency on Route 470 (Main Street), which is planned to operate at 15-minute intervals in the future.

APPENDIX G

HISTORIC PRESERVATION: CURRENT APPROACH & FUTURE CONSIDERATIONS

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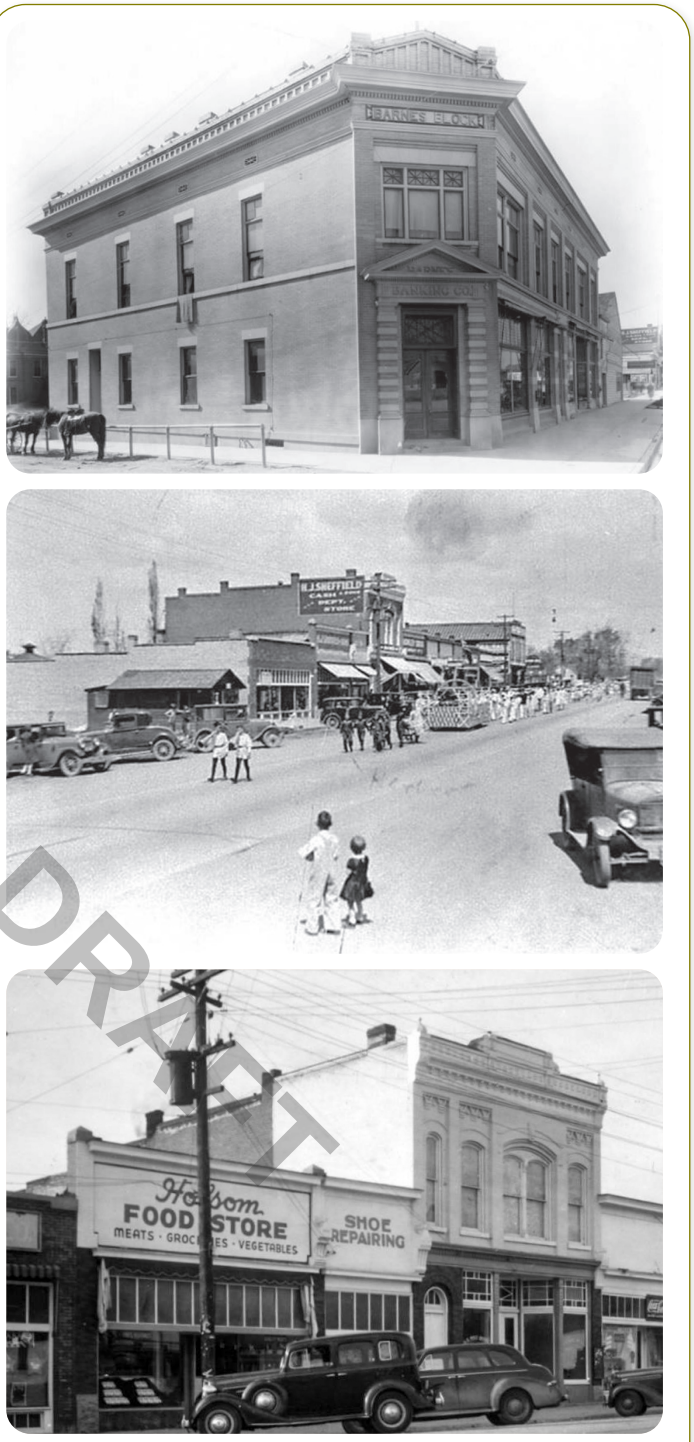
Kaysville's historic buildings are more than reminders of the past—they are a part of what makes the City Center feel like Kaysville. Throughout the planning process, residents returned again and again to a simple idea: Main Street should continue to look and feel familiar. That idea came up in conversations about building size, street character, and the kinds of businesses people want to see, but it was especially strong when residents talked about older buildings, longtime storefronts, and places that have anchored community life for generations.

Seen through this lens, historic preservation is not about stopping change. Instead, it offers a practical way to guide reinvestment—protecting the hometown character residents value while allowing change to happen at a pace and scale that feels right. Preservation also helps reduce the risk that new development feels generic or out of place, a concern that was raised consistently during engagement.

Today, Kaysville's approach to historic preservation is guided mainly by policies in the General Plan and the advisory role of the Historic Preservation Commission. The Commission plays an important role in documenting local history, advising the City, and raising awareness of historic resources. However, beyond this advisory role, there are relatively few formal tools to help guide decisions about changes to historic buildings or redevelopment within the City Center.

HISTORIC CONTEXT: WHY MAIN STREET MATTERS

Main Street's role as Kaysville's civic and commercial corridor developed as a working main street serving surrounding farms and early industry, eventually becoming the location of civic institutions, businesses, and community traditions that remain central to Kaysville's identity. While regional growth and retail shifts have changed how people move and shop, Main Street's older buildings and street pattern continue to provide a sense of identity that newer corridors cannot replicate.



Images courtesy of Kaysville Historic Tours

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WHAT WE HEARD: PRESERVATION AS COMMUNITY VALUE

Community engagement consistently emphasized preservation as more than an abstract concept. Residents described a preference for reinvestment that keeps familiar places and local identity intact, even when buildings are adapted for new uses. In public discussions, preservation was often framed as the difference between a City Center that feels authentic and one that feels like any other place

> "We can grow, but we shouldn't erase what makes Main Street feel like Kaysville."
>
> "If we lose the old buildings, we lose the reason people come here."

.

EXISTING CONDITIONS: PRESERVATION TOOLS TODAY

At present, Kaysville has limited formal preservation policy tools in place. Based on current practice described during this planning effort, if a property owner proposes demolition of an older building, the City's primary preservation-related step is to encourage notification to the local historical society so the building can be documented (for example, through photographs) before removal.

This approach supports documentation, but it does not provide a mechanism to evaluate demolition impacts, incentivize rehabilitation, require compatibility for adjacent infill, or establish clear procedures for how historic character should be retained.

Why This Matters

- Community priorities for preservation are higher than current policy tools
- Without clear standards, outcomes depend on individual proposals rather than shared direction
- The City has limited ability to prevent loss of historic character when redevelopment occurs

A SPECTRUM OF PRESERVATION APPROACHES

Preservation is not a single policy choice. Communities along the Wasatch Front use a range of tools depending on desired level of protection, administrative capacity, and public comfort. The appropriate approach for Kaysville is a local decision that should be made transparently and with clear criteria about what each option accomplishes.

The following spectrum illustrates common possible approaches the City could pursue, from minimal intervention to the most formalized framework:

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TIER 1 — *Documentation Only (Status Quo)*

What this could include:

The City continues its current practice of encouraging documentation of historic resources, typically coordinated through the Historic Preservation Commission or local historical organizations, prior to demolition or significant change.

Benefits

- Low cost and low administrative complexity
- Maintains flexibility for property owners
- Supports basic documentation of community history

Tradeoffs

- Does not materially influence redevelopment outcomes
- Limited protection for historic resources
- Relies on voluntary participation

TIER 2 — *Awareness, Inventory, and Education*

What this could include:

Expanded historic resource inventories, educational materials, signage, outreach programs, and increased use of the Historic Preservation Commission as a community resource.

Benefits

- Builds shared understanding of Kaysville's historic assets
- Low regulatory impact
- Strengthens foundation for future decisions

Tradeoffs

- Preservation outcomes remain voluntary
- Limited influence on development proposals
- Requires ongoing coordination and upkeep

TIER 3 — *Local Landmark Designation (Individual Sites)*

What this could include:

A City process to designate and codify individual buildings as local landmarks based on clear criteria and owner notice. Designated properties may be eligible for incentives and subject to additional review standards for exterior changes.

Benefits

- Focuses protection on the most significant sites
- Allows preservation to be selective and targeted
- Can be paired with incentives to support reinvestment

Tradeoffs

- Applies only to designated properties
- Requires administrative review capacity
- Additional process for affected property owners

TIER 4 — *Historic Overlay District (Targeted Area)*

What this could include:

An overlay district applying additional compatibility standards within a defined portion of Historic Main Street. Standards typically address new construction compatibility and visible exterior alterations, while underlying zoning remains unchanged.

Benefits

- Provides consistent criteria across a defined area
- Stronger protection of historic character at a district scale
- Clear guidance for property owners and developers

Tradeoffs

- Requires careful boundary definition and calibration
- Increased City role in development review
- Reduced flexibility compared to earlier tiers

TIER 5 — *Design Guidelines for Historic Context*

What this could include:

Adopted design guidelines clarifying standards for storefront design, signage, materials, lighting, and infill compatibility in historic contexts. Guidelines may be advisory or tied to administrative or design review, depending on City preference.

Benefits

- Improves predictability and design quality
- Helps reinvestment reinforce historic character
- Can be tailored specifically to Kaysville's scale and identity

Tradeoffs

- Requires ongoing interpretation and administration
- Effectiveness depends on how guidelines are applied
- Represents the highest level of City involvement among the options

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PRESERVATION INCENTIVES AND SUPPORT TOOLS

Throughout community engagement, residents expressed interest in protecting Kaysville's historic character while maintaining flexibility for property owners and avoiding overly prescriptive regulations. In response, this plan emphasizes incentives, guidance, and support tools as the primary means of encouraging historic preservation, particularly in the near and mid-term.

Many Utah communities with similar scale and capacity have successfully supported preservation through incentive-based approaches that reduce financial burden, provide technical assistance, and reward compatible reinvestment. These tools can be applied independently or in combination with the preservation tiers described above and do not require the adoption of new regulatory districts.

The following table lists potential incentive programs for further consideration. The City may choose to prioritize these incentive-based and voluntary tools as an initial approach to historic preservation, and consider regulatory measures only if additional structure is desired and supported by the community.

PRESERVATION AS AN ECONOMIC AND PLACEMAKING STRATEGY

Preservation supports more than aesthetics. In a City Center context, older buildings and a coherent historic street environment provide a competitive advantage for locally scaled retail, dining, and experiential uses—exactly the types of activity the community expressed interest in supporting. Preservation also aligns with incremental reinvestment: renovating existing buildings, adding compatible infill, and improving streetscape conditions can strengthen the City Center without the disruption and risk associated with large-scale redevelopment.

RELATIONSHIP TO THIS PLAN AND NEXT STEPS

This plan does not create preservation regulations by itself. Instead, it establishes preservation as a priority, grounded in the General Plan and reflected in community input. The appropriate preservation approach—whether documentation only, demolition review, local landmarks, an overlay district, design guidelines, or a combination—should be evaluated by the City with public input and then implemented through ordinance updates and administrative procedures. The implementation section outlines practical steps the City can take to begin this evaluation and move toward a preservation approach that is appropriately scaled to Kaysville.

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Preservation Incentives and Support Tools*

**Options listed are illustrative and subject to feasibility, eligibility, and City approval.*

STATE & FEDERAL HISTORIC TAX CREDITS

WHAT IT IS	HOW IT SUPPORTS PRESERVATION	LOCAL CONTEXT
20% federal and 20% Utah state tax credits for qualified rehabilitation of income-producing historic buildings	Reduces rehabilitation costs and encourages adaptive reuse without City regulation	Available statewide through Utah State Historic Preservation Office (SHPO) and NPS

LOCAL TAX-BASED INCENTIVES (REHABILITATION SUPPORT)

WHAT IT IS	HOW IT SUPPORTS PRESERVATION	LOCAL CONTEXT
Local tax-based incentive for qualifying rehabilitation/adaptive reuse projects.	Reduces project costs and helps make preservation financially feasible.	May be feasible through local policy and/or redevelopment tools. Evaluate as part of an incentive strategy.

COMMUNITY REINVESTMENT AGENCY (CRA) / REINVESTMENT AREA

WHAT IT IS	HOW IT SUPPORTS PRESERVATION	LOCAL CONTEXT
Local reinvestment tool that captures tax increment to fund public improvements in a defined area.	Helps pay for streetscape, public space, and infrastructure that supports historic Main Street reinvestment.	Requires City adoption and defined project area; commonly used by Utah cities for downtown reinvestment.

FACADE IMPROVEMENT / REHABILITATION GRANTS

WHAT IT IS	HOW IT SUPPORTS PRESERVATION	LOCAL CONTEXT
Small matching grants for exterior improvements such as storefronts, windows, signage, or masonry	Encourages visible reinvestment and improves Main Street character through voluntary participation	Commonly used by Utah downtown and Main Street communities

PERMIT FEE REDUCTIONS OR WAIVERS

WHAT IT IS	HOW IT SUPPORTS PRESERVATION	LOCAL CONTEXT
Reduced or waived building or planning fees for qualifying rehabilitation or reuse projects	Low-cost incentive that signals City support for preservation-minded reinvestment	Enabled through local policy decisions

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Preservation Incentives and Support Tools*

**Options listed are illustrative and subject to feasibility, eligibility, and City approval.*

EXPEDITED OR FLEXIBLE REVIEW

WHAT IT IS	HOW IT SUPPORTS PRESERVATION	LOCAL CONTEXT
Priority processing or flexible application of codes where allowed for rehabilitation projects	Reduces time and uncertainty for property owners reinvesting in historic buildings	Common practice in Utah communities

TECHNICAL ASSISTANCE & PRE-APPLICATION GUIDANCE

WHAT IT IS	HOW IT SUPPORTS PRESERVATION	LOCAL CONTEXT
Early coordination with City staff or Historic Preservation Commission on rehabilitation approaches	Helps property owners avoid redesign costs and supports compatible outcomes	Applicable through existing City and Historic Preservation Commission roles

CERTIFIED LOCAL GOVERNMENT (CLG) GRANTS

WHAT IT IS	HOW IT SUPPORTS PRESERVATION	LOCAL CONTEXT
Planning and preservation grants administered by Utah SHPO for surveys, guidance, and education	Builds local preservation capacity without regulatory change	Available to CLG communities in Utah

RECOGNITION & VOLUNTARY DESIGNATION PROGRAMS

WHAT IT IS	HOW IT SUPPORTS PRESERVATION	LOCAL CONTEXT
Plaques, maps, or City recognition of historic properties	Encourages stewardship and community pride without additional review requirements	Easily implemented at the local level

PARTNERSHIPS WITH PRESERVATION ORGANIZATIONS

WHAT IT IS	HOW IT SUPPORTS PRESERVATION	LOCAL CONTEXT
Workshops, training, or assistance provided in coordination with SHPO or nonprofit partners	Expands resources available to property owners and the City	Common practice in Utah communities

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APPENDIX H

LIST OF ACRONYMS AND APPLICABLE ENTITIES

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– LIST OF ACRONYMS AND APPLICABLE ENTRIES

FUNDING OR TOOL PROGRAM	ENTITY	WHAT IT IS
CDBG — Community Development Block Grant	U.S. Department of Housing and Urban Development (HUD); administered by the State of Utah for certain cities	A federal grant program that can fund public facilities, infrastructure, and community improvements that primarily benefit low- and moderate-income residents.
CIP — Capital Improvement Program	City of Kaysville	The City's multi-year plan for funding and scheduling major public infrastructure projects such as streets, sidewalks, public spaces, and civic facilities. Often used as a local match for grants.
CLG — Certified Local Government	National Park Service (NPS) / Utah State Historic Preservation Office (SHPO)	A federal-state-local partnership program that allows certified cities to access historic preservation grants and technical assistance for surveys, planning, and preservation activities.
CRA — Community Reinvestment Area	City / Redevelopment Agency	A local tool that allows a city to reinvest tax increment revenue into infrastructure, streetscape, and redevelopment projects within a defined area.
EDA — Economic Development Administration	U.S. Department of Commerce	A federal agency that provides grants for economic development planning and public infrastructure projects that support job creation and long-term economic resilience.
HPC — Historic Preservation Commission	City of Kaysville	A City advisory body that supports historic preservation through documentation, education, and recommendations related to historic resources.
HSIP — Highway Safety Improvement Program	Federal program administered by UDOT	A funding program focused on reducing serious injuries and fatalities on public roadways, commonly used for pedestrian crossings, medians, lighting, striping, and other safety improvements.

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LIST OF ACRONYMS AND APPLICABLE ENTRIES

FUNDING OR TOOL PROGRAM	ENTITY	WHAT IT IS
SHPO — State Historic Preservation Office	State of Utah	The state office responsible for administering historic preservation programs, grants, tax credits, and technical guidance related to historic buildings and districts.
SS4A — Safe Streets and Roads for All	U.S. Department of Transportation (USDOT)	A federal grant program that funds safety planning and implementation projects aimed at preventing roadway deaths and serious injuries, including pedestrian and bicycle safety improvements.
TA — Transportation Alternatives	Federal program administered by UDOT	A funding program that supports pedestrian, bicycle, and community-oriented transportation projects such as sidewalks, crossings, trails, streetscape improvements, and transportation-related historic preservation.
TLC — Transportation and Land Use Connection Program	Wasatch Front Regional Council (WFRC), in partnership with the Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), and the Governor's Office of Planning and Budget (GOPB).	A regional technical assistance program that helps cities integrate transportation and land use planning, often used for downtown, corridor, and small area planning efforts.
TPA — Technical Planning Assistance	Utah Department of Transportation (UDOT), in coordination with regional partners	A program that provides funding and technical support for planning studies, concept designs, and corridor analyses to help communities prepare for future transportation and land use improvements.
UDOT — Utah Department of Transportation	State of Utah	The state agency responsible for highways and certain major roads, including portions of Main Street, and for administering several state and federal transportation funding programs used by cities.

4.16.26 DRAFT

Kaysville City Center Plan

KAYSVILLE CITY CENTER

EXISTING CONDITIONS REPORT

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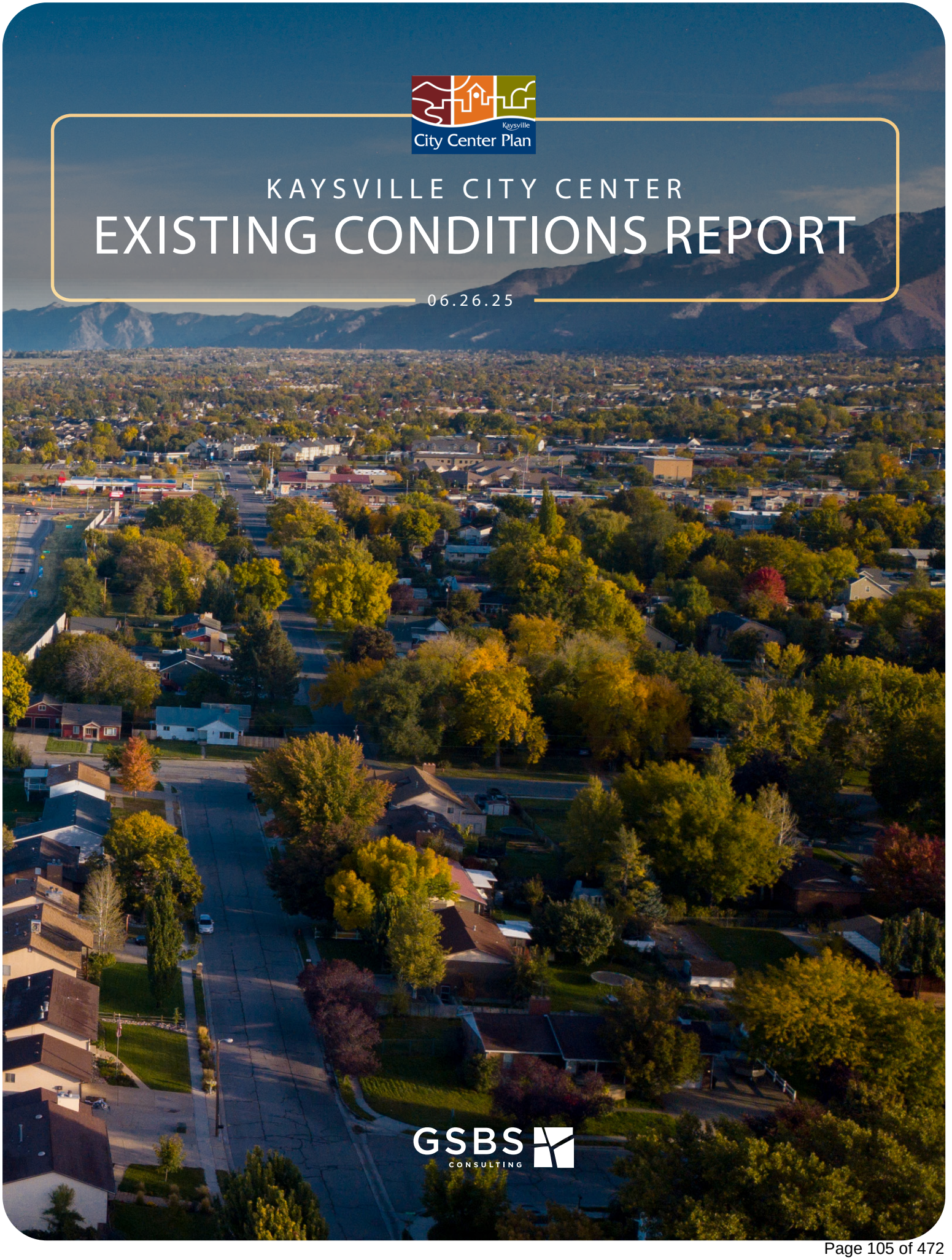

GSBS CONSULTING

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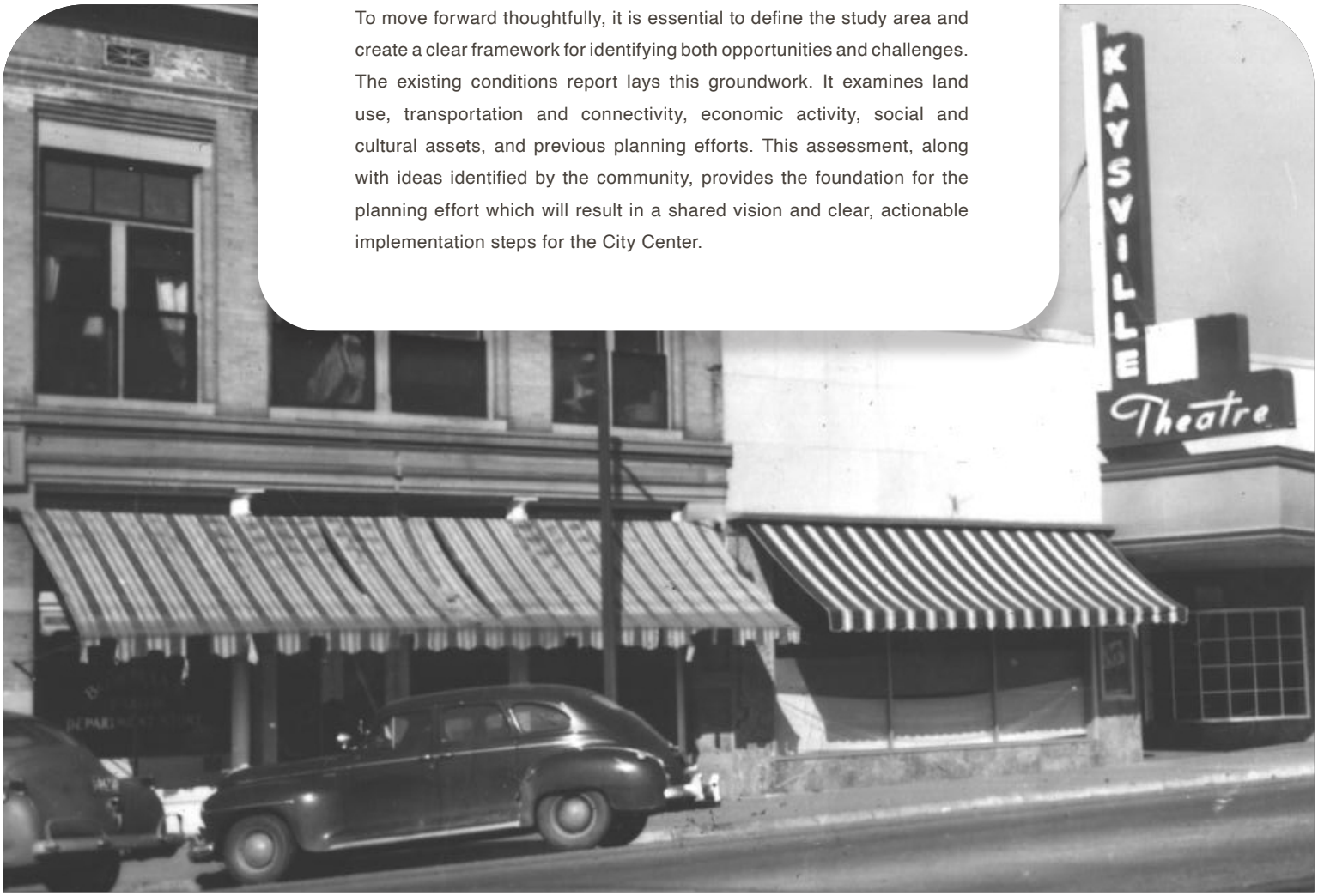
KAYSVILLE CITY CENTER EXISTING CONDITIONS REPORT

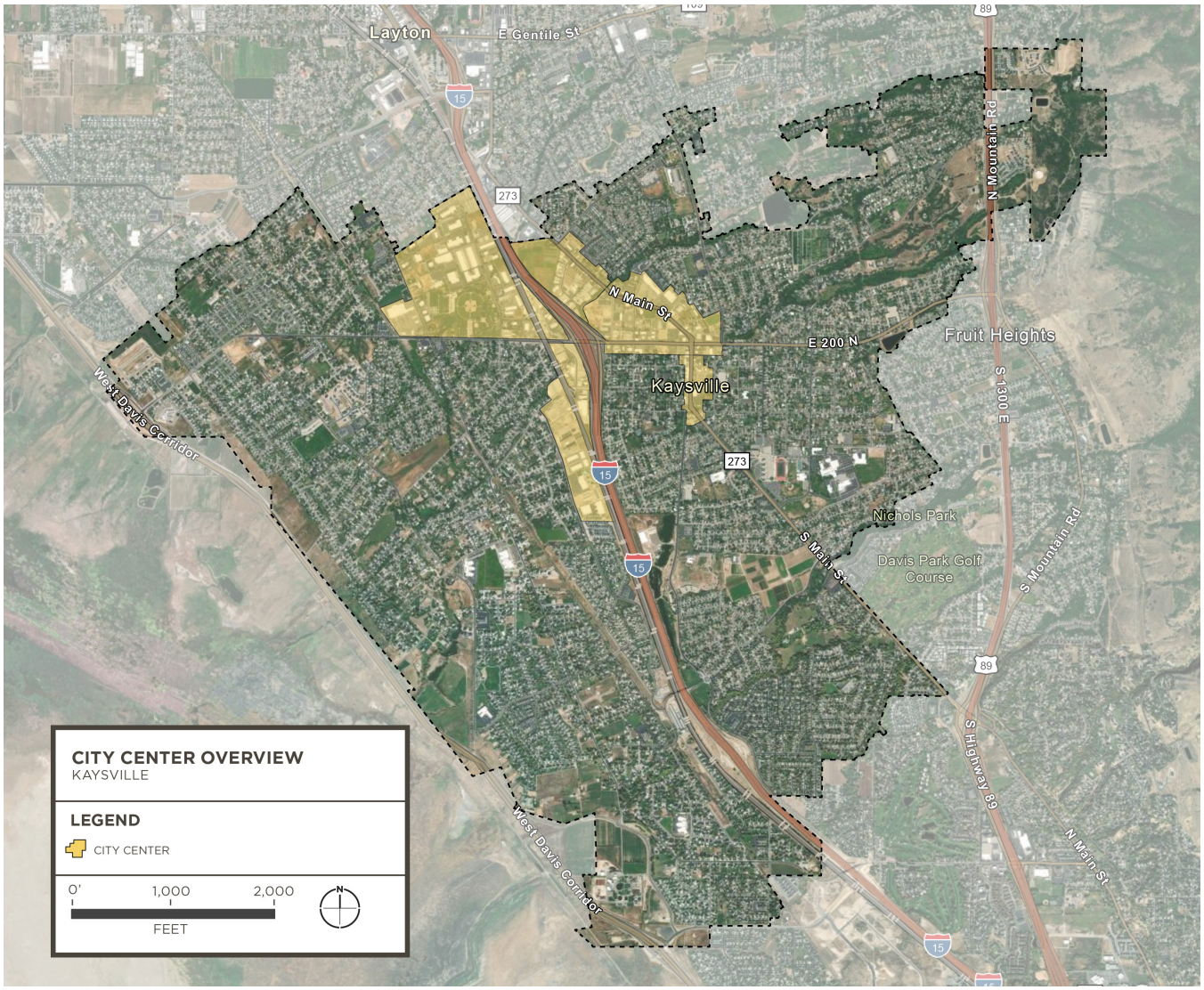
Background

INTRODUCTION

Successful planning begins with a clear understanding of a place's historic patterns, current assets, and relationship to the surrounding region. Documenting the existing conditions of Kaysville's City Center is an important first step in creating proactive solutions for growth and facilities improvements that lead to a better quality of life for everyone.

To move forward thoughtfully, it is essential to define the study area and create a clear framework for identifying both opportunities and challenges. The existing conditions report lays this groundwork. It examines land use, transportation and connectivity, economic activity, social and cultural assets, and previous planning efforts. This assessment, along with ideas identified by the community, provides the foundation for the planning effort which will result in a shared vision and clear, actionable implementation steps for the City Center.





SITE HISTORY

On March 15, 1868, Kaysville became the first incorporated city in Davis County. By 1854 Kaysville Main Street emerged as a vital link to neighboring towns. By the mid-1860s, general stores such as ZCMI and Bowman's grocery lined the street. Prominent banker John Barnes launched several businesses in the City Center, including the Deseret Milling Company, Inland Printing, and the Kaysville Canning Company.

Early Kaysville farmers produced hay, grains, cattle, vegetables, fruits, and sugar beets. Their success drove the growth of light manufacturing near the City Center. Brickmakers, food processors, and entrepreneurs established major industries that shaped the area. Today, light industrial businesses continue to thrive and maintain the City Center as a key employment hub.

The City Center commercial district still reflects much of its rich history, anchored by long-standing favorites like Orlando's Mexican Restaurant, the Kaysville Theatre, and the Barnes Block. Main Street remains a central gathering place and active thoroughfare. Historic Main Street features human-scaled storefronts that have supported community events, parades, and festivities over the years.

Over the last 150+ years, the city has transitioned from an agricultural town into a suburb. This steady growth has shaped Kaysville into a predominantly residential community where many people live but work elsewhere. While residents enjoy the slower-paced lifestyle, many desired amenities have moved to larger nearby cities.

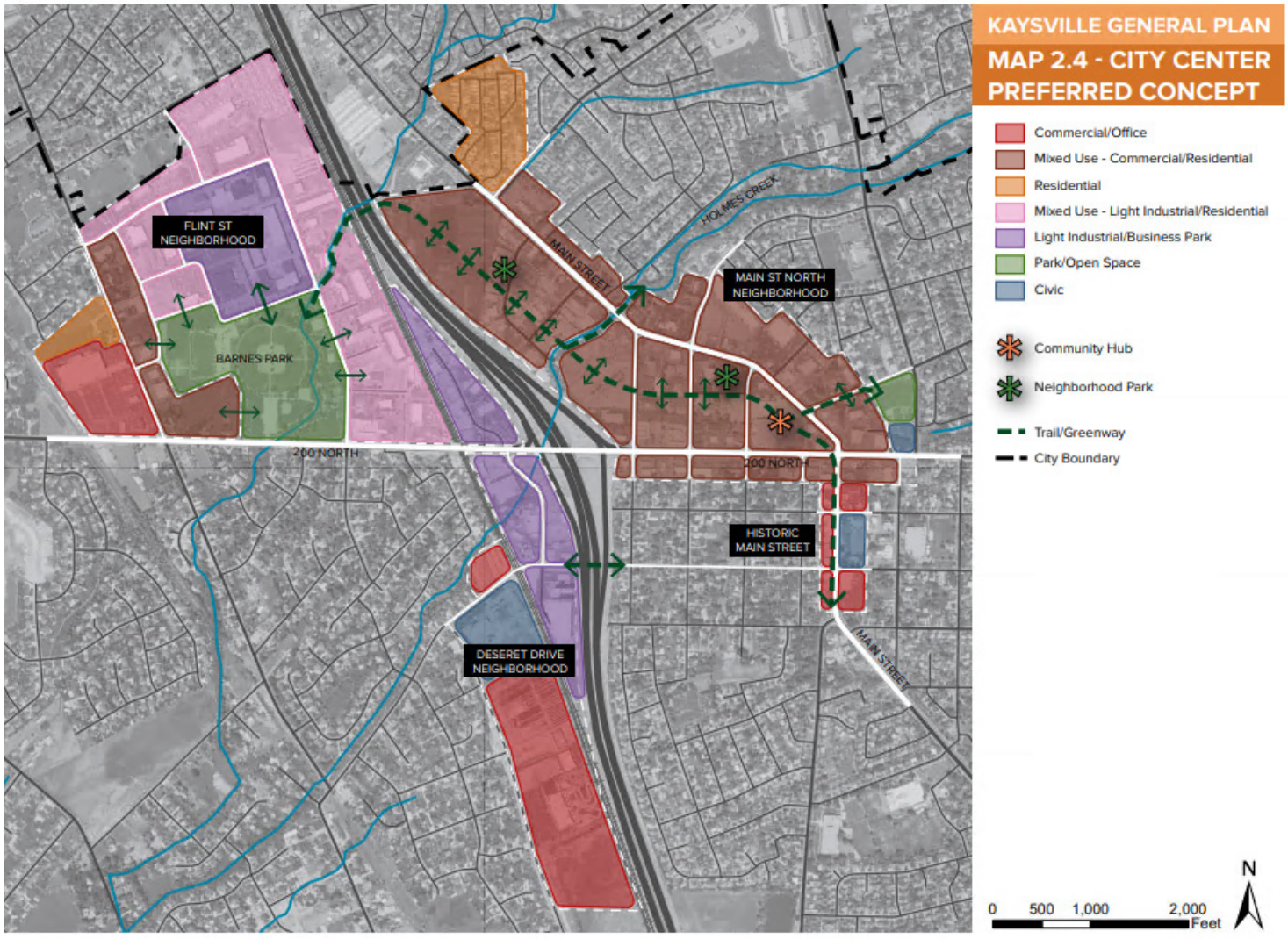
Economic activity along Historic Main Street has declined in recent years. The City Center Plan aims to reinvest in the area's potential, reestablishing it as the heart of the community and a vibrant gathering place that supports both social and economic life.

PURPOSE OF THE CITY CENTER PLAN

The Kaysville 2022 General Plan update identified the City Center as a key priority for future growth and investment. It called for an in-depth analysis of the area to determine how best to achieve Kaysville's goals while aligning recommendations with community visioning. Building on the preferred concept, this City Center Plan will guide day-to-day decisions by City staff, and elected officials, and provide clear goals with a roadmap for long-term implementation. A summary of the findings and recommendations of the General Plan is found in the table on page 4.

The 2022 General Plan recommended the City Center Plan as a method to identify opportunities for reinvestment in the area with the goal to reestablish the area as the heart of the community.

The City Center Planning effort will identify opportunities to build on these strengths.

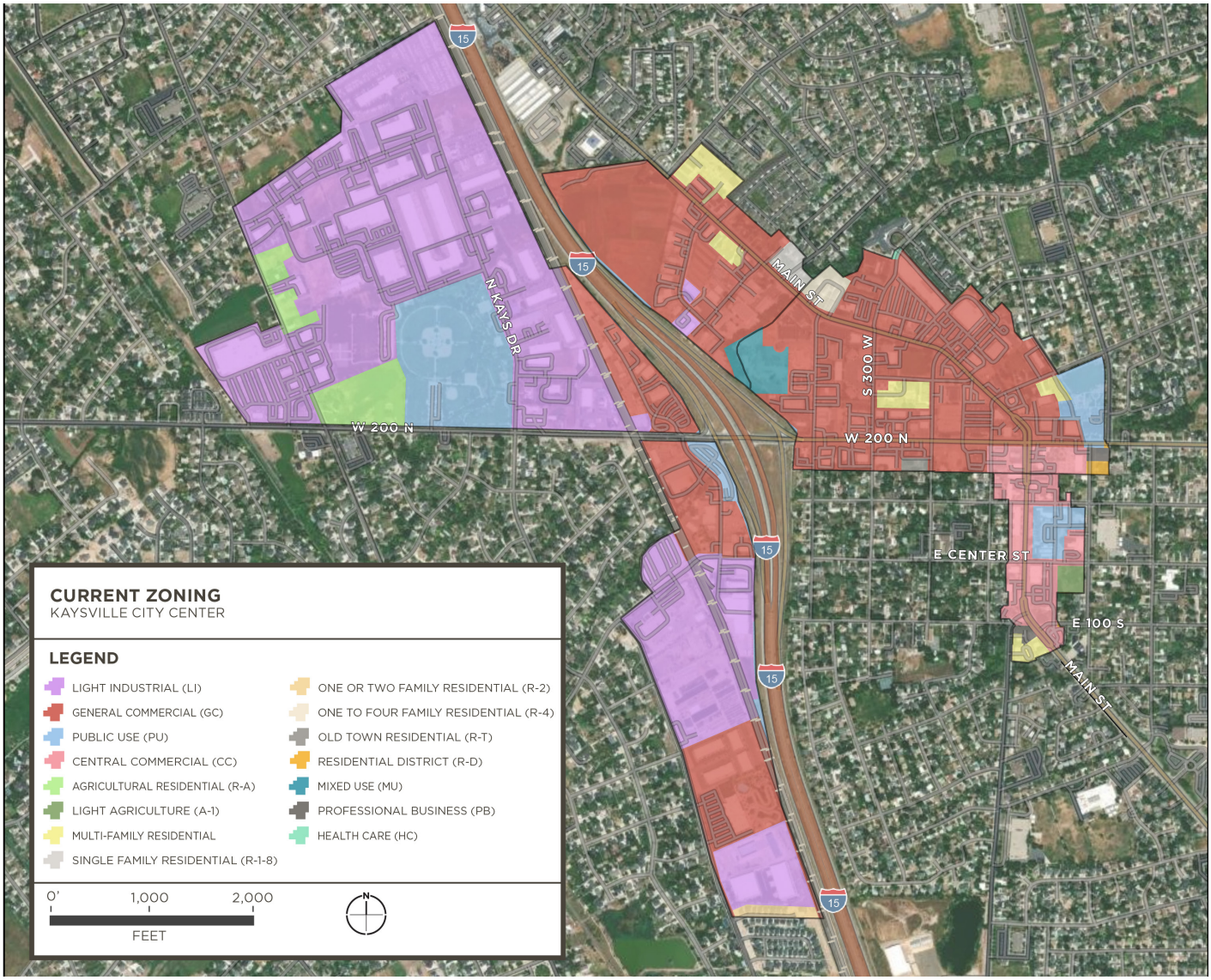


CURRENT ZONING

The current zoning within the Kaysville City Center consists primarily of Light Industrial (LI) and General Commercial (GC) uses. Combined, these two zoning categories represent approximately 79.2% of the City Center, underscoring the City Center's vital role in supporting Kaysville's economy through commerce, services, and employment.

The City Center is also physically and functionally divided by Interstate 15 (I-15). To the east, zoning is General and Central Commercial with retail, services, and civic centers. West of I-15, Light Industrial zoning prevails, accommodating warehousing, storage, and light manufacturing. This division illustrates the City Center's dual role as both a vibrant retail corridor and a regional employment hub.

CITY CENTER LAND USE	ACREAGE	PERCENT OF CITY CENTER
Light Industrial (LI)	236.1	42.0
General Commercial (GC)	208.9	37.2
Public Use (PU)	48.4	8.6
Central Commercial (CC)	24.0	4.3
Agricultural Residential (A)	16.5	2.9
Multi-Family Residential (R-M)	11.1	2.0
Single Family Residential (R)	11.1	2.0
Mixed Use (MU)	6.3	1.1
Professional Business (PB)	1.3	0.2
Health Care (HC)	0.2	0.0



RELATIONSHIP WITH PREVIOUS PLANS

The General Plan identified the need for and provided initial guidance for the City Center plan. In addition, there are several other plans that address all or part of the City Center planning area. They are summarized below.

Plan Title	What Does this Plan Cover	Goals/Principles	Impact on City Center Plan
Kaysville City General Plan (2022)	The Kaysville General Plan serves as a roadmap for the city's future, shaped by community input and supported by data. It begins with an overview of Kaysville's history, demographics, and projected growth. The plan evaluates current transportation and housing conditions, identifies key gaps, and provides recommendations to improve access, affordability, and livability. It also outlines a long-term vision and guiding principles, with a strong focus on revitalizing the City Center and enhancing Kaysville's character through thoughtful land use and placemaking. Together, these elements support a balanced approach to growth that reflects the values and goals of the community.	Kaysville's future is rooted in its small-town charm and rich heritage, while embracing thoughtful growth and lasting community vitality. The city will grow intentionally enhancing existing neighborhoods, encouraging responsible redevelopment in targeted areas like the City Center, and promoting a connected, livable environment for all. Mobility and accessibility will be improved through sustainable, multimodal transportation networks that reflect community values and connect seamlessly to the region. Streetscapes, trails, and open spaces will be expanded and protected, ensuring that nature remains integrated with everyday life. A mix of commercial and mixed-use development in the City Center will support economic vibrancy, while diverse housing options will meet the evolving needs of residents across all life stages. Open space, foothills, and agricultural lands will be preserved through smart planning and clustered development strategies.	The General Plan highlights the importance of maximizing opportunities as Kaysville approaches buildout. It defines the City Center and calls for an in-depth look at the commercial core to guide future growth and ensure alignment with the city's long-term goals. As part of this effort, the plan introduces the Kaysville City Center Preferred Concept, which presents a bold yet respectful vision for transforming the existing downtown into a more vibrant and connected district. The General Plan also outlines the City Center's intended role, potential land uses, and strategies to balance growth while meeting the needs of a diverse and evolving population.
Kaysville Main Street Concept - UDOT (2022)	Proposed implementtion strategies and funding options for the preferred Main Street concept.	The Main Street Preferred Concept outlines a community-driven vision for the future of Kaysville's Historic Main Street. Developed in collaboration with UDOT and local stakeholders, the plan focuses on enhancing the street's right-of-way and transportation elements to support both function and character, while maintaining two existing travel lanes in each direction. The concept prioritizes two core goals: placemaking and access. Placemaking includes improving public spaces, aesthetics, and traffic calming, while creating a unified and inviting downtown streetscape. Access focuses on pedestrian safety, active transportation, parking, and overall connectivity.	Provides an overview of the concept, concept elements, and project implementation and funding options for a more dynamic Main Street. Key improvements include widening the pedestrian zone on the west side, adding landscaped medians, redesigning intersections with diagonal parking, and increasing the number and safety of pedestrian crossings.
Proposed CRA - Kaysville City Center Reinvestment Project Area Plan (2024)	Outlines an approach to revitalizing key areas of the City Center through the Community Reinvestment Agency (CRA). It focuses on using tax increment financing (TIF) to attract investment, improve infrastructure, and support redevelopment.	The proposed CRA Plan aims to revitalize aging buildings and underused spaces, to create a more walkable, vibrant area in underperforming parts of Kaysville. The plan focuses on improving streetscapes, public spaces, and overall appeal while encouraging small-scale, mixed-use development. Key goals include calming traffic, expanding people-focused transportation, attracting investment through redevelopment tools, and replacing deteriorating structures.	This plan identifies and documents key opportunities for reinvestment in the City Center by promoting new development and redevelopment that aligns with the guiding principles of the 2022 Kaysville General Plan. Outlines strategies to acquire property and partners to transform underused areas, providing recommendations for relocation assistance programs to support businesses and residents during the transition.

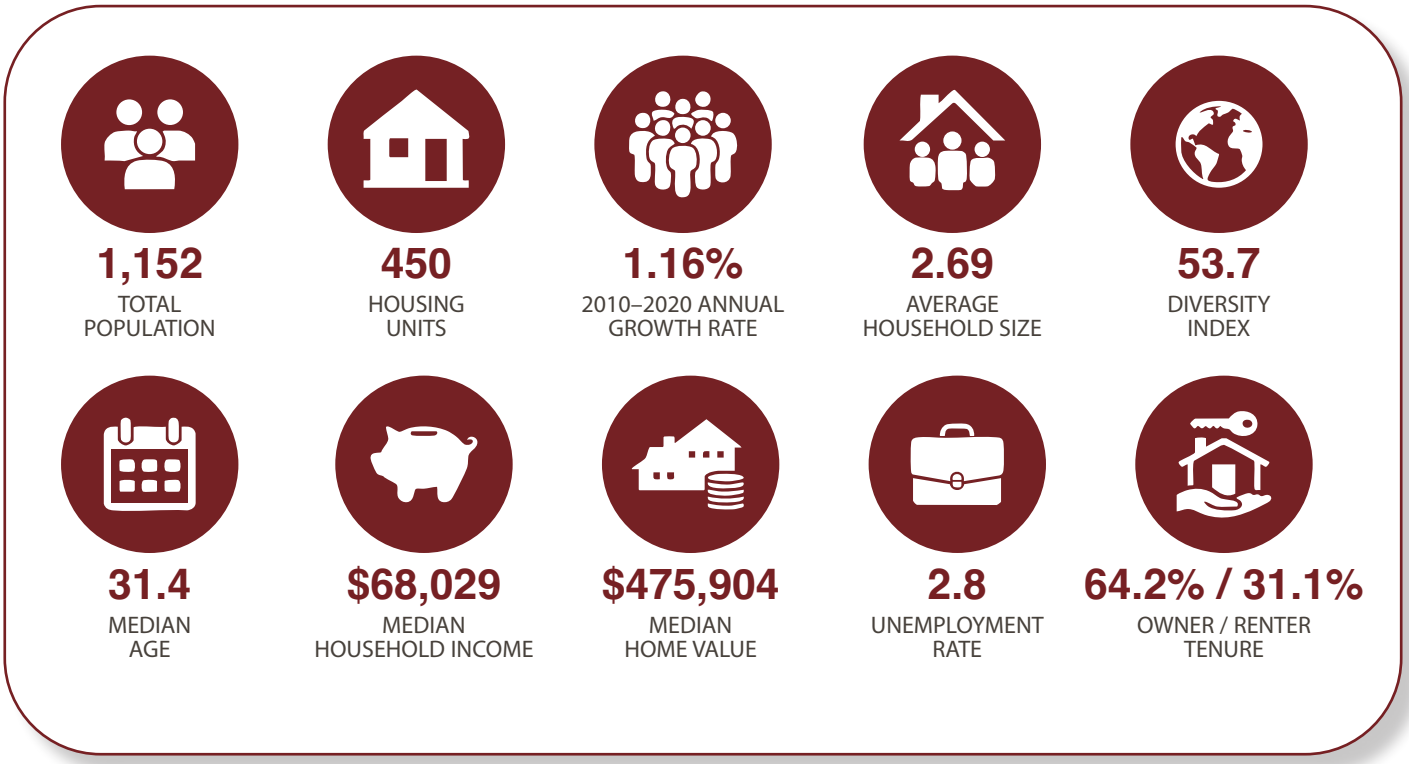
Plan Title	What Does this Plan Cover	Goals/Principles	Impact on City Center Plan
Kaysville Active Transportation Plan (2016)	Outlines recommendations for spot improvements, on-street enhancements, and network upgrades to maintain and improve Kaysville's walking and biking infrastructure. It also explores implementation strategies and potential funding sources.	Kaysville's Active Transportation Plan is designed to improve quality of life, public health, and community connection by making walking and biking safer and more accessible for everyone. Key goals include increasing education and community engagement, improving safety and enforcement, securing long-term funding, maintaining facilities, supporting public health and local economies, and designing a connected and user-friendly transportation network.	Expanding bicycle infrastructure will play a key role in enhancing mobility and connectivity within the City Center. Streets should be designed to accommodate bicycles, following AASHTO guidelines, to ensure safety and accessibility for all users. A major improvement includes the proposed Main Street bike route, creating a continuous corridor from Layton FrontRunner station to Farmington's Park Lane and connecting to the Lagoon Frontage Road.
Davis County Active Transportation Plan (2024)	Outlines recommendations and strategies for advancing active transportation across Davis County, with a focus on building a safe, efficient regional network.	The Davis County Active Transportation Plan creates a unified approach to walking and biking across the county. It coordinates efforts between cities and unincorporated areas to close network gaps and build a safe, efficient, and connected transportation system. The plan focuses on enhancing regional connectivity through grade-separated paths, improving access to key destinations, and creating safer facilities and crossings.	The plan recommends a Rectangular Rapid Flashing Beacon (RRFB) crossing at Old Mill Lane to improve safety for users of the Rio Grande Trail within Kaysville City Center. It includes a raised crossing and bike ramps to guide cyclists away from traffic and increase their visibility to drivers, supporting a safer and more accessible City Center.
Kaysville City Facilities Master Plan (2016)	This Plan evaluates each department's current and future operational needs, reviews existing facilities, and explores development options using City-owned property to support long-term expansion, while identifying priorities and establishing preliminary budgets.	The Facilities Master Plan aims to help Kaysville meet current and future operational needs through improved public buildings. Its main goals include assessing space needs, evaluating the condition and functionality of existing buildings, reviewing fire and emergency service capabilities, and providing recommendations to guide future City investments.	Assessment of current facilities based on existing conditions, laid out in detail with recommendations the City should consider.
NOT ADOPTED - Kaysville GP: Green+Active Systems (2021)	Covers the preservation of the area's natural resources and regional environment, current park inventory, and recommendations to enhance parks, open space, and recreation.	The plan focuses on protecting and improving Kaysville's natural resources. Parks, open spaces, trails, and recreation are important for the city's identity. Supports widening park strips, replacing lawns with water-wise landscaping, and aligning facilities with community needs.	Preserving natural resources in and around the City Center supports water quality and a balanced environment. Investments in trees, landscaping, and stormwater infrastructure will help improve air quality and resilience, making the City Center more inviting. Although this version of the General Plan was not adopted, GSBS staff reviewed it for its Parks and Recreation Master Plan elements.

Community Background

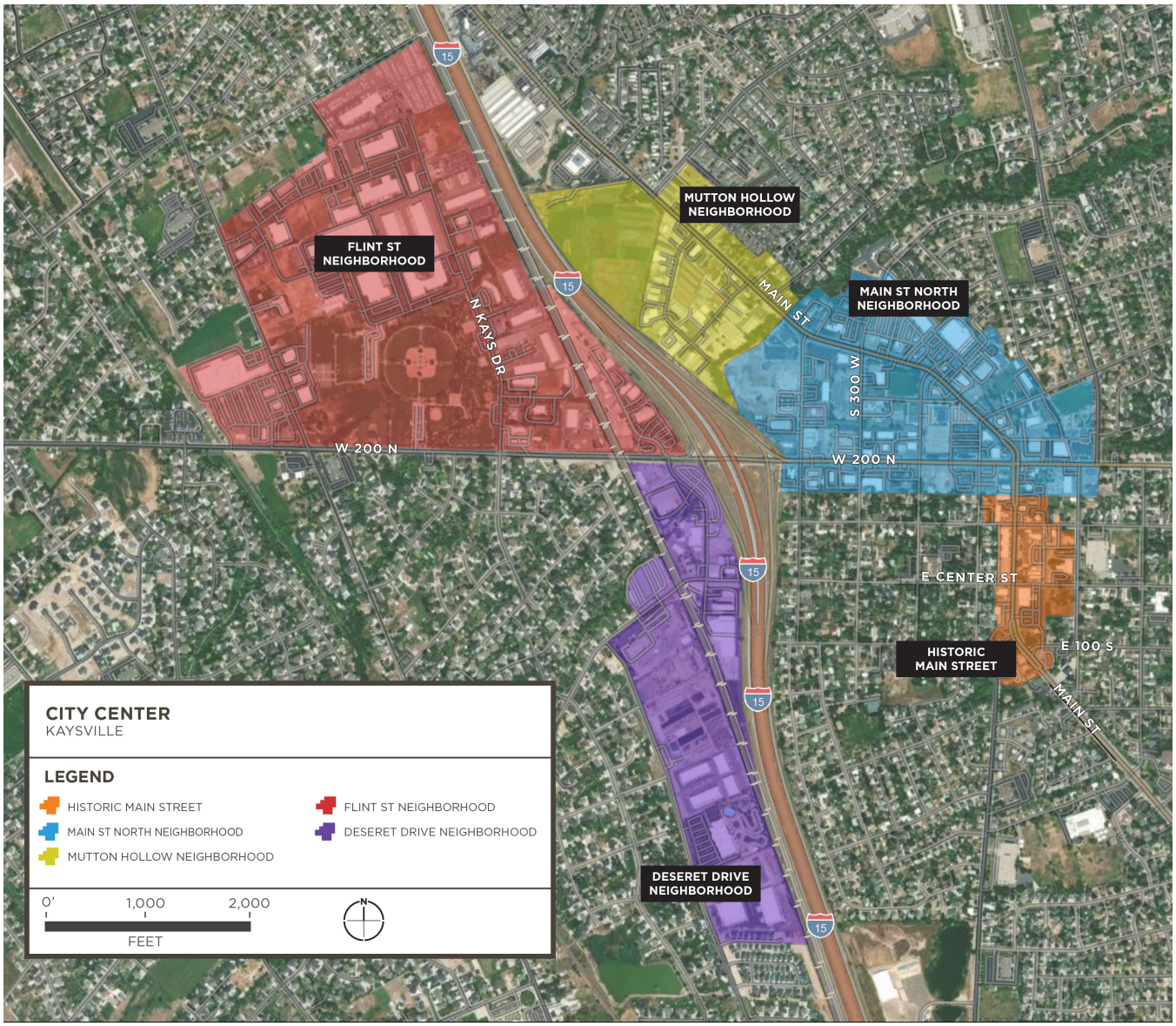
DEMOGRAPHICS

The population in the City Center is more diverse and the households are smaller than in Kaysville as a whole. The median age in both areas is similar—31.4 in the City Center and 30.9 in Kaysville overall. However, median household income is significantly lower—$68,029 in the City Center versus $127,635 citywide.

Additionally, 64.2% of homes in the City Center are owner-occupied, compared to 85.9% across the city, reflecting a higher percentage of renters. The City Center also contains fewer single-family homes and more multi-family housing, which likely contributes to the smaller household sizes. Its population likely includes more small families, individuals, and couples without children.



	CITY CENTER	KAYSVILLE
2024 Total Population	1,150	33,688
Annual Growth Rate	1.2%	1.7%
2029 Projected Total Population	1,177	34,477
Average Household Size	2.69	3.67
Median Household Income	$68,029	$127,635
Median Age	31.4	30.9
Diversity Index	53.7	28.3
Owner Occupied Housing	64.2%	85.9%



SITE CONTEXT

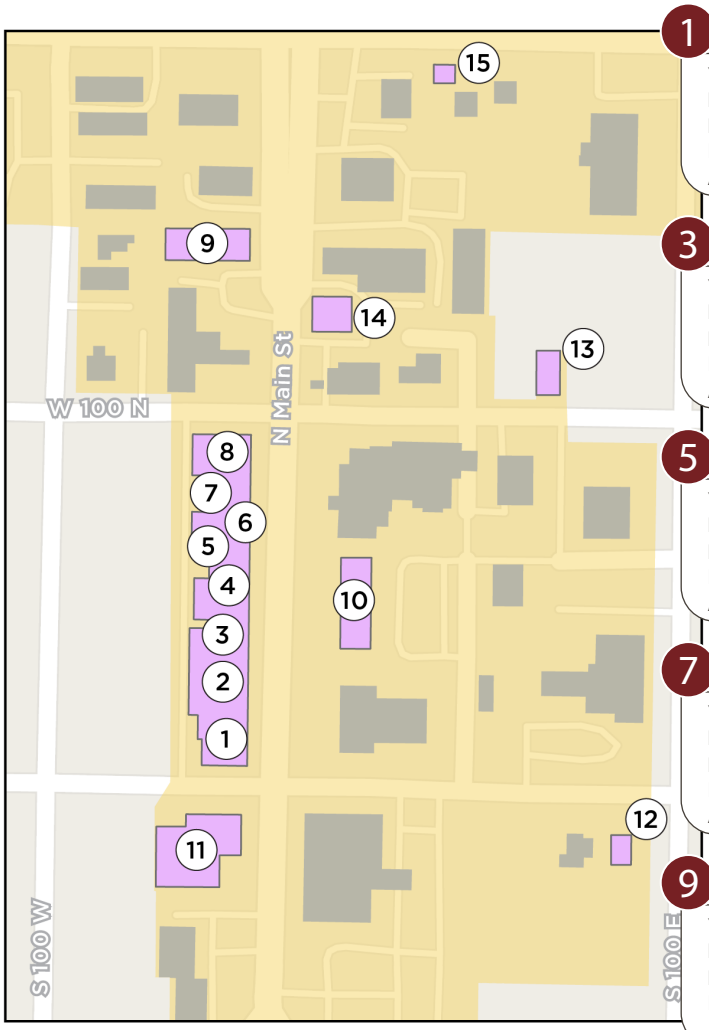
The initial City Center planning area is 588 acres divided into five neighborhoods along I-15. Each of the neighborhoods has unique opportunities and challenges.

HISTORIC ASSETS MAP

The City Center Historic Assets Inventory and Map identifies key historic commercial assets. These buildings shape the unique character of downtown. The planning process will identify the community's vision for the role that the historic buildings will play in the future of the area.

The historic asset map focuses on buildings and places that help make downtown lively and active. Since most of the City Center is zoned for commercial, industrial, or public use, the plan does not include historic homes in the inventory, even if they are inside the boundary. Some historic buildings, like the Deseret Mill and the Pasta building, are outside the main commercial area of Historic Main Street. These buildings were identified as historically significant through the community engagement process and subsequent analysis. However, they are not currently represented on the Historic Main Street Preservation Map.

GSBS evaluated each building's status on the National Register of Historic Places (NRHP) to determine whether it has been nationally recognized for its historic designation potential. Listing on the National Register of Historic Places provides staff with an indication that a site is nationally recognized and may be eligible for federal grants or tax incentives.



MAIN STREET HISTORIC ASSETS
KAYSVILLE

LEGEND
- HISTORIC COMMERCIAL BUILDINGS
- CITY CENTER BOUNDARY

0' 250 500
FEET

N

1 1 Main St (Barnes Block)
Year Built: **1910**
NRHP Evaluation: **Contributing**
National Register Status: **Not listed**
Potential: **Eligible**
Area: **Historic Main Street**

2 21 N Main St (Kaysville Theater)
Year Built: **1945**
NRHP Evaluation: **XX**
National Register Status: **Not listed**
Potential: **XX**
Area: **Historic Main Street**

3 47 N Main St (The Villager)
Year Built: **1950**
NRHP Evaluation: **XX**
National Register Status: **Not listed**
Potential: **XX**
Area: **Historic Main Street**

4 59 N Main St
Year Built: **1950**
NRHP Evaluation: **XX**
National Register Status: **Not listed**
Potential: **XX**
Area: **Historic Main Street**

5 67 N Main St (Kindex)
Year Built: **1950**
NRHP Evaluation: **XX**
National Register Status: **Not listed**
Potential: **XX**
Area: **Historic Main Street**

6 79 N Main St (Main Street Building)
Year Built: **1950**
NRHP Evaluation: **XX**
National Register Status: **Not listed**
Potential: **XX**
Area: **Historic Main Street**

7 85 N Main St
Year Built: **1950**
NRHP Evaluation: **XX**
National Register Status: **Not listed**
Potential: **XX**
Area: **Historic Main Street**

8 97 N Main St (Faye's Laundry)
Year Built: **1950**
NRHP Evaluation: **XX**
National Register Status: **Not listed**
Potential: **XX**
Area: **Historic Main Street**

9 141 N Main St (Orlando's)
Year Built: **1960**
NRHP Evaluation: **XX**
National Register Status: **Not listed**
Potential: **XX**
Area: **Historic Main Street**

10 44 Main St (Old Library)
Year Built: **1944**
NRHP Evaluation: **Contributing**
National Register Status: **Not listed**
Potential: **Eligible**
Area: **Historic Main Street**

11 12 S Main St
Year Built: **1900**
NRHP Evaluation: **XX**
National Register Status: **Not listed**
Potential: **XX**
Area: **Historic Main Street**

12 100 E Center (Kaysville Presbyterian Church)
Year Built: **1888**
NRHP Evaluation: **Contributing**
National Register Status: **Not listed**
Potential: **Eligible**
Area: **Historic Main Street**

13 67 E 100 N (Johnson's Carpet)
Year Built: **1900**
NRHP Evaluation: **XX**
National Register Status: **Not listed**
Potential: **XX**
Area: **Historic Main Street**

14 126 N Main St
Year Built: **1970**
NRHP Evaluation: **XX**
National Register Status: **Not listed**
Potential: **XX**
Area: **Historic Main Street**

UNLISTED

61 S 600 W (Deseret Mill and Pasta)
Year Built: **1905**
NRHP Evaluation: **XX**
National Register Status: **Not listed**
Potential: **XX**
Area: **Deseret Drive**

69 E 200 North
Year Built: **1960**
NRHP Evaluation: **XX**
National Register Status: **Not listed**
Potential: **XX**
Area: **Main Street North**

15 34 E 200 N (Davis Piano Academy)
Year Built: **1953**
NRHP Evaluation: **Contributing**
National Register Status: **Not listed**
Potential: **Eligible**
Area: **Main Street North**

Community Engagement Summary

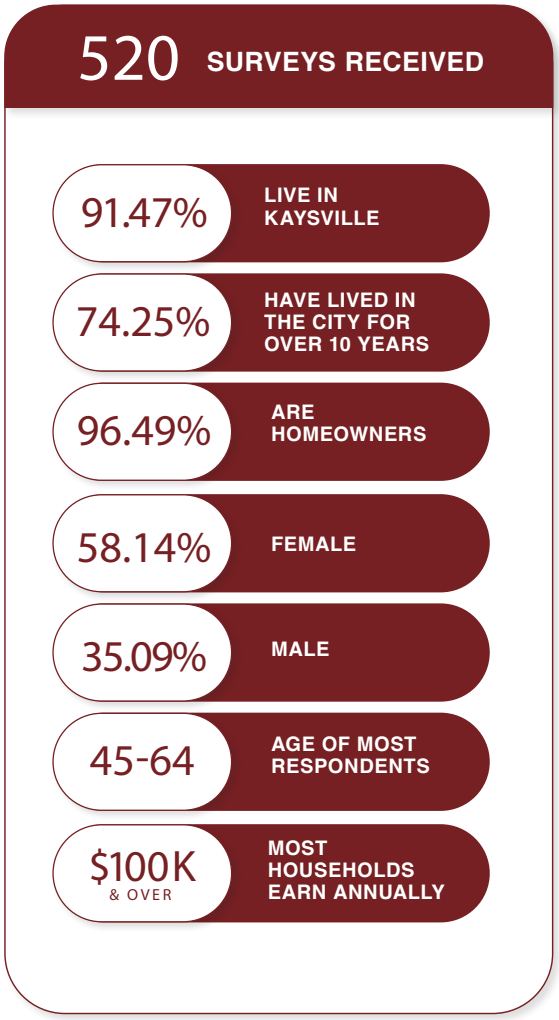
To understand community sentiment and guide the City Center Plan, GSBS and the City:

- Hosted the project's first Community Advisory Committee (CAC) meeting (April 7) – This was the first of four planned meetings with a group of business and property owners, residents, and local organizations assembled to provide feedback and insights that will help shape the future of the City Center.
- Launched the project website and online survey (April 10)
- Hosted an Introductory Open House (April 22, 55 in attendance)
- Held a tabling event at Bowman's Grocery Store (May 3, over 30 conversations)
- Met with Historic Main Street stakeholders (May 21)
- Utilized City social media, mailing, and emailing lists to broaden project outreach
- Developed outreach materials that included the project URL and a QR code to make project information and engagement opportunities easily accessible. The City distributed these materials through its outreach channels and shared them with Community Advisory Committee (CAC) members to pass along to community members and patrons.

These tools helped inform the public, collect feedback, and ensure the plan reflects community priorities. The website featured an interactive map where users can drop pins, leave comments, and upload photos.

AUDIENCES REACHED

The following respondents completed the first survey on the project website:



ENGAGEMENT GOALS & RESULTS

1 Inform the Community: Deliver clear and accurate information about the planning process.

> The website provides ongoing updates and background details.
>
> At the Open House and Bowman's event, staff answered questions and explained the process directly to attendees.

2 Engage a Broad Audience: Involve diverse community members, including residents and businesses.

> In-person and online engagement allows participation from long-term residents, families, and business owners.
>
> 520 people responded to the survey, representing a cross-section of the community.

3 Collect Input That Shapes the Plan; Utilize surveys, interviews, and events for community feedback.

> The online survey (April 10–May 12)
>
> Interactive map for location-based comments
>
> Face-to-face conversations at the Open House and tabling event

4 Promote Two-Way Communication; Keep participants informed on how their input is utilized.

> Staff responded to questions both online and in person, explaining how input would shape the plan.

5 Refine the Plan with Public Feedback: Adjust draft ideas based on community feedback

> Initial community input from this phase of the project informs the Strengths, Weaknesses, Opportunities, and Constraints analysis, as well as the key takeaways in this report.
>
> Feedback from residents will shape the City Center Plan's recommendations to reflect local values and priorities.

6 Document the Process: Keep a record of engagement activities to support transparency.

> All survey responses, map comments, and website entries were recorded and time-stamped. The survey responses are given unedited to the City as Attachment B of this report.
>
> Notes from in-person events documented conversations and ideas shared.

GENERAL TAKEAWAY

Kaysville residents care deeply about the City Center and want it to become a livelier, more welcoming place while preserving its historic charm and character.

Neighborhood Level Input

HISTORIC MAIN STREET

The community values the charm, local businesses, and landmarks, but is concerned about speeding, poor walkability, and a lack of historic structure protections.

Key Survey Findings

Historic preservation ranked highly (225 responses)

Over 60% enjoy dining options; 46.54% value historic character

20.33% enjoy walking or biking in this neighborhood

Feedback Highlights

Praise for “Old School” Kaysville feel

Calls for traffic calming and historic building protections

Suggestions for safer crosswalks and bike lanes

Surprise at lack of existing preservation regulations

MAIN STREET NORTH

Community members see potential in revitalization but worry about traffic and rundown properties.

Key Survey Findings

69.5% of respondents visit the area at least once a week

Desired improvements: shops, landscaping, gathering spaces

Feedback Highlights

Support for better bike/pedestrian infrastructure

Interest in making it feel more connected to Historic Main

Calls for a coordinated revitalization plan

MUTTON HOLLOW

Residents view it as functional, with support for simple improvements like trails and green space.

Key Survey Findings

Respondents saw a high potential for opportunities in the area

Low preservation interest; concerns focus on traffic and safety

Feedback Highlights

Some interest in small gathering spaces

Support for trail connections and open space preservation

Caution against over development

FLINT STREET

Traffic and safety concerns remain, but residents see opportunity for community spaces and better mobility.

Key Survey Findings

61.23% visit the area on a weekly basis

Suggestions include bike lanes, event spaces, and crossings

Feedback Highlights

Support for improving Barnes Park and other public spaces

Praise for current recreational offerings

Ideas for pocket parks, plazas, and community gathering areas

DESERET DRIVE

Seen as unsafe, car-centric, and lacking appeal—especially near the I-15/200 N interchange.

Key Survey Findings

Low visitation - 35.09% of respondents visit Deseret Drive

Main concerns: speeding, traffic danger, poor aesthetics

Lowest ratings for amenities and preservation interest

Feedback Highlights

Urgent need for safer sidewalks and crossings

Desire for green space, trees, and improved gateways

Concern about overdevelopment and loss of character

Interest in preserving Deseret Mill & Pasta

CITYWIDE THEMES

- Improve neighborhood connections through safe crosswalks, bike routes, and trails
- Enhance aesthetics with trees, lighting, and landscaping
- Preserve the character of local buildings, especially downtown
- Support local businesses while limiting large-scale, high-density redevelopment
- Reduce speeding and redesign key intersections to improve safety for all

REPORT

Kaysville City Center Small Area Plan

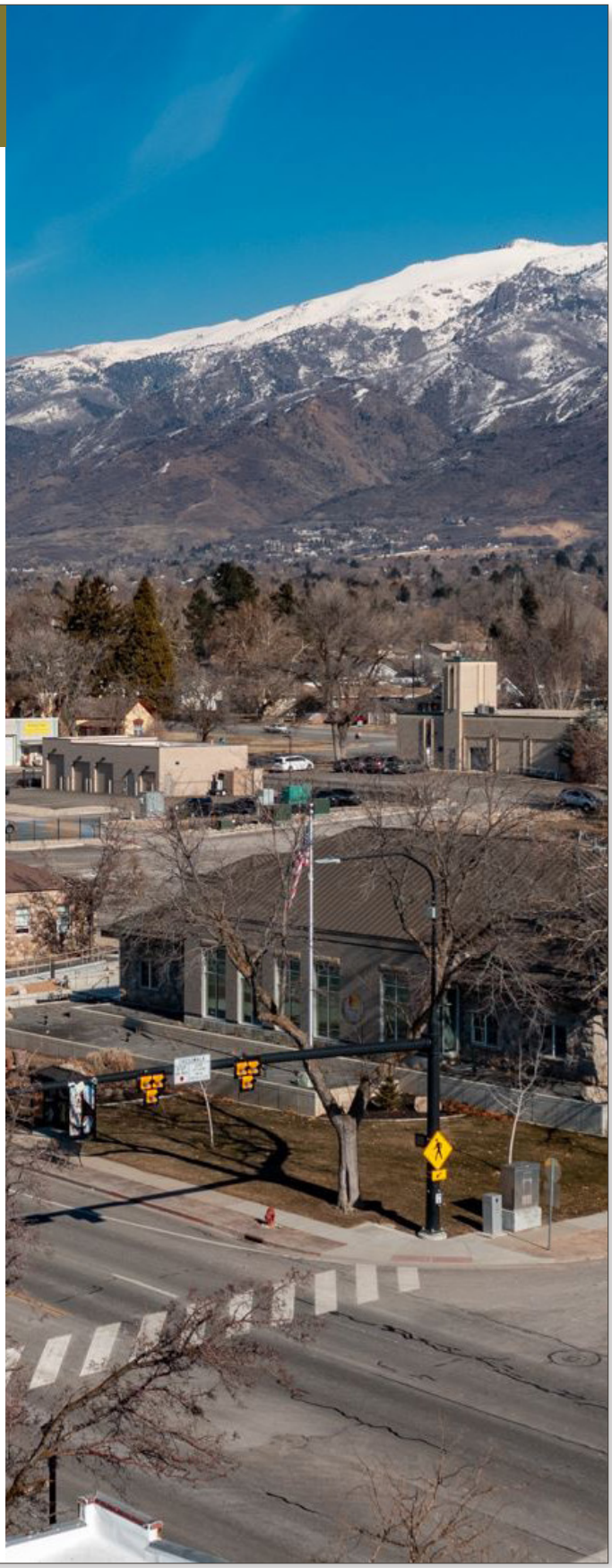
MARKET CONDITIONS

CATALYST
June 9, 2025

Kaysville City Center Small Area Plan

Market Conditions

June 2025



catalyst

DRAFT UPDATE
JUNE 9, 2025

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Executive Summary

Kaysville is located in the northern geography of Utah's Wasatch Front, a densely populated urban corridor that runs along the western base of the Wasatch Mountain Range, stretching from Brigham City in the north to Nephi in the south. The Wasatch Front is one of the fastest growing areas in the United States. With a population of approximately 2.8 million people, the area is expected to double over the next 25 years.

Kaysville's market is comprised of a mix of neighborhoods, industrial districts, civic corridor, and a few undeveloped tracts. All of which create a stable and economically vibrant community that is strategically positioned between the major metropolitan areas of Salt Lake City and Ogden. This region is home to more than 80% of Utah's population and serves as the state's primary economic engine. The region's robust economic environment, anchored by diverse industries such as technology, healthcare, and manufacturing, creates a strong foundation for sustainable growth.

Kaysville's strategic location within this corridor provides direct access to key economic hubs, major transportation networks, and established employment centers. The presence of Interstate 15, FrontRunner system, and other local networks enhances Kaysville's connectivity to surrounding cities and commerce. Kaysville will continue to benefit as Utah continues to experience significant population growth and economic expansion. The city's position within the Wasatch Front allows it to capitalize on regional growth while maintaining its distinctive community character. With a strong local economy, stable residential base, and emerging retail and commercial opportunities, Kaysville remains well-positioned to leverage regional economic momentum and support sustainable development within the 2025 City Center planning area.

The City Center planning area is located along Interstate 15 and encompasses Kaysville's historic Main Street,



Main Street North neighborhood, Mutton Hollow neighborhood, Flint Street neighborhood, and Deseret Drive neighborhood. This area stands as the central core of Kaysville's identity and presents a critical opportunity for strategic development and redevelopment. With a mix of historic charm, civic uses, and underutilized commercial spaces, the City Center has the potential to become a dynamic economic hub that blends retail, dining, office, and residential uses. By fostering a pedestrian-oriented development that integrates place-making and a modernized tenant mix, Kaysville can create a health ecosystem that can promote private investment while maintaining its distinct character. Ultimately, Kaysville's City Center can strengthen its role as both a regional-serving commercial anchor, a cultural destination, and gateway to quality neighborhoods.

This plan presents a strategic framework designed to guide the improvement of Kaysville's City Center by evaluating current economic conditions, market trends, and outlining commercial opportunities. Through targeted investment, strategic partnerships, and coordinated

Executive Summary

development efforts, the City Center can become a thriving destination that reinforces Kaysville's economic vitality, enhances its quality of life, and addresses other goals.

Purpose and Process

This is designed to guide strategic growth within the City Center, ensuring long-term economic vitality and commercial stability. This plan outlines a framework to leverage market conditions and promote viable commercial opportunities. By outlining high-potential commercial sectors and identifying ideal locations for retail, dining, and service-based businesses, the plan aims to attract sustainable economic growth. Additionally, the plan will explore policies to improve economic development, including public investments, strategic partnerships, branding, marketing, and other economic objectives.

The planning process involves multiple stages to ensure alignment with community values, regional market conditions, and economic development. This includes an in-depth market analysis that assesses demographics, spending patterns, and commercial performance to identify challenges and opportunities. These strategies will help guide a phased implementation framework to synchronize development goals, incentives, and infrastructure investments to ensure orderly and sustainable growth.

Existing Plan Summary

Kaysville's economic future is shaped by a combination of targeted investment strategies, infrastructure planning, and preservation of local identity. The alignment of the CRA, General Plan, and Facilities Master Plan provides a framework for economic growth in the City Center. By leveraging the CRA's financial tools, emphasizing the General Plan's focus on local business development, and implementing the Facilities Master Plan's infrastructure priorities, Kaysville's small area plan can effectively enhance commercial success. This strategic combination of public investment in infrastructure, targeted business incentives, and enhanced community spaces positions the City Center as a vibrant economic hub that balances growth with historic preservation.

Proposed CRA (community reinvestment area)

The Kaysville City Center proposed CRA is a vital economic development tool designed to stimulate growth and reinvestment in key parts of the City Center. The CRA strategy is heavily focused on leveraging Tax Increment Financing (TIF) to fund infrastructure upgrades, property improvements, and economic initiatives that would otherwise face financial barriers.

The CRA's funding strategy prioritizes infrastructure enhancements, such as streetscape improvements, expanded sidewalks, and improved pedestrian amenities, which will directly support retail growth in the City Center. Additionally, the CRA can finance façade improvements and provide incentives for business relocation, helping Main Street retain its historic character while modernizing storefronts. The plan also includes funding for shared parking facilities, enabling businesses along Main Street and 200 North to provide better parking solutions without excessive individual investment. Economic objectives within the CRA align with revitalizing aging retail spaces, promoting experiential retail, and supporting mixed-use development to unlock potential in underperforming commercial corridors.

General Plan

The Kaysville General Plan (2022) identifies the City Center as a key economic engine and outlines specific strategies to enhance commercial success while preserving community identity. The General Plan emphasizes small-scale, locally owned businesses as a primary economic driver, meaning investment should focus on curated retail, dining, and entertainment options that align with Kaysville's local identity. The Plan also

Executive Summary

recommends greater density in the City Center, aiming to increase residential rooftops to boost commercial demand while preserving walkability and charm.

Another key focus of the General Plan is the development of a town center near City Hall, which is envisioned as a civic and social hub to attract visitors and increase foot traffic for nearby businesses. Additionally, the plan advocates for improved transportation networks, including pedestrian pathways, streetscape enhancements, and multimodal connections that directly benefit retail and entertainment corridors. These economic strategies align with the CRA's goals by encouraging reinvestment in older commercial areas and targeting retail expansion to improve sales tax retention.

Facilities Master Plan

The Kaysville Facilities Master Plan outlines crucial facility investments that indirectly support economic development by ensuring public services and infrastructure meet growth needs. The Facilities Master Plan emphasizes the importance of public space improvements, such as parks, plazas, and gathering spaces, which are critical to strengthening the identity and foot traffic in the City Center.

Proposed upgrades to City facilities such as the Municipal Center and Operations Center focus on improving public safety, administrative efficiency, and overall City services, ensuring long-term stability for local businesses and residents. The facilities plan also emphasizes the need for improved circulation patterns around city-owned properties, aligning with broader goals for improving access, parking solutions, and pedestrian mobility in the City Center. These improvements are essential to creating a business-friendly environment that encourages repeat visitation, customer engagement, and expanded economic activity.

Executive Summary

Program Justification

The following table outlines key conditions and opportunities across Kaysville's primary commercial corridors. Each area presents unique characteristics in terms of inventory, market rates, and development potential. Understanding these distinctions is critical to formulating strategies that align with market trends, improve tenant diversity, and activate underutilized spaces, creating a more economically resilient City Center.

Catalyst Area	Mutton Hollow Neighborhood	Main Street North Neighborhood
Existing Inventory	• Retail: 44,038 SF • Office: 29,854 SF • Industrial: 136,101 SF	• Retail: 393,770 SF • Office: 153,573 SF • Industrial: 9,564 SF
Market Rates	• Retail: $18.91 PSF • Office: $20.71 PSF • Industrial: $10.31 PSF	• Retail: $20.64 PSF • Office: $16.11 PSF • Industrial: $10.25 PSF
Opportunities	• Mixed-use development • Redevelopment / revitalization of existing space • Recruit high-quality operators	• Repositioning existing retail spaces for modern retail and dining concepts • Potential for lifestyle retail, fitness studios, and boutique shops • Enhanced pedestrian connectivity to activate the corridor • Increase efficiency of intersections to improve connectivity
Challenges	• High retail vacancy rates • Balancing new development with established commercial patterns	• Limited cohesion in corridor identity • Aging retail spaces requiring significant upgrades
Targets	• Experiential retail concepts including dining, entertainment, and social spaces • Service-based businesses that complement residential growth	• Premium dining concepts • Specialty fitness studios and wellness services • Home décor and design showrooms • Artisan and gourmet food markets

Source: Catalyst Commercial, US Census Bureau, CoStar, Esri

Executive Summary

Catalyst Area	Historic Main Street	Flint Street Neighborhood	Deseret Drive Neighborhood
Existing Inventory	• Retail: 33,759 SF • Office: 44,706 SF	• Retail: 195,831 SF • Office: 234,950 SF • Industrial: 779,088 SF	• Retail: 85,722 SF • Industrial: 210,269 SF
Market Rates	• Retail: $17.67 PSF • Office: $21.08 PSF	• Retail: $14.21 PSF • Industrial: $12.96 PSF	• Retail: $19.47 PSF • Industrial: $9.60 PSF
Opportunities	• Expanding boutique retail, destination dining, and artisan businesses leveraging the area's historic charm • Niche markets like antique shops, craft goods, and specialty cafes • Leveraging civic institutions and cultural landmarks to draw consistent daily foot traffic	• Developing community-centered amenities near Barnes Park • Expanding family-focused retail and dining	• Maximize fiscal return through quality users • Landscape improvements • Buffering residential from industrial uses
Challenges	• Maintaining architectural integrity while accommodating contemporary business model	• Ensuring recreational investments align with and support commercial potential	• Aesthetics of outdoor storage • Aging structures could use improvements • Landscaping and screening
Targets	• Independent retailers specializing in artisan goods, vintage markets, and specialty dining • Curated cultural programming to expand foot traffic and support events • Gallery spaces, event venues, and experiential retail concepts	• Recreation-driven retail concepts such as outdoor gear shops, bike rentals, and family entertainment • Small-scale industrial businesses aligned with target industries	• High-quality industrial users • Entertainment

Source: Catalyst Commercial, US Census Bureau, CoStar, Esri

Demographic Conditions

A comprehensive understanding of Kaysville's current economic, demographic, and market conditions is essential for informed decision-making regarding the City Center's goal of being a regional draw. Examining regional influences, population characteristics, and economic drivers provides critical insights into how the City Center can effectively meet community needs and respond to broader market trends. Kaysville's strategic position within the Wasatch Front, combined with its stable population, affluent household base, and diversified employment structure, presents both opportunities and challenges for sustainable growth. By evaluating these factors, stakeholders can identify targeted investment strategies that support a vibrant City Center that reflects Kaysville's unique character while accommodating future economic demands.

Regional Context

Kaysville is situated along Interstate 15 in northern Utah's rapidly growing Wasatch Front region, strategically positioned between Salt Lake City to the south and Ogden to the north. This prime location grants Kaysville convenient access to key regional economic centers, transportation corridors, and major employment hubs. As Utah continues to experience significant population growth and economic expansion, Kaysville stands at the forefront of a dynamic regional landscape.

According to the 2025 Economic Report to the Governor, Utah's population surpassed 3.5 million in 2024, with an annual growth of approximately 50,000 residents. This growth has been predominantly concentrated in the Wasatch Front region, escalating the demand for housing, commercial services, and public infrastructure. The state's nominal GDP exceeded $300 billion for the first time in 2024, reflecting robust economic expansion.

Utah's employment landscape has remained strong, with a 3.1% unemployment rate in 2024, below the national average of 4.0%. Key industries such as technology, logistics, and healthcare have been significant contributors to this growth. Notably, Davis County, where Kaysville is located, has experienced consistent commercial growth, with retail sales climbing by 8.6% in 2023, outperforming many neighboring counties.

Kaysville's advantageous position within this dynamic regional context underscores its potential for continued economic development, particularly in expanding its retail, office, and industrial sectors to meet the growing demands of the region.

Local Context

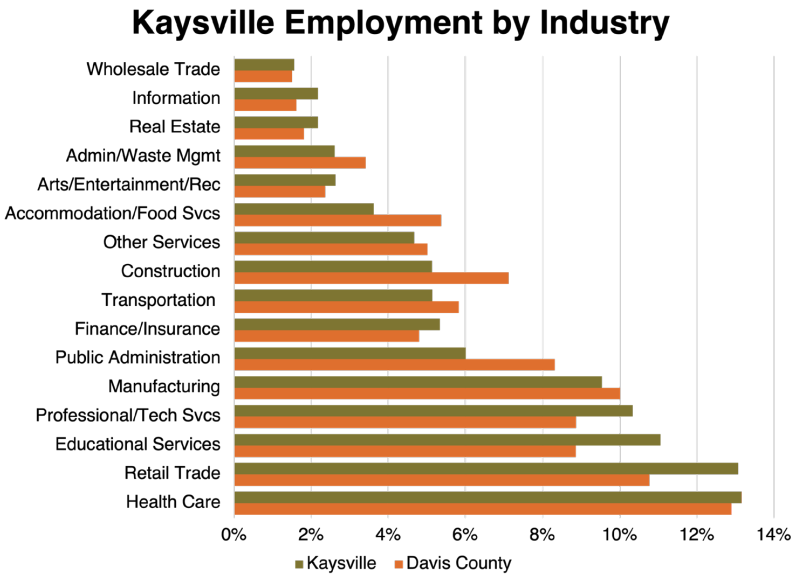
Kaysville's economic environment reflects a stable foundation supported by diverse industries, strong consumer demand, and an increasingly dynamic commercial landscape. Looking at the Kaysville market as a whole will help understand gaps, trends, and opportunities as the City Center undergoes improvement. Aligning economic development strategies with prevailing market trends will be essential to fostering sustained growth and attracting investment. Key economic sectors, including healthcare, retail, and professional services, play a prominent role in Kaysville's employment base and provide a framework for identifying targeted commercial opportunities.

Kaysville's employment landscape reflects a balanced and diverse economic base, with notable concentrations in several key sectors that will influence future economic growth and City Center development. The health care and social assistance sector, which comprises 13.2% of the local workforce, is slightly more prominent in Kaysville than in Davis County (12.9%). This indicates a strong presence of medical services, which can support future demand for medical office spaces, wellness centers, and healthcare-related retail establishments within the City Center.

Retail trade is another significant sector in Kaysville, accounting for 13.1% of the workforce, surpassing Davis

Demographic Conditions

County's 10.8% average. This heightened concentration underscores retail's prominent role in the local economy, reinforcing the potential for enhanced retail offerings in the City Center. Developing a mix of experiential retail, destination dining, and boutique shops can align with consumer trends while leveraging Kaysville's established retail base.



Demographic Conditions

Demographics

Kaysville's demographic profile reflects a stable and family-oriented community with moderate growth patterns. Understanding the area's population trends, age distribution, and income levels is key to developing effective economic strategies that align with current and projected demand.

Population

As of 2024, Kaysville's total population is estimated at 33,688, while Davis County's population stands at 383,089, and Utah's total population is 3,506,694. Kaysville's annual growth rate of 0.5% is slower than Davis County's rate of 0.9% and the state's rate of 1.2%. By 2029, Kaysville's population is projected to reach 34,477, indicating modest but steady growth. While Kaysville's growth is less rapid than surrounding areas, this stable demographic base supports a consistent local economy with opportunities for strategic retail and commercial expansion.

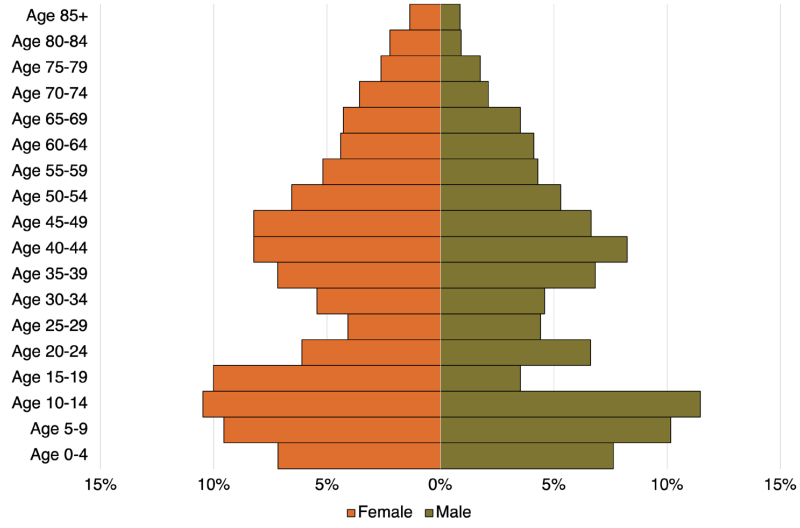
Population	Kaysville	Davis Co	Utah
2024 Total Population	33,688	383,089	3,506,694
Annual Growth Rate	0.5%	0.9%	1.2%
2029 Total Population	34,477	401,121	3,719,346

Source: Esri

Age

Kaysville's age distribution shows a strong concentration of younger residents, with approximately 41.3% of the population under the age of 20. This highlights the city's family-oriented nature and the need for youth-focused amenities, retail, and recreational spaces in the City Center. Additionally, 39.8% of the population falls within the prime working-age group (25-54 years), reinforcing demand for dining, entertainment, and professional services. While seniors (60+) comprise 18.9% of the population, this demographic is poised to grow, driving demand for healthcare services, accessible infrastructure, and age-appropriate retail. The City Center presents an opportunity to cater to these varied demographics by fostering a balanced mix of family, workforce, and senior-focused services.

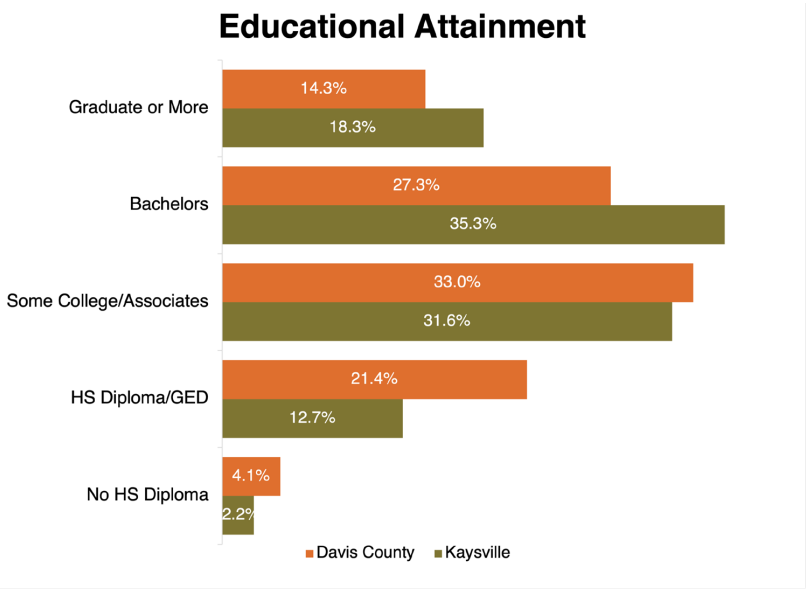
Kaysville Age Distribution



Demographic Conditions

Educational Attainment

Educational attainment reflects the highest level of education an individual has completed, serving as a key indicator of workforce skill levels and economic potential. Kaysville exhibits a highly educated population, with 35.3% of residents holding a bachelor's degree and 18.3% possessing a graduate or professional degree, both exceeding county and state averages. In comparison, Davis County reports 27.3% with a bachelor's degree and 14.3% with advanced degrees, while Utah's figures are 25.7% and 13.6%, respectively. Conversely, Kaysville has a notably low percentage of residents without a high school diploma at just 2.2%, compared to 4.1% in Davis County and 6.5% statewide.



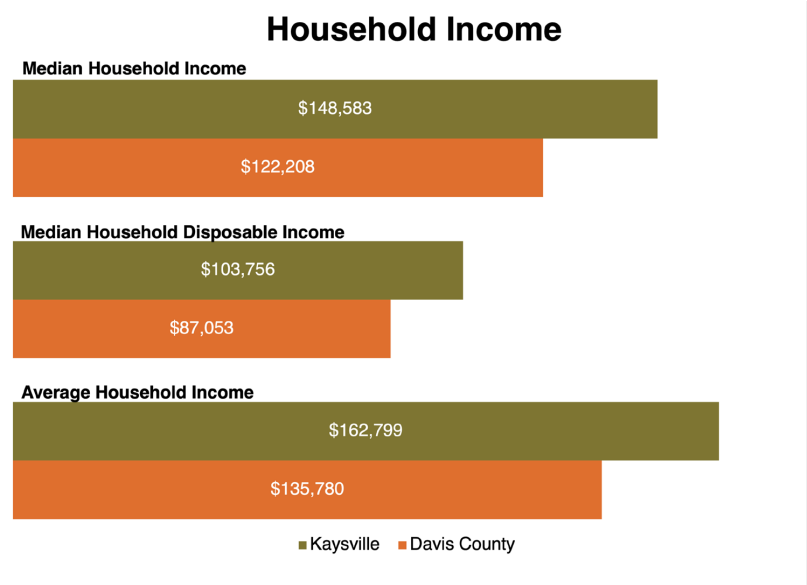
Educational Attainment	Kaysville	Davis Co	Utah
No HS Diploma	2.2%	4.1%	6.5%
HS Diploma/GED	12.7%	21.4%	22.6%
Some College/Associates	31.6%	33.0%	31.7%
Bachelors	35.3%	27.3%	25.7%
Graduate or More	18.3%	14.3%	13.6%

Source: Esri

Demographic Conditions

Income

Kaysville's income levels reflect a relatively affluent community, with an average household income of $162,799, exceeding both Davis County's $135,780 and Utah's statewide average of $124,234. The median household income in Kaysville for 2024 is $127,447, surpassing Davis County's $107,855 and Utah's $95,801. Projected income growth is strong, with Kaysville's median household income expected to reach $148,583 by 2029, reflecting an annual growth rate of 3.1%, which exceeds both county and state growth rates. This elevated income profile signals strong purchasing power, positioning Kaysville's City Center to attract higher-end retail, dining, and entertainment offerings. The City Center can capitalize on this affluence by expanding commercial offerings that can cater to Kaysville's broad economic base.



Household Income Distribution	Kaysville	Davis Co	Utah
<$50K	12.5%	16.1%	22.1%
$50K-$100K	21.5%	28.1%	29.8%
$100K-$150K	24.5%	25.0%	21.9%
$150K-$200K	17.1%	15.3%	12.7%
$200K+	24.4%	15.6%	13.5%

Source: Esri

Demographic Conditions

Psychographics
Psychographics provide a deeper understanding of consumer motivations, values, and lifestyle preferences, offering insights that extend beyond traditional demographic data. This system categorizes households into unique segments based on these behavioral characteristics, helping to identify purchasing patterns, leisure activities, and social values. Understanding the psychographic profile of Kaysville residents provides valuable insight into consumer behavior, lifestyle preferences, and spending patterns. Kaysville's population reflects a distinctive mix of established families, professionals, and active retirees, creating diverse market opportunities.

Boomburbs
The largest psychographic segment in Kaysville, Boomburbs residents are affluent, family-focused households that typically reside in newer suburban developments. These households prioritize quality education, family-oriented activities, and home improvement investments. With strong disposable incomes, they frequently spend on premium retail goods, dining, and recreational experiences. This segment values convenience and actively supports businesses that provide efficient service and high-quality products. They are also technology-savvy and often engage in online shopping, making them a key target for omnichannel retail strategies.

Tapestry Segment	Share of Kaysville Households
Boomburbs	27.6%
Professional Pride	19.0%
Comfortable Empty Nesters	12.9%
Parks and Rec	12.6%
Workday Drive	11.8%

Source: Esri

Professional Pride
Professional Pride households are characterized by well-educated, career-driven individuals who maintain a strong focus on homeownership and financial stability. This group values upscale retail, dining, and fitness services that align with their active, high-achieving lifestyles. These residents are drawn to premium services, boutique fitness studios, and professional networking spaces, making them prime candidates for higher-end retail and experiential offerings within Kaysville's City Center. They also demonstrate a strong interest in home improvement, travel, and outdoor recreation.

Comfortable Empty Nesters
This segment includes older, established households who have reached a stage of financial security and are focused on maintaining comfortable lifestyles. They prefer low-maintenance living, investing in home improvements, and supporting local businesses. Their spending priorities include dining, leisure activities, and personal services. Comfortable Empty Nesters also gravitate toward social spaces that provide community engagement, such as coffee shops, cultural venues, and parks. Enhancing walkable public spaces and integrating age-friendly retail concepts in the City Center can effectively serve this segment.

Parks and Rec
The Parks and Rec segment is defined by active, outdoor-focused households that place a strong emphasis on health and wellness. They actively seek recreational amenities, sporting goods, and family-oriented services. Residents in this group value casual dining, outdoor retail stores, and community-based activities. Integrating recreational amenities, fitness-related businesses, and outdoor retail options within Kaysville's City Center will align well with the lifestyle preferences of this segment.

Demographic Conditions

Workday Drive
Workday Drive households are characterized by hardworking, middle-income families balancing careers with active family lives. This segment prioritizes practical purchases, favoring affordable dining options, family-oriented retail, and value-driven shopping. Businesses that emphasize convenience, essential goods, and family entertainment will effectively cater to this group. Providing accessible retail spaces, child-friendly services, and affordable dining options will address the needs of this demographic.

Implications for City Center Development
Kaysville's psychographic profile reveals a consumer base that values quality, convenience, and experiences. The presence of affluent Boomburbs and Professional Pride segments signals strong demand for higher-end retail, boutique dining, and experiential services. Meanwhile, the prevalence of Parks and Rec and Workday Drive segments underscores the importance of integrating family-focused amenities and practical retail offerings.

The City Center should incorporate a mix of premium retail, specialty dining, and recreational amenities to cater to the affluent consumer base while ensuring accessible services for middle-income families. Additionally, enhancing walkable environments, social gathering spaces, and flexible retail formats will align with the preferences of Kaysville's diverse psychographic segments. By balancing these elements, the City Center can effectively serve its established resident base while attracting regional visitors seeking curated retail experiences.

Residential

Kaysville's residential market reflects broader regional and national housing trends, shaped by rising demand for diverse housing options and shifting consumer preferences. As home prices increase and affordability pressures mount, there is growing interest in compact, attainable housing types that align with walkable, mixed-use environments. For Kaysville's City Center, these trends present an opportunity to introduce residential development that complements commercial growth, enhances pedestrian activity, and supports a vibrant community atmosphere.

Market Trends

Macroeconomic trends in the housing market have significant implications for the development of Kaysville's City Center. Nationally, the housing sector has experienced fluctuating conditions driven by rising interest rates, inflation pressures, and shifting consumer preferences. Homeownership affordability has declined in many regions, increasing demand for rental housing and denser, mixed-use developments that integrate residential units with retail, dining, and office space, a model well-suited to City Center environments.

Utah's housing market has mirrored these national trends with elevated home prices driven by limited inventory and strong population growth. In Davis County, median home prices have risen steadily, contributing to affordability challenges for first-time homebuyers and lower-income households. As a result, demand for more attainable housing types such as townhomes, apartments, and smaller-footprint dwellings has increased. This shift aligns with a growing preference for walkable, amenity-rich communities where residents can access retail, dining, and services with less reliance on vehicles.

Kaysville Residential Inventory	
Single Family	9,318 units
Multifamily	11 buildings / 332 units

Source: CoStar, Esri

For the Kaysville City Center planning effort, these trends support an opportunity to introduce diverse housing options that appeal to a range of demographics. Incorporating higher density development into the City Center can support local businesses by increasing foot traffic and fostering a more active, pedestrian-oriented environment, and function as a transition to existing neighborhoods. Implementation should include context-sensitive solutions and encourage a balance of housing that can address underserved housing options. As housing preferences continue to evolve, ensuring a variety of housing types and price points will be essential to attracting new residents while maintaining Kaysville's distinct community identity.

Kaysville Market

Kaysville's housing market is defined by a predominantly owner-occupied residential base, reflecting the community's stability and strong homeownership patterns. Approximately 87.3% of Kaysville's housing units are owner-occupied, underscoring a population invested in long-term residency and community engagement. This high ownership rate indicates a well-established housing market with limited turnover, reinforcing Kaysville's appeal as a desirable place for families and professionals seeking permanent residences.

The city's housing inventory is largely composed of single family homes, totaling 9,318 units. This dominance of detached housing aligns with Kaysville's family-oriented demographic profile, where larger home sizes and suburban-style developments are prevalent. The prevalence of single-family homes contributes to neighborhood stability but may also limit the availability of more flexible, attainable housing options.

In contrast, Kaysville's multifamily housing supply remains limited, with just 11 buildings and 332 units of apartments (including senior living). This constrained inventory reflects a historically low-density development pattern, which has

Residential

prioritized single family construction. As regional housing preferences continue shifting toward diverse, mixed-use environments, this limited multifamily stock presents an opportunity for growth.

Residential Demand

Housing demand is calculated by analyzing population growth, household formation trends, the replacement of aging housing stock, and affordability dynamics. Demand is not just about new residents moving in; it also includes existing residents looking to move up, downsize, or find housing that better suits their needs. Vacancy rates, job growth, and affordability shifts influence yearly housing demand.

Kaysville's annual demand for new housing reflects the community's evolving needs and its potential to capture a share of the broader regional market. There is significant interest in both owner-occupied and renter-occupied housing, driven by affordability, shifting demographics, and regional growth trends. A key factor in demand calculation is price distribution, which determines how many people can afford different price points and whether the market has enough supply to meet those needs. The demand figures represent the portion of the greater housing market that Kaysville could reasonably attract based on its competitive advantages, including housing affordability, proximity to employment centers, and overall livability. With demand spanning multiple price ranges, ensuring a diverse housing supply is essential to meeting the needs of current and future residents.

Single Family Demand

While Kaysville shows strong demand for single-family housing, with significant demand concentrated in the $350k to $450K and $450K and up price ranges, which accounts for nearly 218 homes - almost half of the total owner-occupied demand. This indicates a clear need for move-up housing options that cater to residents seeking upgraded living conditions. This does not need to be fully satisfied through new development alone, Kaysville can strategically respond by encouraging reinvestment in existing homes to modernize and expand housing in this price range. Balancing new development with reinvestment strategies will ensure Kaysville meets demand effectively while maintaining community character.

Annual Single Family Detached Demand	392 units
Homes < $200k	19 units
Homes $200k - $250k	28 units
Homes $250k - $350k	127 units
Homes $350k - $450k	120 units
Homes $450k+	98 units
Annual Alternative Owner-Occupied Demand	**70 units**
Annual Total Owner-Occupied Demand	**462 units**

Source: Catalyst Commercial, US Census Bureau, Esri

Residential

Multifamily Demand

While measurable demand for multifamily housing in Kaysville does exist, it is not necessary to satisfy all such demand indiscriminately. Demand, in economic terms, simply indicates that there is a portion of the market willing to pay for a certain product, in this case, multifamily housing, at prevailing prices. The role of municipal governance is to curate a community fabric that reflects not just what is economically viable, but what is appropriate in terms of balancing market demand with community vision and desires. Evolving consumer preferences indicate increased interest in modern multifamily options, particularly for younger professionals, empty nesters, and individuals seeking maintenance-free lifestyles. Prioritizing well-designed, mixed-use developments that complement commercial corridors can meet these demands without compromising Kaysville's character.

Annual Multifamily Demand	**198 units**
Rental Rate <$1,000	6 units
Rental Rate $1,000 - $1,500	13 units
Rental Rate $1,500 - $2,000	21 units
Rental Rate $2,000+	158 units
Annual Alternative Renter-Occupied Demand	**60 units**
Annual Total Renter-Occupied Demand	**258 units**

Source: Catalyst Commercial, US Census Bureau, Esri

Office

Kaysville's office market is characterized by stable demand, driven by small businesses, medical offices, and professional service providers that support the local economy. Recent data reflects strong occupancy rates and limited vacancy, indicating a healthy office environment. While this market largely caters to smaller-scale users, Kaysville's strategic location within the Wasatch Front and its established economic base presents an opportunity for future growth. The City Center offers the potential to introduce modern, flexible office spaces that align with evolving workplace trends, meeting the demand for adaptable environments that support modern models and collaborative business practices.

Market Conditions

The office market in the Greater Salt Lake area, encompassing regions proximate to Kaysville, has experienced notable shifts influenced by evolving work patterns and economic conditions. In the fourth quarter of 2024, leasing activity reached 1.1 million square feet, the highest level since 2016, driven by significant transactions such as Zions Bank's (Salt Lake City location)renewal for 322,008 square feet. The availability rate dipped slightly to 20.0% in Q4, marking the end of six consecutive quarters of increases, with demand remaining strongest in the Central Business District (CBD) and Southeast submarkets.

The Wasatch Front maintained a strong labor market with a 3.1% unemployment rate in November 2024, well below the national average of 4.0%. This robust employment landscape has supported steady demand for office spaces, particularly in sectors such as technology and finance. However, the rise of hybrid and remote work models has led to a reevaluation of office space requirements, prompting companies to seek flexible leasing options and more amenitized spaces while trying to make the total office space more efficient.

Kaysville Market

Kaysville's office market has demonstrated remarkable stability with consistently high occupancy rates and limited new construction. As of Q1 2025, the city maintained an impressive 98.5% occupancy rate, reflecting continued demand for office space despite broader shifts in workplace dynamics. Vacancy rates stood at just 1.5%, significantly outperforming regional benchmarks and highlighting the strength of Kaysville's local office sector.

The past year saw limited absorption activity, with a net absorption loss of (4,809) square feet as of Q1 2025, following a gain of 1,479 square feet in 2024. This fluctuation reflects shifting tenant preferences, likely influenced by hybrid work trends and evolving space utilization patterns. Despite this, the office market has maintained resilient demand, supported by a strong local employment base and the presence of businesses seeking smaller, efficient office footprints.

Rental rates in Kaysville's office market have remained competitive, with gross rents averaging $22.70 per square feet and base rents holding at $19.80 per square feet. These figures suggest that while Kaysville's office space remains competitively priced, the market commands a premium for quality spaces with strong visibility and accessibility.

The stability of the Kaysville office market presents strategic opportunities for additional office space in the City Center. The consistently high occupancy rates indicate a strong need for flexible office concepts such as co-working spaces, small-scale professional service hubs, and technology-driven workplaces that align with modern business practices. Additionally, incorporating mixed-use developments that blend uses can further position the City Center as a desirable destination for businesses.

Office

Office Demand

Office demand in Kaysville is driven by a combination of employment trends, population growth, and the expansion of key office-using industries such as healthcare, professional services, and financial sectors. Projections are based on stable employment patterns within these sectors, reflecting the needs of small businesses, independent professionals, and medical practices that are prominent in suburban office markets.

While this projection is based on known economic patterns and existing tenant types, there is still potential to attract corporate users to Kaysville. The city's strategic location along the Wasatch Front, combined with its growing residential base and strong income profile, presents a viable opportunity for companies seeking well-connected, cost-effective office space. However, since corporate demand is inherently unpredictable and often influenced by broader regional economic factors, a forecast for larger single-use corporate operators were not included in this baseline projection.

This demand suggests a stable and consistent need for small to mid-sized office spaces, aligning with broader trends in office market dynamics that emphasize flexible, service-oriented spaces over large corporate footprints. As hybrid work models continue to influence office preferences, businesses are increasingly seeking smaller, adaptable spaces that allow for hybrid schedules, collaborative work environments, and client-facing interactions. This shift presents an opportunity for Kaysville's City Center to integrate well-designed office spaces that cater to these emerging trends.

To position itself for potential corporate interest, Kaysville can focus on flexible office designs, Class A office spaces that cater to professional tenants, and mixed-use developments that integrate office, retail, and residential uses. By doing so, the city can accommodate both projected organic growth and the possibility of larger-scale corporate interest in the future.

Kaysville Office Demand	
Annual Office Demand	9,439 SF
5-Yr Office Demand	47,194 SF

Source: Catalyst Commercial, CoStar, Esri

Industrial

Kaysville's industrial market reflects broader trends seen across the Greater Salt Lake region, where demand for well-located, flexible industrial spaces remains strong. As Utah continues to experience population growth and increased logistical activity, industrial properties have played an increasingly vital role in supporting regional supply chains and local economic expansion. Kaysville's industrial market has demonstrated resilience with high occupancy rates, limited vacancy, and stable rental growth, reinforcing its position as a desirable location for small-scale production, light manufacturing, and distribution businesses.

The City Center presents a strategic opportunity to expand industrial uses in targeted areas. With a stable industrial base, Kaysville can focus on attracting niche sectors such as technology-driven production, artisan manufacturing, and businesses that align with emerging consumer trends. By emphasizing flexible building designs, improved transportation linkages, and efficient site utilization, the City Center can better accommodate evolving industrial needs while supporting employment growth and economic stability.

Market Conditions

The overall Salt Lake market area's industrial market experienced notable shifts, characterized by a combination of strong absorption, stable rent growth, and elevated availability rates. Net absorption in 2024 reached over 4.0 million square feet, marking a substantial improvement from the previous year's figure of less than 1.0 million square feet This rebound reflects improved demand for industrial space following a sluggish 2023. However, despite this positive absorption trend, the market's availability rate climbed to 7.2% in Q4 2024, the highest recorded since 2012. This rise in availability correlates directly with record-breaking construction activity since 2020, with 26.3 million square feet delivered over the past three years.

For Kaysville's industrial landscape, these broader trends offer both challenges and opportunities. The expanding inventory across Salt Lake area presents competitive pressures, especially for industrial spaces that fail to meet modern logistical demands. However, Kaysville's strategic position within the Wasatch Front's logistics network, coupled with growing demand for well-located facilities, provides an opportunity to attract industrial development that leverages strong regional distribution patterns. The potential to target niche industrial sectors such as light manufacturing, specialty logistics, and e-commerce fulfillment centers could reinforce Kaysville's role as a regional economic contributor.

Kaysville Market

The industrial market in Kaysville has demonstrated strong performance characterized by high occupancy rates, limited vacancy, and stable rent growth. As of 2025 YTD, Kaysville's industrial inventory includes 39 buildings totaling 792,472 square feet. The market has maintained impressive stability, with a vacancy rate of only 0.2%, reflecting a tight supply environment. The total available space stands at 1,650 square feet, indicating minimal excess capacity. This reduces the ability of businesses to move into larger spaces, as well as downsize, leading to stagnation.

Recent absorption trends reinforce the sector's strength. Net absorption, which measures the change in occupied space over a given period, recorded 2,000 square feet to date in 2025, following a net absorption of 60,058 square feet in 2024. This positive trend reflects continued tenant expansion, suggesting that industrial businesses are actively securing space despite limited availability. Gross absorption, which represents the total amount of space leased without accounting for tenant move-outs, reached 68,408 square feet in 2024, emphasizing strong leasing activity driven by tenant interest in both established properties and newly developed spaces. With minimal vacancy, this leasing activity reflects a competitive environment where tenants are willing to commit quickly

Industrial

to available inventory.

Industrial rents in Kaysville have shown consistent growth, with the current average rent at $12.96 per square foot, up from $9.59 per square foot in 2022. This upward trajectory in rental rates reflects strong demand and constrained supply. Rising rents align with broader regional trends, where industrial landlords have leveraged market conditions to secure higher lease rates for well-located and functional spaces.

The addition of new inventory has contributed to market momentum. Since 2022, the Kaysville market added one new industrial building totaling 50,159 square feet, representing a modest expansion of the industrial footprint. This limited construction underscores the challenge of bringing new supply to market in a high-demand environment. With no further construction currently underway, the industrial market is likely to experience continued upward pressure on rents and persistent low vacancy rates.

Kaysville's industrial sector benefits from its strategic location within Davis County, providing strong connectivity to regional transportation corridors and logistics infrastructure. As demand for smaller, flexible industrial spaces grows, particularly for businesses involved in last-mile distribution, light manufacturing, and technology-driven operations, Kaysville's stable inventory and competitive rental environment will continue to attract industrial users.

The combination of sustained demand, minimal new construction, and rising rents positions Kaysville's industrial sector as a stable and valuable economic asset. Moving forward, adaptive reuse projects, strategic infill development, and creative use of underutilized parcels may present key opportunities to meet ongoing demand while maintaining the area's strong performance.

Retail

The retail landscape has undergone notable shifts in recent years, influenced by evolving consumer preferences, technological advancements, and post-pandemic recovery trends. Retailers have increasingly emphasized experience-driven concepts that foster social engagement, blending traditional shopping with dining, entertainment, and lifestyle elements. Additionally, as e-commerce continues to shape purchasing behavior, physical retail environments are adapting to provide more curated and destination-oriented experiences that cannot be replicated online.

In Kaysville, these trends underscore the need for retail spaces that align with consumer expectations for convenience, quality, and interaction. The City's strong household income base and stable economic conditions create a favorable environment for premium retail offerings, boutique shops, and dining establishments that can thrive in an integrated City Center setting. Understanding these broader market dynamics provides a critical foundation for identifying strategic retail opportunities within the City Center.

Market Conditions

Macroeconomic trends in the retail sector have been characterized by stable demand, limited new supply, and a shifting focus toward experience-driven retail environments. The Salt Lake City retail market, which shares economic characteristics with Kaysville, reflects these national trends with some unique regional influences.

The Salt Lake City retail market's total availability rate stood at 3.9% in Q4 2024, which is below the five-year average of 4.5%. This stability reflects strong retail performance despite broader economic uncertainties. The market recorded 115,000 square feet of negative net absorption in Q4 2024, largely due to weak demand in neighborhood, community, and strip centers. This marked a 74.8% decrease in absorption compared to the previous year. Meanwhile, average net asking rents remained steady at $22.28 per square feet in Q4 2024, representing a 4.5% year-over-year increase, underscoring continued demand for quality retail spaces. New retail construction remained limited, with just 297,000 square feet completed in 2024, an 11.1% decrease from the previous year. With minimal new construction anticipated in 2025, retail space constraints are expected to maintain low vacancy rates and sustain rent growth.

For Kaysville's City Center, these trends present both challenges and opportunities. The region's limited retail supply emphasizes the potential for targeted retail growth within the City Center. With stable retail rents and low vacancy rates, demand for well-located, experiential retail concepts remains strong. Kaysville's higher-income demographic base creates an opportunity to attract premium retail and boutique experiences that cater to affluent consumers. The City Center could prioritize lifestyle retail that promotes social engagement and extended customer dwell times. By strategically incorporating experiential retail, locally owned shops, and destination dining, Kaysville's City Center can capitalize on regional trends to position itself as a vibrant retail and social destination.

Kaysville Market

The retail market in Kaysville has demonstrated stability with a consistent occupancy rate and limited new construction, aligning with broader trends in constrained retail development. As of Q1 2025, Kaysville's retail market maintained a 90.9% occupancy rate, reflecting steady performance in a competitive environment. Vacancy rates have stabilized at 9.1%, with both direct and sublet spaces maintaining low levels of unoccupied inventory. This stability indicates that despite economic fluctuations, local retailers have maintained strong tenant retention and consistent consumer demand.

Despite strong occupancy, the market has faced some

Retail

leasing challenges. Q4 2024 recorded a net absorption loss of (700) square feet, indicating slower tenant expansion during this period. This suggests that while occupancy rates remain healthy, retail businesses are cautious in expansion decisions, likely driven by shifting consumer behavior and economic uncertainty. However, the absence of significant negative absorption over consecutive quarters indicates resilience within Kaysville's retail sector.

Retail rents have remained steady, with rents holding at $16.50 per square feet, consistent with the previous quarter. Stable rental rates reflect sustained demand for well-positioned retail space, reinforcing the notion that existing retail establishments are successfully meeting customer needs. The absence of new retail deliveries and construction highlights a period of limited supply growth, creating pent-up demand that presents a strategic opportunity for the City Center.

Retail Demand

Retail demand in Kaysville reflects stable consumer spending patterns driven by the city's affluent population base, strong homeownership rates, and proximity to established commercial corridors. Demand for retail space is calculated using factors such as population growth, household income, and evolving consumer preferences. In particular, Kaysville's growing emphasis on mixed-use environments and experience-driven retail aligns with broader trends seen in suburban markets.

Kaysville's estimated retail demand indicates an annual need for approximately 38,009 square feet of new retail space, with projected five-year demand reaching 190,047 square feet. This steady demand highlights the opportunity to expand and diversify Kaysville's retail offerings, particularly within the City Center. The projected retail demand suggests opportunities to attract a range of retail concepts that align with changing consumer behaviors. As national trends emphasize experiential retail, specialty dining, and service-based businesses, Kaysville's City Center is well-positioned to accommodate retailers that create destination experiences and foster social interaction. Additionally, the high proportion of local homeownership, coupled with rising disposable income, supports the demand for boutique retail, high-quality dining establishments, and wellness-focused services.

To capture this demand effectively, Kaysville can harness this demand by integrating retail into key corridors such as Main Street North and the 200 N Corridor, where strategic infill (re)development can revitalize underutilized parcels and enhance connectivity. Developing flexible retail spaces that accommodate local entrepreneurs, independent retailers, and regional brands will further align with market trends. Additionally, implementing placemaking strategies-such as outdoor seating, improved streetscapes, and community gathering spaces-can drive foot traffic and ensure consistent retail activity throughout the day, as well as increase performance in retail outlets.

The City Center offers a prime opportunity to fulfill this retail demand by emphasizing high-quality, mixed-use development that combines retail with residential and office uses. By curating a retail environment that prioritizes experience, convenience, and community engagement, Kaysville can successfully attract retailers that meet both local consumer preferences and regional market trends.

Kaysville Retail Demand	
Annual Retail Demand	38,009 SF
5-Yr Retail Demand	190,047 SF

Source: Catalyst Commercial, CoStar, Esri

Sales Analysis

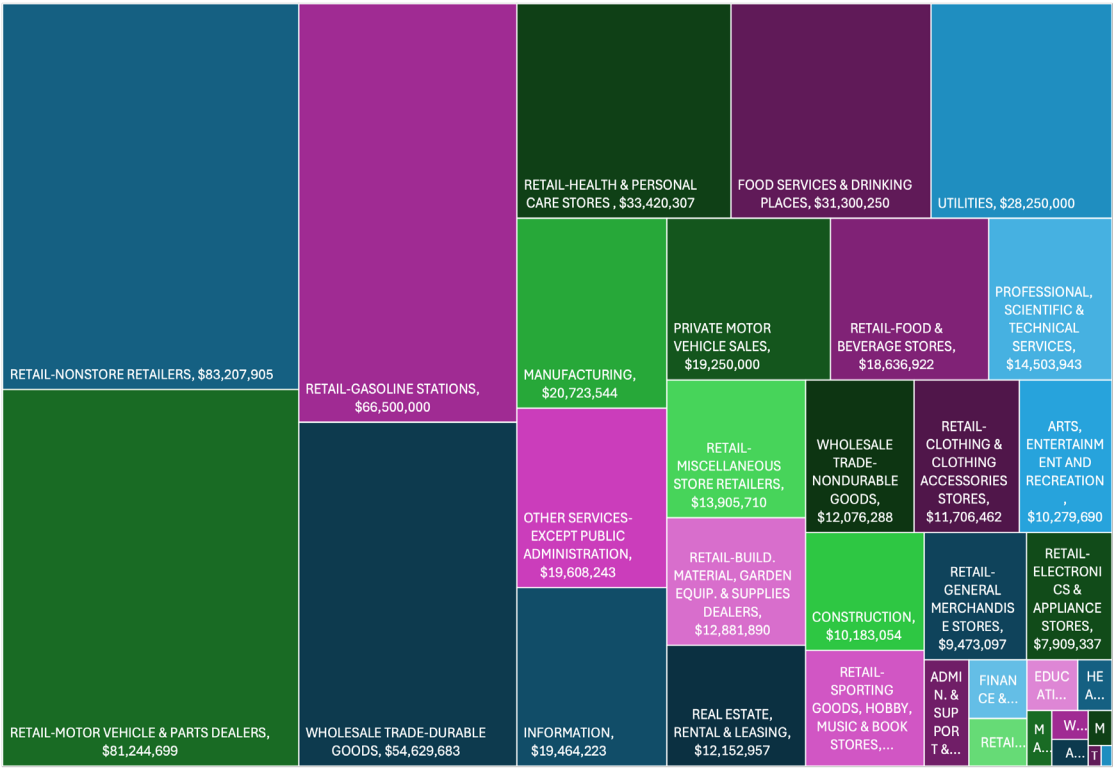
Kaysville's economic landscape reflects a diverse and expanding sales base, with retail serving as a key driver of local revenue growth. The city's strong consumer base, bolstered by its affluent population and stable residential patterns, has fostered significant growth across multiple industries. Sales data illustrates both established market strengths and emerging opportunities within Kaysville's commercial sector.

Sales by Industry

Kaysville's economic landscape has a diverse and expanding sales base, with retail serving as a significant driver of local revenue growth. The city's strong consumer market, supported by a stable residential population and higher-income households, has contributed to robust sales performance across multiple industries. Key sectors such as Nonstore Retailers, Motor Vehicle & Parts Dealers, and Gasoline Stations have anchored retail sales while emerging categories like Durable Goods Wholesale Trade, Health & Personal Care Stores, and Clothing & Clothing Accessories Stores have shown notable growth over the past five to ten years.

Nonstore retailers (online stores, direct mail) led Kaysville's taxable sales with over $83.2 million in 2023, reflecting a 76.8% increase in the past five years and 91.4% growth over the past decade. This growth while significant is likely to be caused by policy changes set forth by the state, as well as national trends emphasizing e-commerce and online shopping, suggesting that demand for fulfillment services and flexible retail spaces remains high. Similarly, Motor Vehicle & Parts Dealers generated over $81.2 million in taxable sales in 2023, increasing 28.6% in five years. This sustained growth highlights the stability of automotive services and suggests continued demand for vehicle maintenance and accessory retail. The Gasoline Stations sector also experienced significant gains,

Gross Taxable Sales and Purchases by Industry



Sales Analysis

reaching $66.5 million in sales in 2023, a 25.9% increase over five years and a substantial 98.1% increase over the past decade.

Emerging retail sectors have also demonstrated notable growth. Sales at Sporting Goods, Hobby, Music & Book Stores rose 61.5% over the past five years, while Electronics & Appliance Stores increased 62% and Furniture & Home Furnishings Stores saw a 63% increase. These growth trends reflect shifting consumer preferences favoring experiential and lifestyle-oriented retail offerings. Additionally, Food Services & Drinking Places have shown healthy gains, with a 26.2% increase in five years, reinforcing rising demand for social gathering spaces, casual dining, and entertainment venues in the City Center.

Kaysville's economic landscape reflects a diverse and expanding sales base, with retail serving as a key driver of local revenue growth. The city's strong consumer base, bolstered by its affluent population and stable residential patterns, has fostered significant growth across multiple industries. Sales data illustrates both established market strengths and emerging opportunities within Kaysville's commercial sector.

Retail Sales

Kaysville's retail sales growth has been substantial, growing from $143.4 million in 2013 to $487.8 million in 2023, a 240% increase over the past decade. This significant growth reflects a combination of factors that have strengthened the local retail environment, including population growth, rising household incomes, and evolving consumer preferences.

Kaysville Retail Sales	
2013 Retail Sales	$143,374,181
2013 Retail Sales Per Square Foot	$236 PSF
2018 Retail Sales	$266,061,963
2018 Retail Sales Per Square Foot	$366 PSF
2023 Retail Sales	$487,769,958
2023 Retail Sales Per Square Foot	$655 PSF

Source: Catalyst Commercial, City of Kaysville, CoStar, Utah Tax Commission

The increase in retail sales per square foot is particularly noteworthy, climbing from $236 in 2013 to $655 in 2023. This remarkable 177% increase signals improved tenant performance, stronger consumer spending patterns, and heightened operational efficiency across retail establishments. Rising sales productivity is often a sign of improved merchandising strategies, effective tenant curation, and stronger consumer engagement, all of which contribute to a healthier retail landscape.

Opportunities for Retail Expansion

This sustained growth in retail spending underscores an opportunity for Kaysville to expand its commercial offerings, particularly in strategic areas like the 200 N Corridor and Main Street North. These corridors feature underutilized retail spaces that are well-positioned to attract boutique stores, specialty retail concepts, and upscale dining establishments. Expanding social and lifestyle retail in the City Center could further align with consumer demand for curated retail experiences, outdoor dining, and community gathering spaces. Additionally,

NAICS Code	2023 Taxable Sales	5 year growth	10 year growth
Retail-Nonstore Retailers	$83,207,905	76.8%	91.4%
Retail-Motor Vehicle & Parts Dealers	$81,244,699	28.6%	51.4%
Retail-Gasoline Stations	$66,500,000	25.9%	98.1%
Wholesale Trade-Durable Goods	$54,629,683	56.3%	88.4%
Retail-Health & Personal Care Stores	$33,420,307	47.4%	54.7%

Sales Analysis

Kaysville's strong growth in nonstore retail sales suggests an opportunity to integrate flexible retail concepts that blend traditional storefronts with fulfillment services or hybrid retail models.

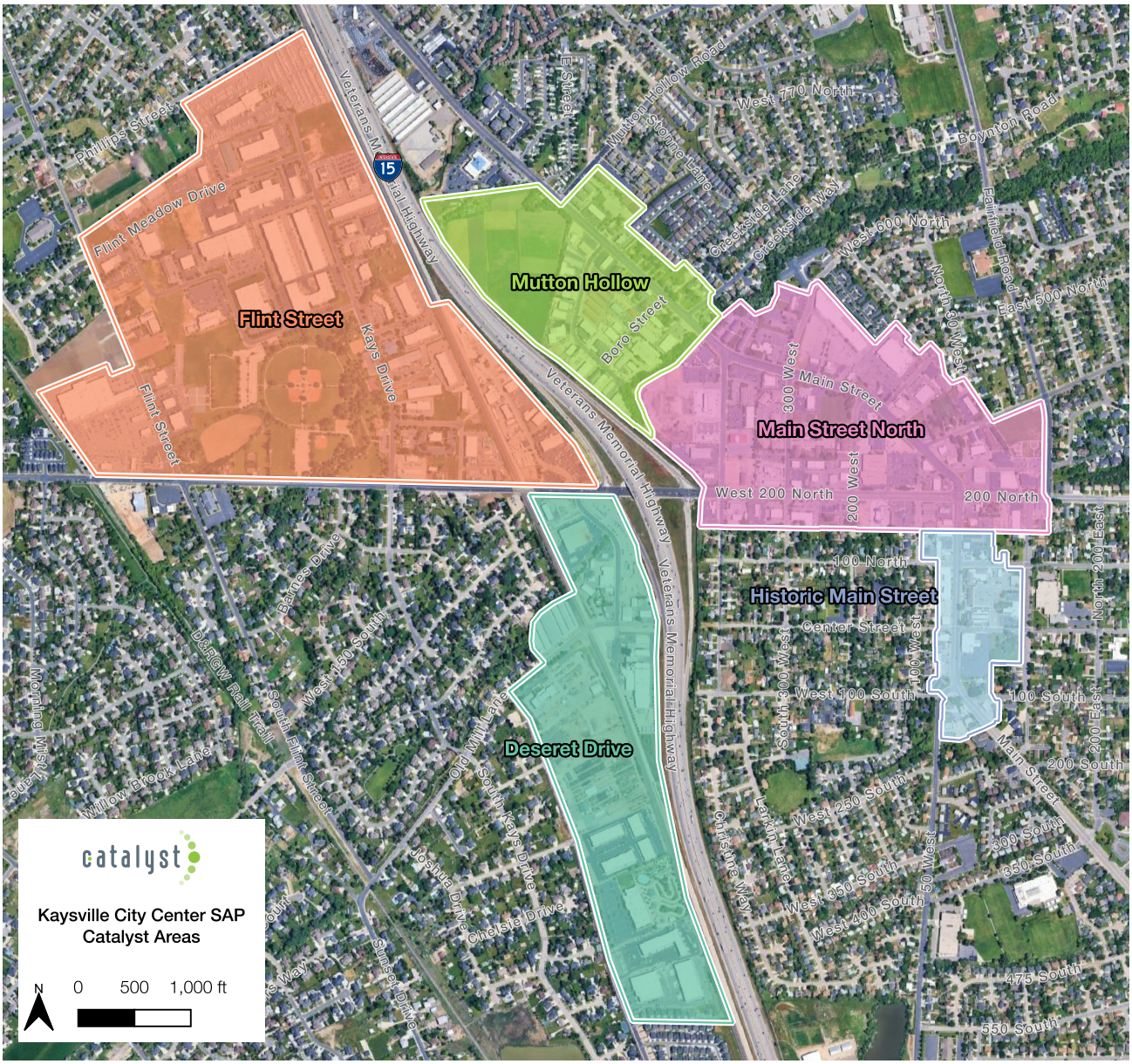
By strategically expanding retail development that complements existing market strengths and aligns with shifting consumer preferences, Kaysville can capture additional regional spending, strengthen its retail base, and reinforce the City Center as a vibrant economic and social destination.

NAICS Code	2023 Taxable Sales	5 year growth	10 year growth
Food Services & Drinking Places	$31,300,250	26.2%	50.8%
Utilities	$28,250,000	31.9%	35.4%
Manufacturing	$20,723,544	44.2%	82.3%
Other Services-Except Public Administration	$19,608,243	45.3%	59.8%
Information	$19,464,223	21.3%	17.3%
Private Motor Vehicle Sales	$19,250,000	22.1%	50.6%
Retail-Food & Beverage Stores	$18,636,922	3.1%	-34.5%
Professional, Scientific & Technical Services	$14,503,943	50.7%	75.8%
Retail-Miscellaneous Store Retailers	$13,905,710	47.4%	67.5%
Retail-Build. Material, Garden Equip. & Supplies Dealers	$12,881,890	51.0%	71.8%
Real Estate, Rental & Leasing	$12,152,957	54.4%	80.5%
Wholesale Trade-Nondurable Goods	$12,076,288	35.2%	63.1%
Retail-Clothing & Clothing Accessories Stores	$11,706,462	55.7%	84.8%
Arts, Entertainment And Recreation	$10,279,690	51.4%	37.5%
Construction	$10,183,054	51.3%	66.9%
Retail-Sporting Goods, Hobby, Music & Book Stores	$10,004,651	61.5%	70.2%
Retail-General Merchandise Stores	$9,473,097	20.9%	51.9%
Retail-Electronics & Appliance Stores	$7,909,337	61.8%	77.9%
Admin. & Support & Waste Manag. & Remed. Services	$3,435,505	68.7%	12.5%
Finance & Insurance	$2,481,203	20.8%	60.6%
Retail-Furniture & Home Furnishings Stores	$2,014,514	63.0%	84.0%
Educational Services	$1,879,825	32.8%	58.7%
Health Care & Social Assistance	$1,267,625	43.5%	70.8%
Management Of Companies & Enterprises	$1,000,000	99.8%	99.9%
Wholesale Trade-Agents & Brokers	$761,637	102.2%	73.7%
Accommodation	$700,000	88.6%	0.0%
Mining, Quarrying, & Oil & Gas Extraction	$600,000	95.0%	99.8%
Transportation & Warehousing	$190,557	79.0%	68.5%
Agriculture, Forestry, Fishing & Hunting	$159,933	37.5%	0.0%

Source: Catalyst Commercial, , City of Kaysville, Utah Tax Commission

Catalyst Areas

Kaysville's economic landscape reflects broader market trends that are shaping growth potential in key districts throughout the City Center. Shifts in consumer preferences, demographic changes, and regional economic forces are influencing how these areas are evolving. Each submarket presents distinct characteristics that highlight the potential for enhanced economic activity. The map below shows the catalyst areas for this planning effort.



Catalyst Areas

Mutton Hollow Neighborhood
The Mutton Hollow Neighborhood is a productive commercial corridor with potential for mixed-use development, incorporating retail, residential, and office spaces.

The industrial sector in Mutton Hollow reflects a stable yet underutilized inventory. As of 2025 YTD, the area maintained 136,101 square feet of industrial space across 14 buildings. Notably, vacancy rates have remained low with minimal new deliveries or construction over the past several years. Industrial rents are competitively priced at $10.31 per square foot for service-type spaces, ensuring affordability for light industrial users and small-scale production businesses. This stability suggests that while the area's industrial base remains consistent, opportunities for infill development may help diversify land uses and improve utilization.

The retail sector shows moderate fluctuations in vacancy rates but remains generally healthy. In 2025 YTD, retail inventory was 44,038 square feet across 7 buildings. Average net asking rents have steadily increased, with rents reaching $18.91 per square foot, reinforcing sustained demand for retail space.

Incorporating complementary retail businesses such as family-focused dining, and boutique services can reinforce the mixed-use center. Leveraging existing anchors and integrating more retail, and office services that support the existing industrial community will maximize the area's potential.

Mutton Hollow Neighborhood Commercial Snapshot	
Retail	7 buildings / 44,038 SF
Office	3 buildings / 29,854 SF
Industrial	14 buildings / 136,101 SF

Source: CoStar

Catalyst Areas



Catalyst Areas

Main Street North Neighborhood

The Main Street North Neighborhood presents a significant opportunity for revitalization, leveraging its strategic location and existing commercial framework. While the corridor hosts a mix of retail stores, a library, and Bowman's Market (grocery), the area remains underutilized relative to its potential. Shifting consumer preferences and emerging retail trends offer pathways to reposition as a thriving retail and service hub.

The Main Street North Neighborhood encompasses a total of 393,770 square feet of retail space, providing ample opportunity for strategic tenant placement and targeted redevelopment. Current retail occupancy rates are at 8.8% as of 2025. Despite this stability, recent negative net absorption suggests slower tenant expansion, indicating a cautious market where businesses are selective in site decisions. However, steady rental rates of $16.50 per square foot reflect consistent demand for quality retail space.

To complement these offerings, adding casual dining options, coffee shops, and family-oriented restaurants can enhance the area's social appeal while fostering evening and weekend activity. Additionally, lifestyle and convenience retail including specialty goods, locally sourced products, and flexible retail spaces for pop-ups or rotating vendors can diversify the corridor's tenant mix and further energize the area.

Public realm enhancements will play a crucial role in reactivating the area. Streetscape improvements such as upgraded sidewalks, improved lighting, and designated gathering spaces can foster pedestrian engagement and strengthen the corridor's identity. Coordinated branding strategies, including wayfinding signage to tie into Main Street and cohesive design elements, can reinforce the area as a distinct commercial node within Kaysville. By aligning redevelopment efforts with these market insights and consumer trends, the Main Street North Neighborhood can transition into a vibrant destination that meets the evolving needs of residents and visitors alike. This approach will position the corridor as a dynamic contributor to Kaysville's broader economic growth strategy.

Creekside Commons is a mixed-use development that will introduce office space, a hotel, retail storefronts, and multifamily residential units. This project aligns with the rising demand for integrated, walkable environments and is expected to draw both residents and visitors, reinforcing Main Street North's role as a mixed-use hub. This project will further strengthen Main Street North's capacity to attract business travelers, regional visitors, and long-term guests, providing key amenities that support sustained economic growth.

Phased development strategies that align new construction with market demand will ensure sustainable growth. Enhanced pedestrian infrastructure, expanded parking options, and improved streetscape design will further strengthen the neighborhood's role as a key economic driver within the City Center vision.

Main Street North Commercial Snapshot	
Retail	28 buildings / 393,770 SF
Office	17 buildings / 153,570 SF
Industrial	1 building / 9,564 SF

Source: CoStar

Catalyst Areas



Catalyst Areas

Historic Main Street

Historic Main Street in Kaysville spans a total of 33,759 square feet across seven existing retail buildings. The district has experienced notable fluctuations in leasing patterns in recent years, reflecting broader shifts in consumer behavior and retail trends. Net absorption trends signal instability, with 10,205 square feet of negative net absorption recorded in 2023, underscoring a challenging leasing environment.

Rental rates have also reflected this instability, declining from $21.00 per square foot in 2021 to $15.75 per square foot by 2023. Despite persistent vacancies, rental rates have stabilized at $15.75 per square foot through 2025 YTD, suggesting that landlords are employing adjusted pricing strategies to attract tenants in a more competitive leasing landscape.

The district presents both challenges and strategic opportunities. Historic Main Street's distinctive character and unique retail environment position the area well for a revitalized retail strategy that capitalizes on experiential retail and localized consumer trends. Property owners may find success through creative leasing strategies that accommodate start-up businesses, seasonal vendors, or pop-up retail concepts, fostering a dynamic and evolving retail experience.

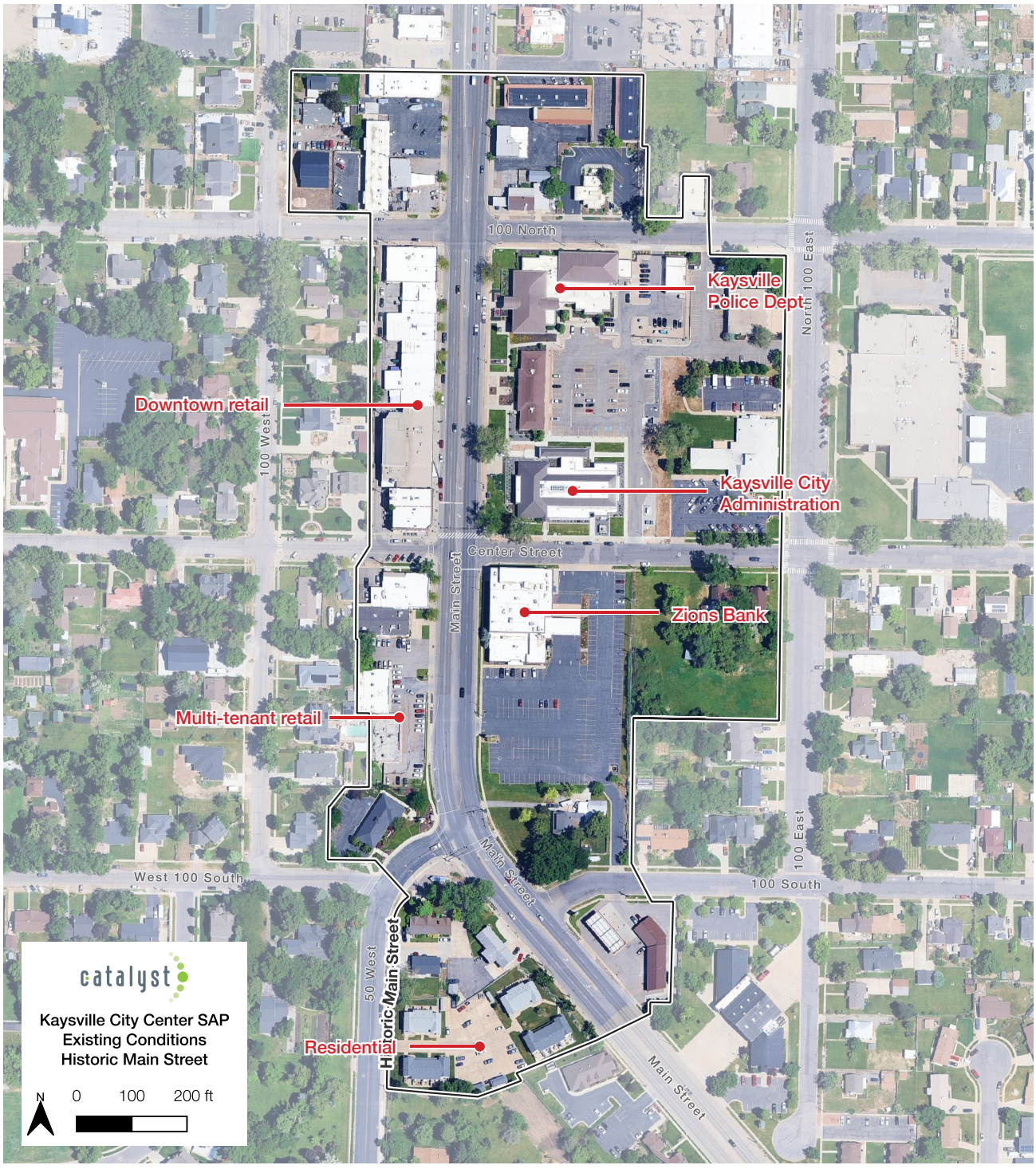
Placemaking strategies will also be essential to reinvigorating Historic Main Street. Leveraging the area's civic and historic appeal with curated events, improved pedestrian connectivity, and public art installations can enhance foot traffic and increase customer dwell time. While Historic Main Street possesses strong potential, many existing retail spaces are currently underutilized, with some properties featuring tenants that do not actively contribute to a vibrant downtown environment. The quality and type of retail offerings are not fully conducive to an active, engaging streetscape, limiting the district's ability to attract consistent foot traffic. Introducing service-based businesses, boutique fitness studios, and wellness-oriented concepts may diversify the retail mix and address evolving consumer preferences. As retail patterns increasingly favor experiential and destination-driven businesses, Historic Main Street is well-positioned to capitalize on these trends by establishing itself as a vibrant and social hub.

With ample available square footage in office space (33,240 SF) and stabilized rental rates in retail space, Historic Main Street presents a compelling opportunity for strategic redevelopment and improvement. By aligning investment strategies with emerging retail trends, such as flexible retail formats and curated shopping experiences, the district has the potential to reclaim its role as a dynamic retail corridor within Kaysville. The area's established walkable layout, combined with adaptive reuse opportunities, positions it as an ideal environment for businesses seeking to engage with both local residents and visitors in a distinctly historic setting.

Historic Main Street Commercial Snapshot	
Retail	7 buildings / 33,759 SF
Office	5 buildings / 44,706 SF

Source: CoStar

Catalyst Areas



Catalyst Areas

Deseret Drive Neighborhood

The Deseret Drive Neighborhood is emerging as a strong industrial and entertainment node within the City Center planning area. It is anchored by three newly constructed industrial buildings totaling 152,571 square feet built in the last five years, making up the majority of the area's 210,269 square feet of industrial space. In addition, the presence of Boondocks, an 83,000-square-foot regional entertainment destination, provides a unique anchor that attracts significant regional traffic and establishes Deseret Drive as a destination.

Building on this momentum, the strategic focus for Deseret Drive should be on recruiting high-performing industrial users, including advanced manufacturing, logistics, and precision industries. Targeted recruitment efforts should be supported by incentives for uses that align with the vision and goals of Kaysville staff and residents. Additional focus should be given to high-value uses that have robust job creation and/or strong tax contributions.

Deseret Drive Commercial Snapshot	
Retail	2 building / 85,722 SF
Industrial	7 buildings / 210,269 SF

Source: CoStar

Catalyst Areas



Catalyst Areas

Flint Street Neighborhood

The Flint Street Neighborhood combines a small yet strategically positioned retail sector with a well-established industrial presence, creating a dynamic environment with potential for targeted economic growth. The area's industrial market is substantial, featuring 29 industrial buildings totaling 779,088 square feet of space. Industrial occupancy remains consistently strong, with the area maintaining a 100% occupancy rate in 2025 following a period of stable absorption and limited vacancy. This robust industrial presence underscores Flint Street's role as a critical employment hub within Kaysville, supporting sectors such as light manufacturing, logistics, and flexible workspace solutions.

The area's industrial stability aligns with broader regional trends that emphasize the expansion of smaller-scale industrial uses that blend office and production functions. With vacancy rates effectively at zero and no new industrial space under construction, demand for industrial properties in this neighborhood is likely to remain high. This creates the potential for adaptive reuse of underutilized sites or infill development to accommodate businesses seeking smaller footprints and flexible configurations. Additionally, the area's competitive industrial rents, which have increased steadily to $14.21 per square foot in 2025, suggest sustained demand and pricing power for industrial landlords.

Complementing this industrial core is Flint Street's strategically important retail sector. The retail market comprises 11 buildings totaling 195,831 square feet, featuring a 97,472 SF shopping center. The proximity of Barnes Park, a significant community amenity, positions this retail district to attract businesses that serve park visitors, families, and recreational users. The presence of an established industrial workforce further reinforces demand for service-oriented retail, quick dining options, and convenience-based shopping that caters to daily worker needs.

Given rising consumer preferences for lifestyle retail and experience-driven environments, Flint Street's retail properties are well-positioned to capture new market demand. By integrating destination-oriented retail concepts with park-adjacent amenities, this corridor can evolve into a vibrant mixed-use node that capitalizes on both industrial activity and recreational foot traffic. Opportunities exist to improve pedestrian connectivity, implement streetscape enhancements, and support retail expansion strategies that draw from both the park's visitors and the area's growing employment base.

Incorporating complementary retail businesses such as fitness studios, family-focused dining, and boutique services can reinforce Flint Street's role as a neighborhood center. Leveraging Barnes Park as an anchor and integrating retail services that support the existing industrial community will maximize the area's potential. With stable industrial occupancy, rising rental rates, and demand for flexible retail spaces, Flint Street's combined industrial and retail sectors can become a dynamic economic driver within Kaysville's broader commercial landscape.

Flint Street Commercial Snapshot	
Retail	11 buildings / 195,831 SF
Office	14 buildings / 234,950 SF
Industrial	29 buildings / 779,088 SF

Source: CoStar

Catalyst Areas




catalyst

REPORT

Kaysville City Center Existing Conditions Analysis

TRANSPORTATION ANALYSIS

KIMLEY HORN
June 7, 2025

Kimley»Horn

Kaysville City Center Existing Conditions Analysis

Transportation Analysis

Kaysville, Utah
May 16, 2025
Updated: April 20, 2026

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Transportation Infrastructure and Connectivity

A safe, connected, and efficient transportation network is essential to support Kaysville's long-term mobility, land use goals, and quality of life. This section provides an overview of the city's multimodal infrastructure, including roadway classifications, transit access, active transportation facilities, and safety history.

Kaysville is bisected by Interstate 15 and bordered by the West Davis Corridor and US 89, with a limited number of connections serving east-west and north-south travel.

Understanding existing conditions and projected traffic growth, alongside patterns of transit use, walking, biking, and crash trends, will help identify opportunities to improve connectivity, reduce congestion, enhance safety, and support future development.

Roadway Network and Traffic

The City of Kaysville is divided by I-15 and bordered by West Davis Highway (SR-177) to the west and US 89 to the east. There are three main connections through Kaysville; 200 North running east to west, and Flint Street and Main Street/SR-273 running north to south.

200 North is the primary east-west connection in Kaysville and the only roadway within city limits that crosses I-15. The roadway is a state route (SR-273) between 600 West and Main Street before SR-273 travels south along Main Street. 200 North is classified as a minor arterial and may benefit from alternative east-west connections crossing I-15 to reduce traffic congestion along 200 North.

Kaysville Main Street/SR-273 is classified as a minor arterial and provides access to commercial, residential, and recreational areas. Main Street travels north and provides access to the Layton Parkway interchange that is the next closet interchange in Kaysville aside from 200 North. Traveling south, Main Street becomes SR-273 and connects to Highway 89 and the Lloyd Road frontage road.

Flint Street, west of I-15, serves as a north-south connector for the more residential western side of Kaysville. With anticipated growth in the area, traffic volumes on Flint Street are expected to increase, potentially necessitating roadway improvements. Currently, Flint Street functions as a two-lane major collector between Old Mill Lane in Kaysville and Gentile Street in Layton.

Existing 2023 data and projected 2050 traffic volume data for the study area was obtained from WFRC's *Utah Stateside Annual Average Daily Traffic (AADT) – Historic & Forecast* web

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map[1]. Existing traffic volumes are shown in **Figure 1.** Future 2050 volumes are shown in **Figure 2**.

Between 2023 and 2050, traffic on the east side of the study area is projected to grow less than 25%. Traffic in the western portions of the study area is projected to grow as much as 50% to 100% as compared to existing volumes.

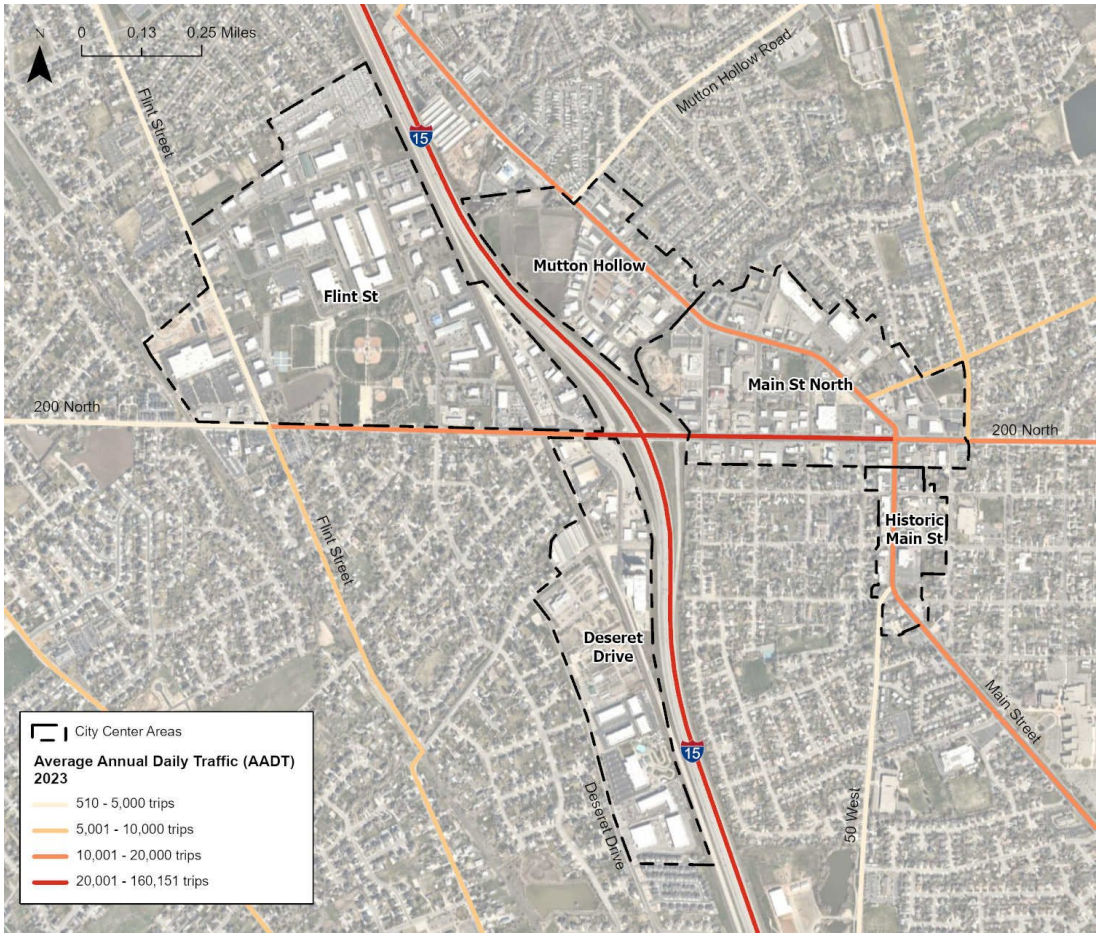

Figure 1. Existing (2023) Traffic Volume

[1] https://wfrc.org/traffic-volume-map/

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Figure 2. Future (2050) Traffic Volume

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Figure 3. Percentage of Traffic Volume Growth (2023-2050)

Transit

Kaysville's transit network includes local bus service and regional rail, as shown in **Figure 4**. The city is served by Utah Transit Authority on major corridors such as Main Street, Flint Street, and Deseret Drive, providing transit service across central neighborhoods.

FrontRunner commuter rail, which runs north-south through the city with station access in nearby Layton and Farmington, offers regional access along the Wasatch Front. Bus service includes a mix of regular, limited, and frequent routes. Destinations such as Historic Main Street, Main Street North, Flint Street, Mutton Hollow, and Deseret Drive are all directly served by transit, supporting local mobility and connections to surrounding communities.

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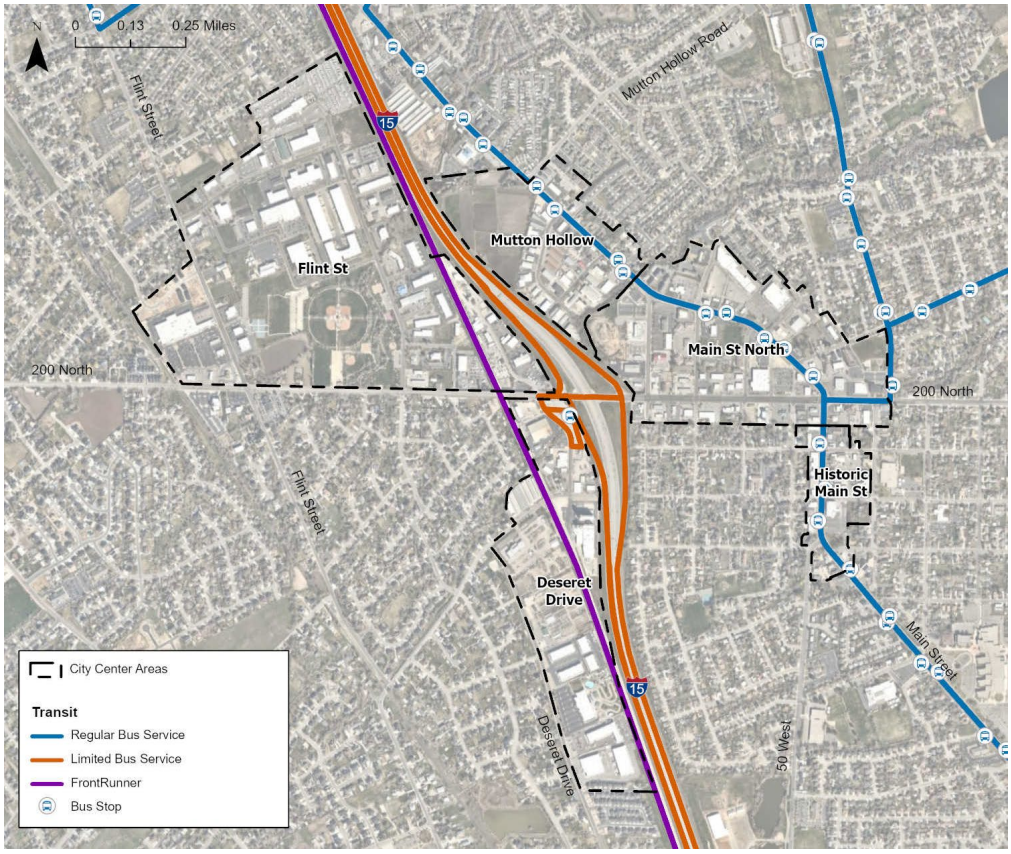

Figure 4. Transit Network

Active Transportation

The sidewalk network in Kaysville's City Center area is generally well-developed but varies in coverage and consistency across neighborhoods. Most primary roads and grid-patterned streets, especially around Historic Main Street and Main Street North, have sidewalks on both sides, indicating some walkability in these core areas. This is shown by the widespread yellow lines in the map **Figure 5**, which represent sidewalks on both sides of the street.

The Denver and Rio Grande Western Rail Trail runs through Kaysville nearly parallel to Flint Street. The trail is approximately 23 miles long and extends from Hinkley Drive in Ogden to 400 North in West Bountiful. The existing trails and paths in Kaysville are shown in **Figure 6.**

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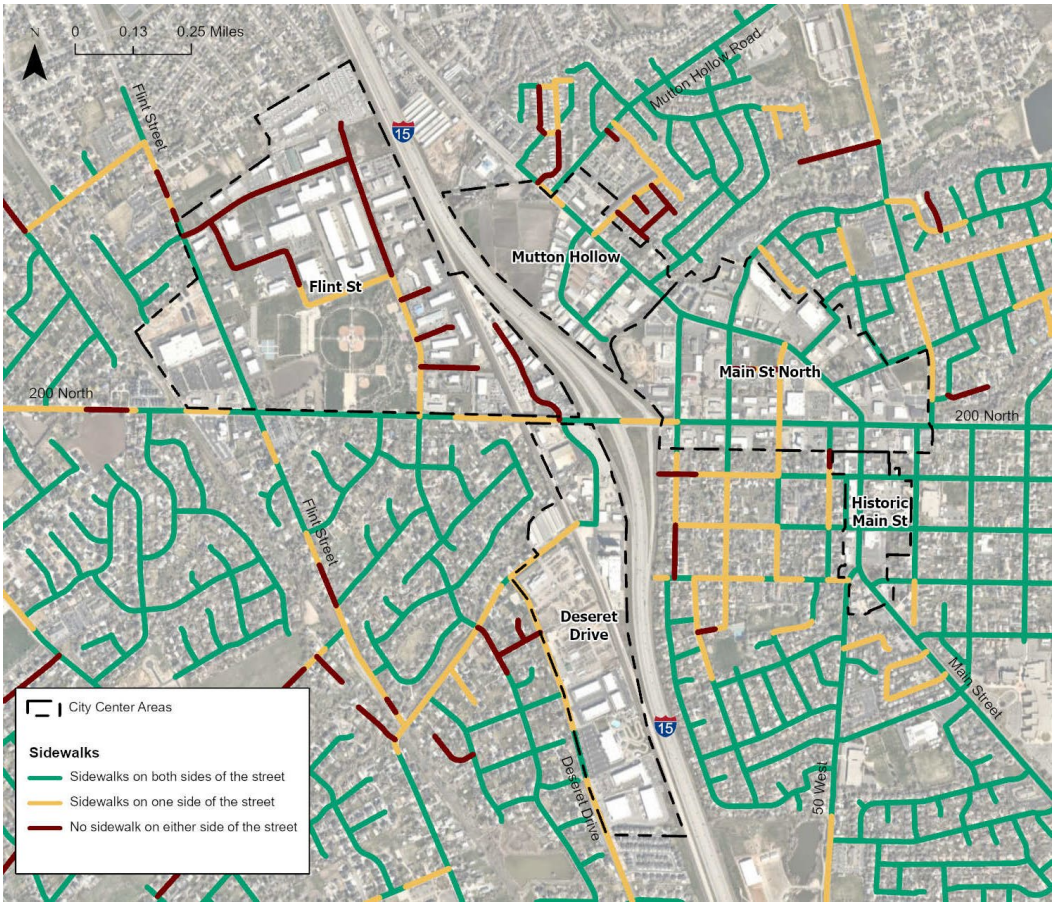

Figure 5. Existing Sidewalk Network

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Figure 6. Existing Trails and Paths

Transportation Safety

Crash data for the years 2020 through 2024 were obtained from UDOT. The data reported a total of 1,865 crashes in the Kaysville City Center area during this 5-year period. Of those crashes, 783 occurred on I-15 and made up 42% of the total crashes in the City. Of crashes that occurred within Kaysville City limits, 18% or 334 crashes occurred in the City Center area. The 334 crashes within the study were further analyzed to identify any trends or safety issues.

Figure 7 shows crashes reported by year in the City Center study area. The highest number of crashes occurred between 2021 and 2023. Since 2023, the number of crashes per year has decreased.

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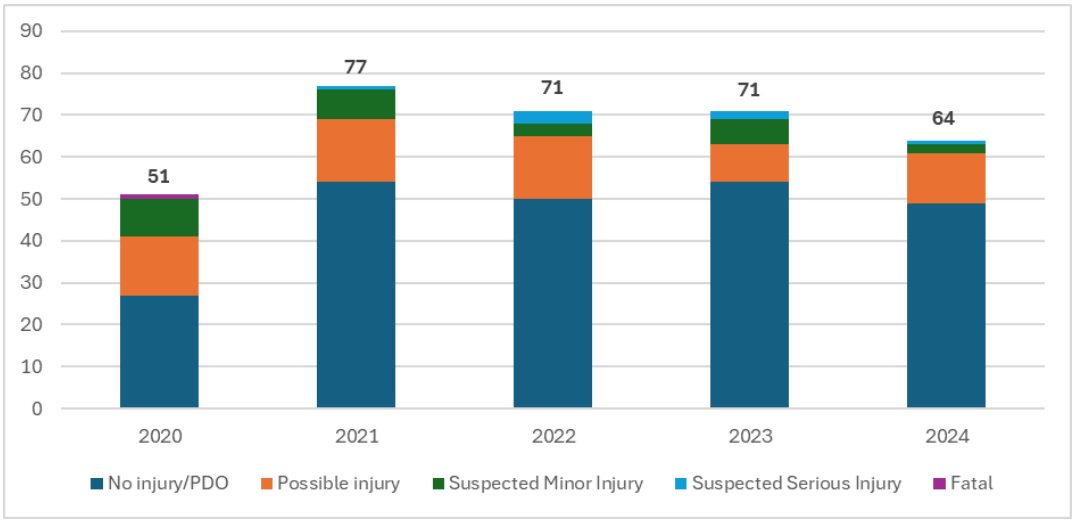

Figure 7. Annual Crashes (2020-2024)

A summary of crashes occurring in each City Center area is provided in **Figure 8**. The vast majority occurred in the Main Street north area.

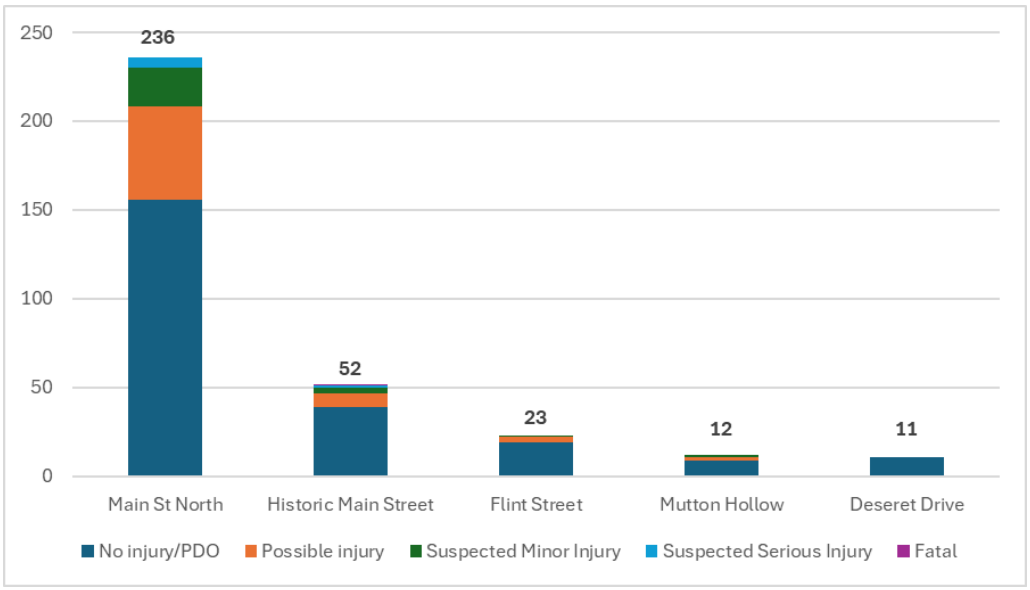

Figure 8. Crashes by City Center Areas

Crashes were mapped to identify crash "hot-spots" in the study area. Crash densities throughout the city are shown in **Figure 9**, and show a higher density along I-15, 200 North, and Main Street.

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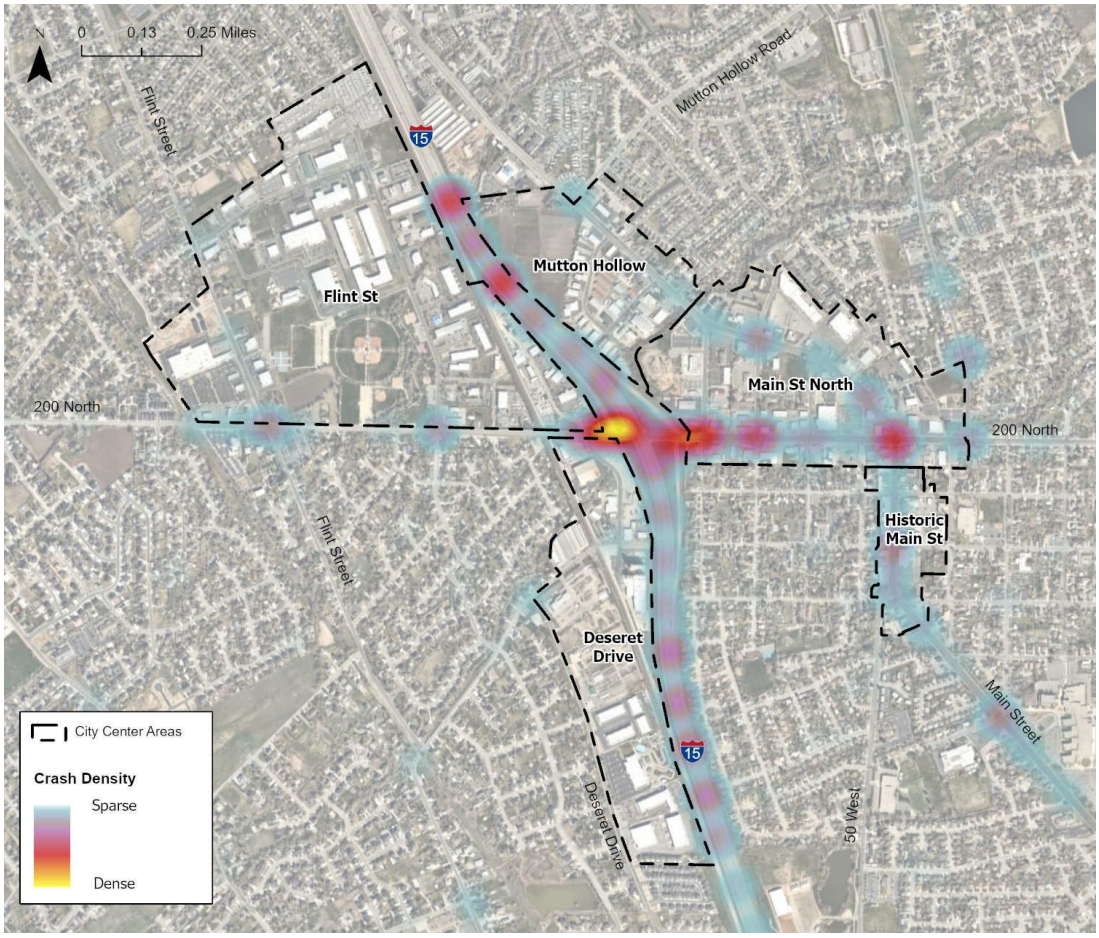

Figure 9. Kaysville Crash Density (2020 - 2024)

Table 1 summarizes the top crash type in each City Center area. The most frequent crash types in the entire study area are left-turn and rear-end crashes, which typically occur at intersections.

Table 1. Crash Types by City Center Areas

City Center Area	Most Frequent Crash Types
Main Street North	• Left turn • Rear-end • Other • Red light running
Historic Main Street	• Rear-end • Left turn • Midblock

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City Center Area	Most Frequent Crash Types
Flint Street	• Other • Rear-end • Midblock • Left turn
Mutton Hollow	• Left turn • Other • Rear-end • Midblock
Deseret Drive	• Rear-end • Left turn • Roadway departure

Vulnerable road user crashes are displayed in **Figure 10**. A total of three pedestrian involved crashes and 5 bicycle involved crashes occurred in the study area. There were no fatal pedestrian or bicyclist crashes within the most recent five years. The pedestrian and bicycle crashes involved vehicles turning right and were almost all related to the intersection.

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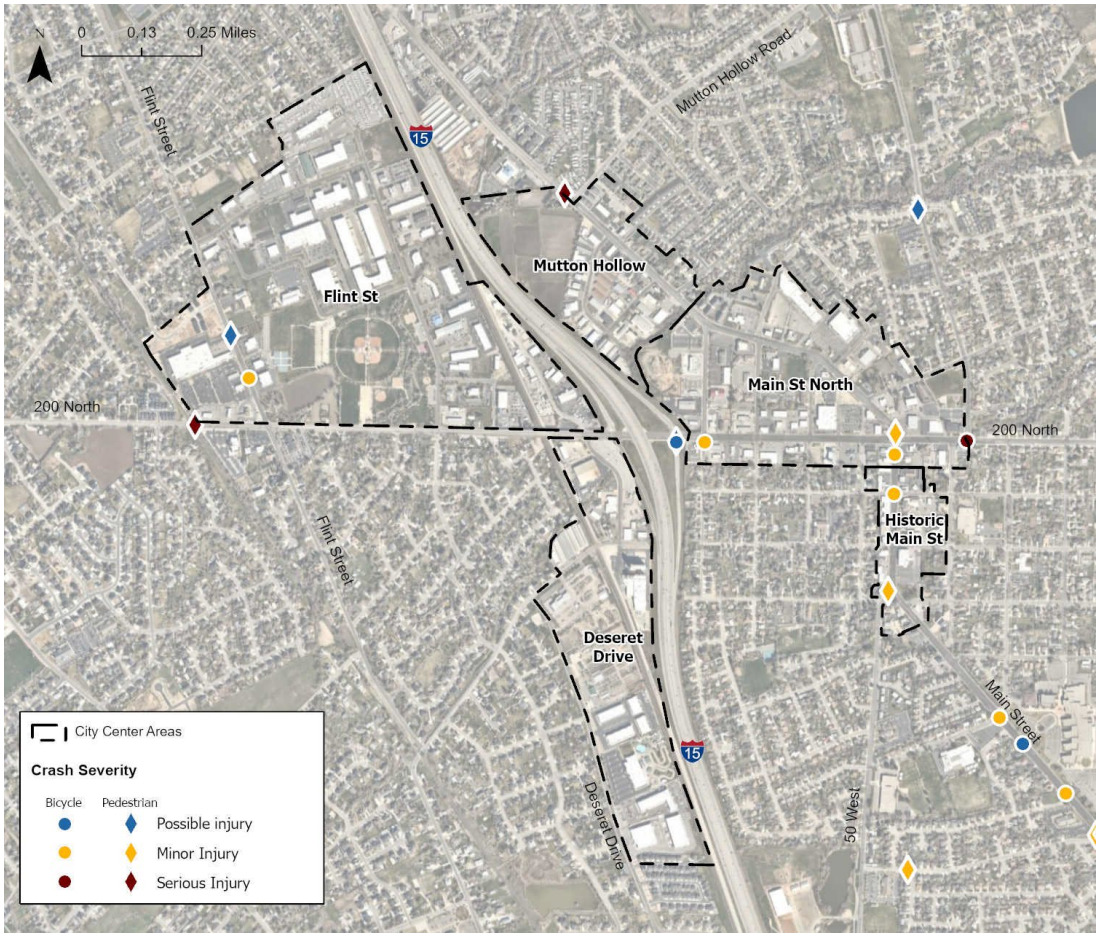

Figure 10. Active Transportation Crashes (2020 - 2024)

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Multi-modal Transportation Opportunities

Kaysville has a strong foundation for multimodal transportation, but also has key opportunities to improve connectivity, comfort, and safety for people walking, biking, and using transit. By addressing infrastructure gaps and enhancing the user experience across all modes, the City can strengthen connections between neighborhoods and the City Center. The following categories highlight major areas of opportunity.

Pedestrian Improvements & Sidewalk Connectivity

Walkability within the City Center and surrounding areas is essential for short trips and access to businesses. While UDOT is currently upgrading sidewalk ramps at several intersections along Main Street to meet ADA standards, broader sidewalk and crossing enhancements are needed:

- **Safe Crossings on Main Street**: Currently, there are formal crosswalks along Main Street in the downtown area at the following cross streets: 50 West, Center Street, and 200 North. Relocating the Pedestrian Hybrid Beacon (HAWK signal) currently located at the Main Street/ Center Street intersection to the middle of the block, in front of City Hall (originally proposed in the UDOT Kaysville Main Street Study) would create a much-needed connection from City Hall parking to businesses on the west side of Main Street. While UDOT said they would not commit funding, they noted it would be a worthwhile investment for the City.
- **Crash Trends and Safety**: Crash data from 2020 through 2024 indicates that 18% of all crashes in Kaysville (334 total) occurred within the City Center study area. This high concentration suggests a need for improved pedestrian infrastructure and speed management in the city core to enhance safety and comfort.
    - Speed management on Main Street does *not* mean removing travel lanes. Traffic calming refers to streetscape improvements, enhanced landscaping, street trees, or decorative medians that visually narrow the roadway and encourage vehicles to operate at desired speeds. These changes are designed to improve safety and walkability *without* reducing lane capacity or impeding vehicle flow.
- **Sidewalk Gaps**: There are several areas, particularly near Flint Street, Deseret Drive, and Mutton Hollow, that lack sidewalks or only have sidewalks on one side of the street. These gaps are most prominent in suburban and industrial areas, limiting safe access to schools, parks, and transit. Addressing sidewalk gaps, especially in areas with transit access or near community destinations, will improve walkability, enhance safety, and support a more equitable transportation system.

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Bicycle Facilities

Kaysville has opportunities to significantly improve its bike network by building off existing regional trails and implementing proposed facilities that better connect the city:

- **Rio Grande Rail Trail**: This regional trail runs north-south through western Kaysville and provides a strong recreational and commuting backbone. Creating an east-west connection would improve regional access to Main Street. This would require a new bike/ped underpass beneath I-15 connecting Old Mill Lane to Center Street.
- **Planned 200 North East-West Bicycle Facility**: WFRC's *Wasatch Choice Vision* map identifies a future protected bike lane on 200 North. The protected bike lane could include an overpass over I-15. This route would provide a dedicated east-west connection across Kaysville—linking the Rio Grande Rail Trail in the west to Highway 89 in the east, supporting regional and local bike travel.
- **North-South Bikeway from 50 West to 300 West**: Also identified by WFRC, this 2.4-mile corridor would connect Main Street to Barnes Park, strengthening north-south connectivity and supporting local trips.
- **Main Street Bike Improvements**: A proposed bike facility along Main Street, from 200 North northward to Mutton Hollow Road, would provide critical access to schools, businesses, and civic destinations. Additional improvements along Mutton Hollow would strengthen these connections.

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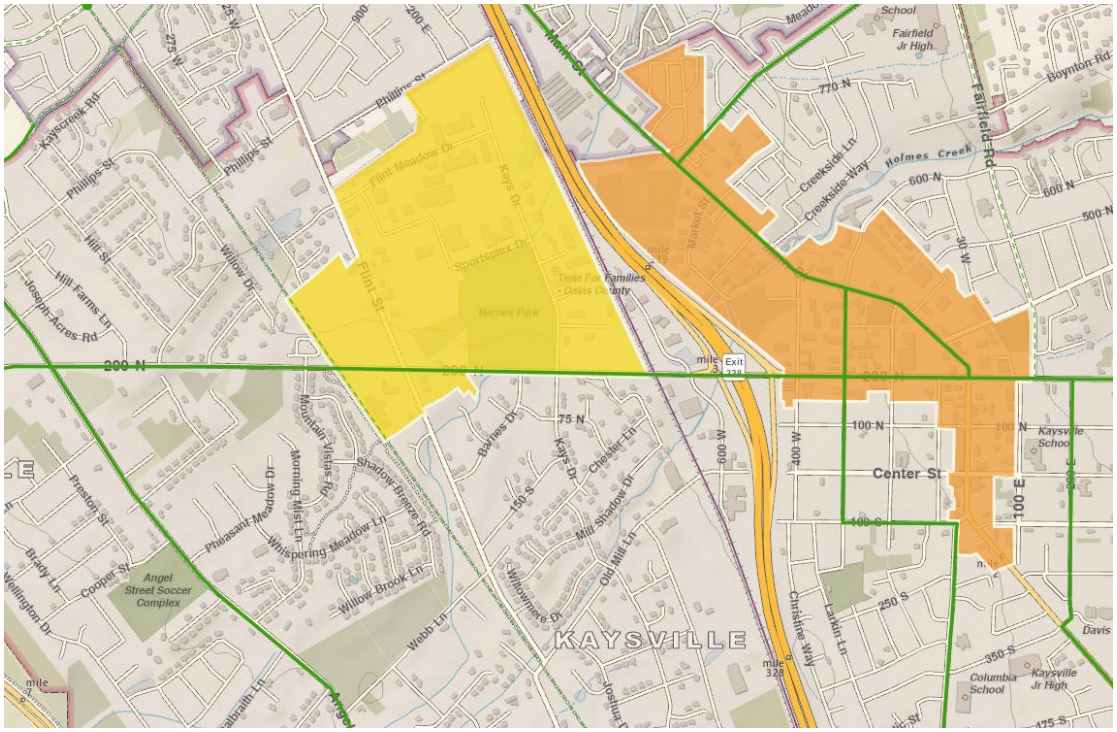

Figure 11. Screenshot from WFRC Wasatch Choice Map of Proposed Bike Infrastructure

Transit Access and First/Last Mile Improvements

Transit service in Kaysville has strong potential, especially with regional connections and high-frequency service planned along Main Street. However, access and amenities must be improved to maximize ridership:

- **Ogden to Farmington High-Frequency Transit**: WFRC's *Wasatch Choice* envisions 15-minute service running along Kaysville's Main Street (Ogden to Farmington Core Route). This would offer a frequent, reliable north-south transit spine through the City Center.
- **Improved Stop Access**: Many stops are located near neighborhoods but lack direct sidewalk or bike access. Upgrading sidewalks would support first/last-mile connections and encourage transit use.
- **Transit Stop Enhancements**: Investments in shelters and benches would enhance user comfort at stops.
- **Transit Education**: UTA Routes 470 Route 455 provides regular service through Kaysville, connecting from Ogden to Salt Lake City. In addition, Routes 472 and 473 provide express service to downtown Salt Lake City and to Ogden. Expanding service hours and increasing frequency would improve the reliability and appeal of transit. Kaysville can collaborate with UTA to educate residents about these route options and help to remove the "stigma" associated with public transit.

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- **Cross-City Transit Connections**: East-west bus connections are limited. Strengthening these links—especially between the historic core and newer residential areas—would improve citywide mobility.
- **Microtransit Opportunities:** Kaysville could benefit from exploring microtransit as a flexible, on-demand service to complement existing transit routes and bridge first/last-mile gaps. This can help provide connections to FrontRunner stations, bus stops, schools, and community destinations. UTA on demand currently operates in south Davis County, serving much of North Salt Lake, Bountiful, West Bountiful, and Centerville. Kaysville can explore expanding UTA's on-demand program to Kaysville.

I-15 Multimodal Crossings

I-15 bisects the city, limiting multimodal connectivity between the east and west sides of Kaysville. Currently, 200 North is the only local roadway that crosses the interstate. There are significant opportunities to:

- Explore new multimodal crossings—such as bike/ped overpasses/bridges or underpasses—that reconnect neighborhoods.
- Reduce reliance on 200 North by distributing traffic and improving alternative east-west corridors.
- Support land use goals by better integrating both sides of the city.

Transportation Community Engagement Summary

Community input related to transportation during the first public meeting and the public survey revealed four major themes that highlight opportunities and challenges within the Historic Town Center and the surrounding area:

- **Desire for Walking and Bicycle Facilities:** Many residents expressed the need for improved pedestrian crossings and better bicycle infrastructure. Main Street, in particular, was cited as difficult to cross, with only one crosswalk and wide lanes that feel unsafe for walking or biking. Survey results showed that currently, just over 5% of respondents walk to to Main Street. The survey showed that 48% of respondents were interested or extremely interested in better pedestrian infrastructure and amenities, and 25% felt neutral about it.
- **Traffic & Safety Concerns**: Comments revealed frustration with intersection operations (e.g., missing signals, poor left-turn conditions), high vehicle speeds (especially 35 mph zones), and residential streets experiencing high traffic volumes. There were mixed feelings on traffic calming—some supported it on streets like Desert Drive, while others feared it would increase congestion elsewhere.
- **Parking & Street Use**: In the public survey, the most common way people currently travel to Main Street is by driving. This means that parking was a frequent topic, with a range of comments about underused lots, requests for angled parking, and conflicts between business needs and neighborhood spillover. Some residents suggested rethinking parking

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for shared or event use, and noted the need for more accessible, convenient parking near key destinations like the senior center and dance studio. Overall, in the survey, 44% of respondents were interested or extremely interested in improving parking on Main Street, and 24% felt neutral about it.

- **Character, Preservation & Placemaking Related to Transportation**: Residents voiced strong support for preserving the historic character of the town center, while also creating more inviting public spaces. Ideas included redeveloping areas for plazas or events (e.g., car shows), maintaining "no curb and gutter" where preferred, and ensuring any new development supports the existing community character.

Figure 12 highlights the most common themes from the feedback received during the public open house. These insights will directly inform recommendations for transportation, urban design, and land use in the study area.

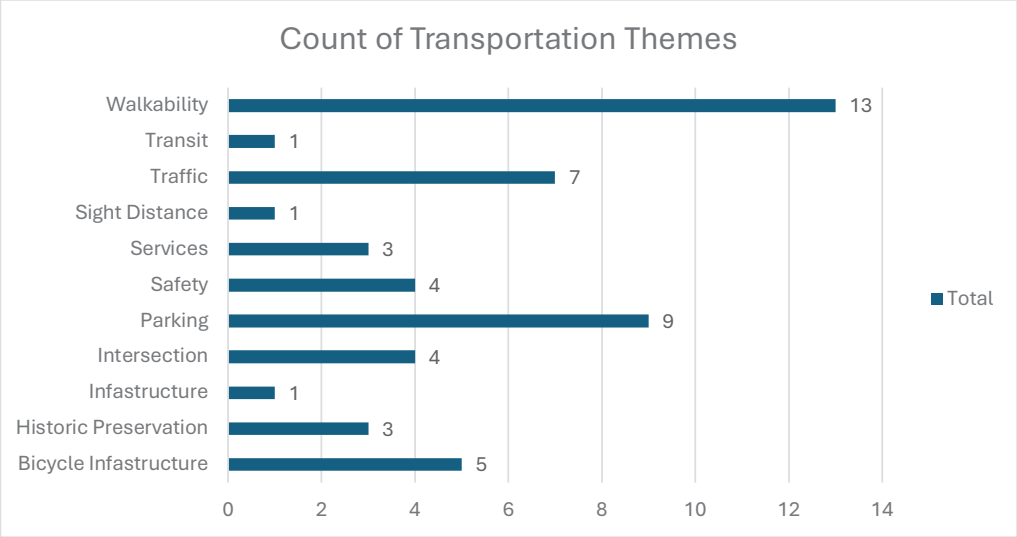

Figure 12. Transportation Themes Heard in Public Meeting Feedback

Parking

Existing parking in the Main Street district was evaluated to understand the types of parking available to customers and employees of this commercial neighborhood. Parking elements covered in this section pertain to on- and off-street (parking lot) and include:

- Parking space inventories
- User designations and other parking rules and regulations
- A sample of weekday and weekend parking demand from recent satellite imagery

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Driving and parking constitute the preferred existing transportation mode for visitors of Main Street, and as such the performance of the area's parking options are of high importance for the vitality of the neighborhood.

Additionally, an assessment of on-street parking options on Market Street and Borough Street in the Mutton Hollow district, a light industrial zone northwest of the Main Street downtown area that is known to experience frequent, acute parking demand pressures from the large number of workers who use the limited street parking to access their jobs at the adjacent businesses.

Existing Inventory

Main Street

Parking options in the Main Street study area primarily consist of approximately 365 unmanaged on-street parking spaces and 306 dedicated business parking spaces off-street. Some of the on-street spaces are striped along West 100 North and East Center Street, but otherwise street parking is unstriped. There are no time restrictions or other regulations in the area.

Off-street, there is an unmanaged parking lot with 152 spaces at the site of the disused Zions Bank on the southeast corner of East Center Street and Main Street that is typically used for general public parking needs on an informal basis. Two parking lots west of Main Street between East Center Street and West 100 North Street have 120 spaces and are reserved for City employee use only with signage. These areas are shown in **Figure 13** and **Table 2**.

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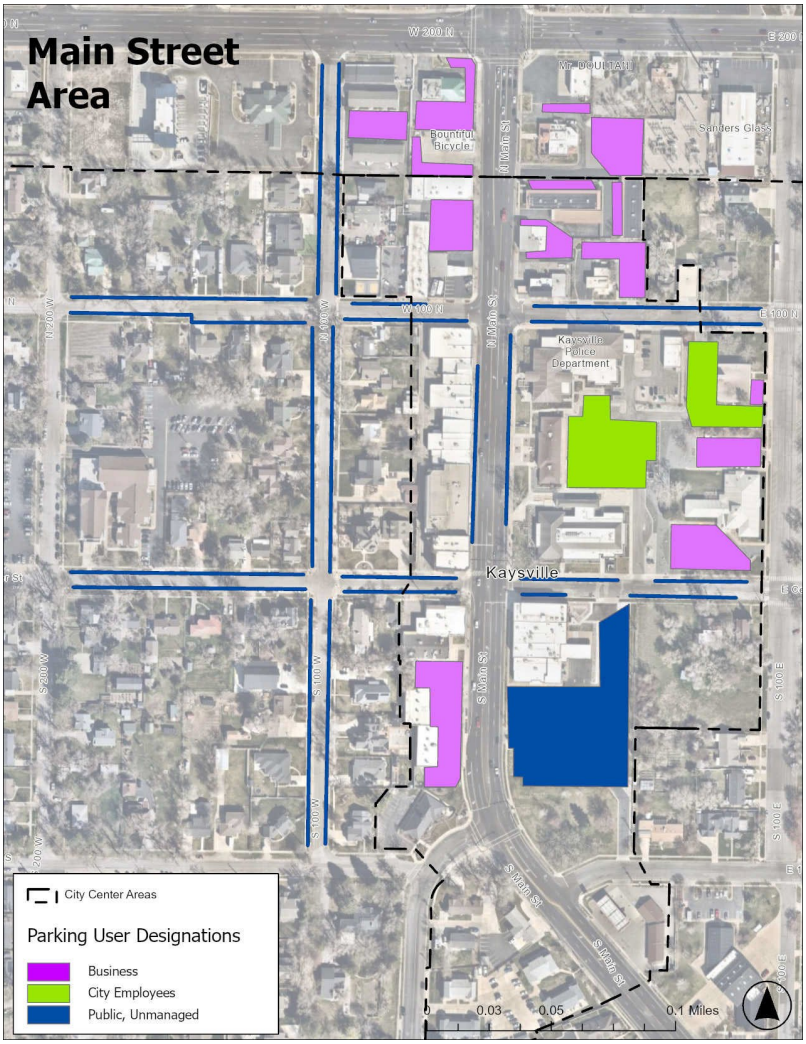

Figure 13. Main Street Area Parking Areas + User Designations

With approximately 365 on-street spaces and 578 off-street spaces, the study area has a total of about 943 spaces for a mix of resident, customer, and employee uses.

Table 2. Main Street Area Parking Supply by User Designation

Parking Type	User Designation			Total Inventory
	Business	City Employees	Public, Unmanaged	
On-Street	0	0	365	**365**
Off-Street	306	120	152	**578**
SUBTOTALS	**306**	**120**	**517**	**943**

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Mutton Hollow

A survey of on-street parking was conducted on Market Street and Borough Street in Mutton Hollow, as these two streets have the highest parking demand in the neighborhood. There are approximately 150 on-street spaces on these two streets, which are unsigned and unregulated. Unstriped off-street parking at businesses is not included.



Figure 14. Mutton Hollow On-Street Parking Areas + User Designations

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Table 3. Mutton Hollow District Parking Supply by User Designation

Parking Type	User Designation			Total Inventory
	Business	City Employees	Public, Unmanaged	
On-Street	0	0	150	**150**

Existing Utilization

To gain an understanding of typical parking demand in the two study areas, the most recent aerial imagery provided by Nearmap on a representative weekday and weekend were reviewed. The imagery is captured around mid-morning or mid- to late afternoon (with the specific time unknown), reflecting typical daytime conditions depending on the area.

The surveyed dates were Wednesday, March 20th, 2024, and **Saturday, April 19th, 2025**.

Main Street Observed Utilization

The following tables and figures illustrate the weekday and weekend demand observed in the Main Street study area in Nearmap.

Table 4. Main Street Nearmap Parking Demand Summary

Parking Type	Nearmap Survey Dates			
	Wednesday 03/20/2024		***Saturday 04/19/2025***	
	Occupied Stalls	Utilization	Occupied Stalls	Utilization
On-Street	64	18%	59	16%
Off-Street	206	36%	147	25%
TOTALS[1]	**270**	**29%**	**206**	**22%**

[1] Total utilization is calculated as the overall on- and off-street occupied stalls as a percentage of total on- and off-street stalls.

Overall, on-street utilization was concentrated around the commercial block on the west side of Main Street around 100 North. Overall utilization was a low 18% on the weekday and 16% on the Saturday because of the underused residential streets west of Main Street, but some block faces showed utilization of >60%.

Off-street demand was higher on both days, while still a relatively underutilized 36% on the Wednesday and 25% on the Saturday. This demand was driven up by local business and City employee activity on the weekday and business activity on the weekend.

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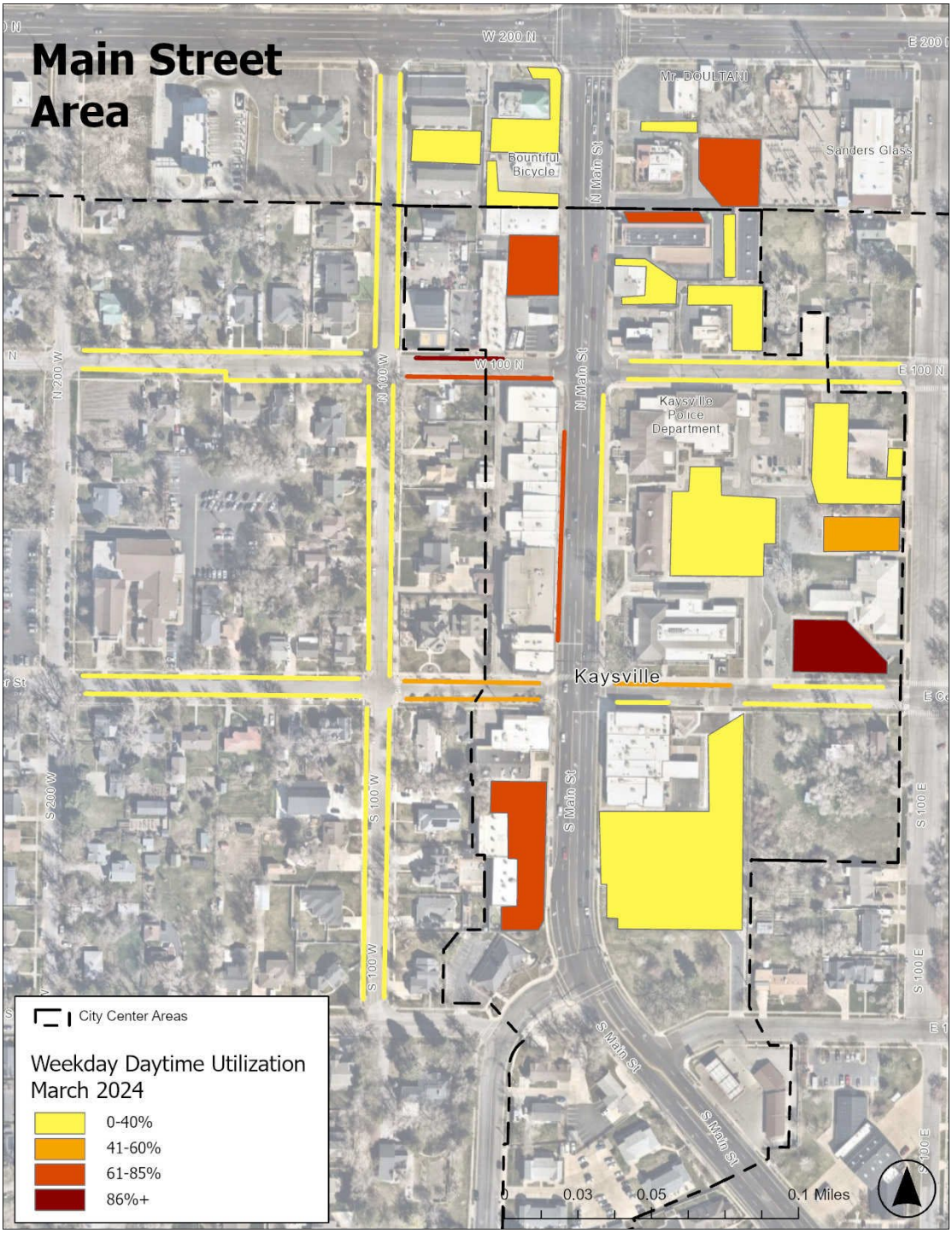

Figure 15. Main Street Weekday Daytime Observed Parking Utilization (Nearmap) on a typical mid-week day in March 2024

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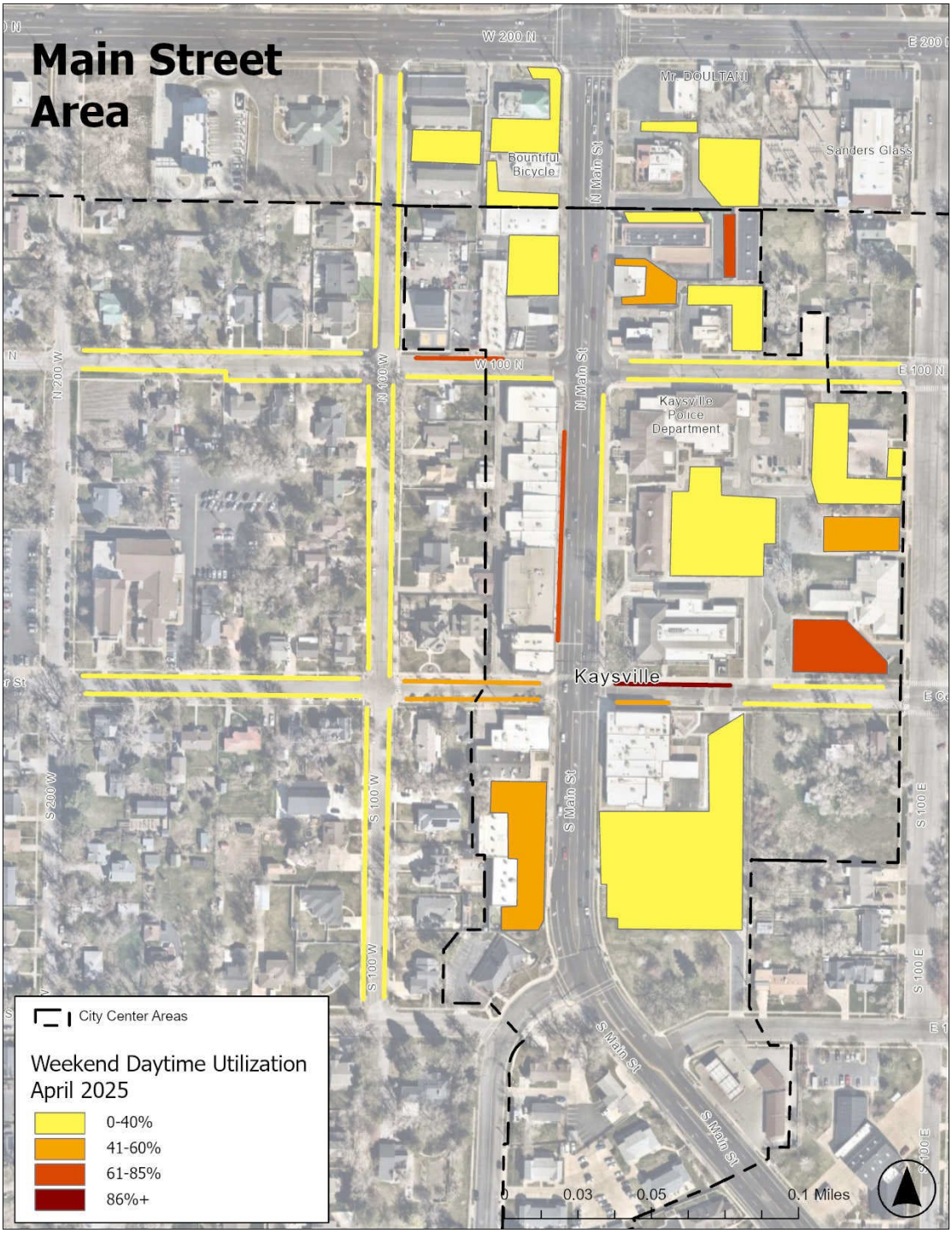

Figure 16. Main Street Weekend Daytime Observed Parking Utilization (Nearmap) on a typical weekend day in April 2025

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Mutton Hollow Observed Utilization

Table 5 and **Figure 17** and **Figure 18** illustrate the weekday and weekend demand observed in the Mutton Hollow study area in Nearmap.

Table 5. Mutton Hollow Nearmap Parking Demand Summary

Parking Type	Nearmap Survey Dates			
	Wednesday 03/20/2024		***Saturday 04/19/2025***	
	Occupied Stalls	Utilization	Occupied Stalls	Utilization
On-Street	93	70%	101	76%

[1] Total utilization is calculated as the overall on- and off-street occupied stalls as a percentage of total on- and off-street stalls.

Utilization across the four surveyed block faces was at least 70% on the weekend and weekend, showing that employee demand from the nearby light industrial businesses is consistent throughout the week.

Key Takeaways

The Main Street parking supply appears sufficient for daytime needs

- Ample parking immediately adjacent to the several high-utilization on-street blocks is presumed to sufficiently meet demand without harming the visitor experience or limiting commercial activity.

Some off-street parking resources are underutilized

- The Nearmap imagery demonstrates that the City employee lots are underutilized on weekends during the daytime. City staff have described that these lots are also underutilized on weekday evenings when employees have left and potential customers from nearby businesses are unable to use the lots because they have "Employees Only" signage posted.

Many on-street parking blocks are unstriped and are not time limited

- On-street parking blocks with solid white paint denoting the separation of the vehicle travel lane and the parking aisle, namely along Main Street, may be unclear for drivers looking for parking.
- Since there are no time limits, the most convenient on-street spaces may not be readily available for visitors and customers who support the local businesses in the Main Street area. Some users of these spaces, such as workers, may park there all day long instead of using less convenient parking lots.

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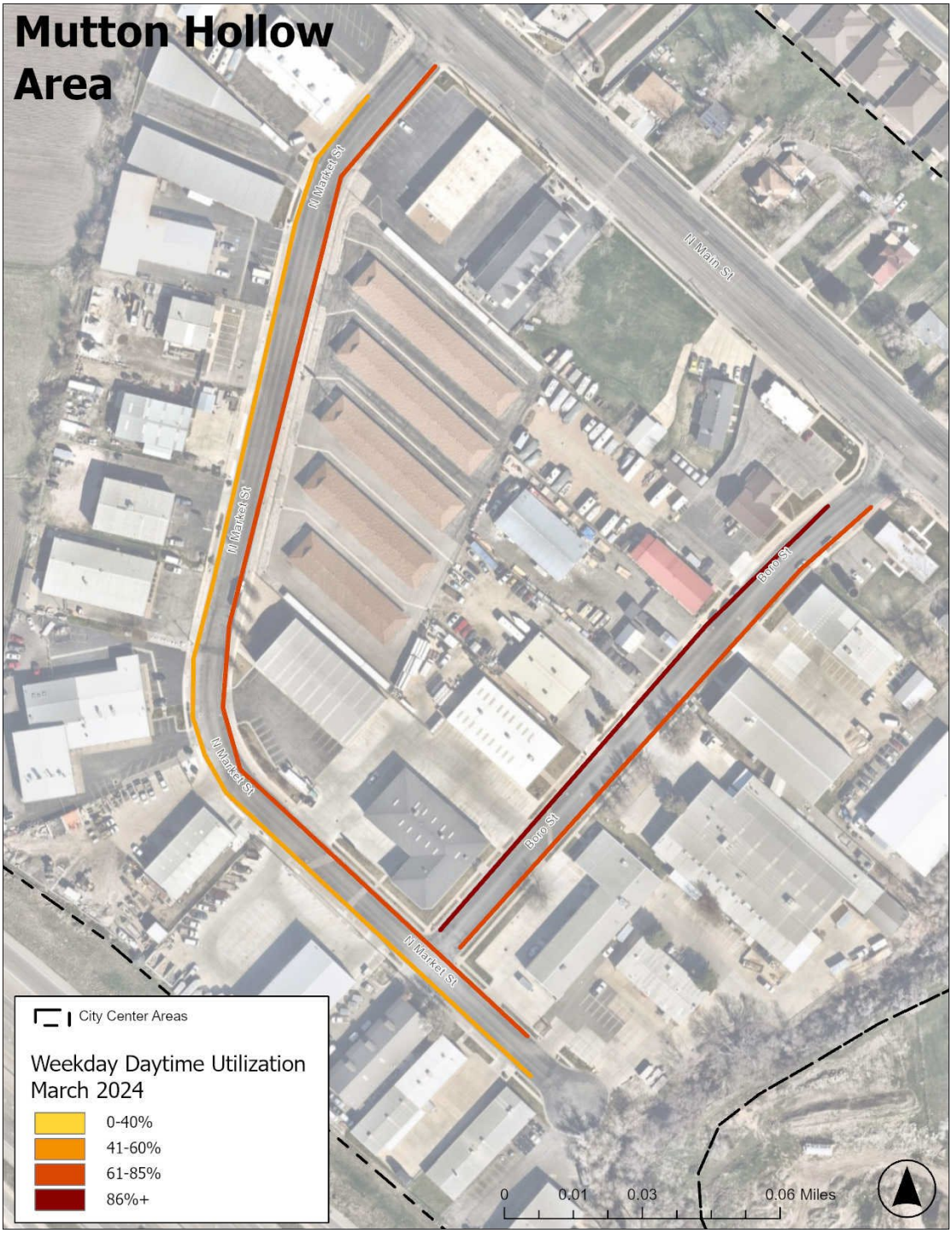

Figure 17. Mutton Hollow Weekday Daytime Observed Parking Utilization (Nearmap) on a typical mid-week day in March 2024

27

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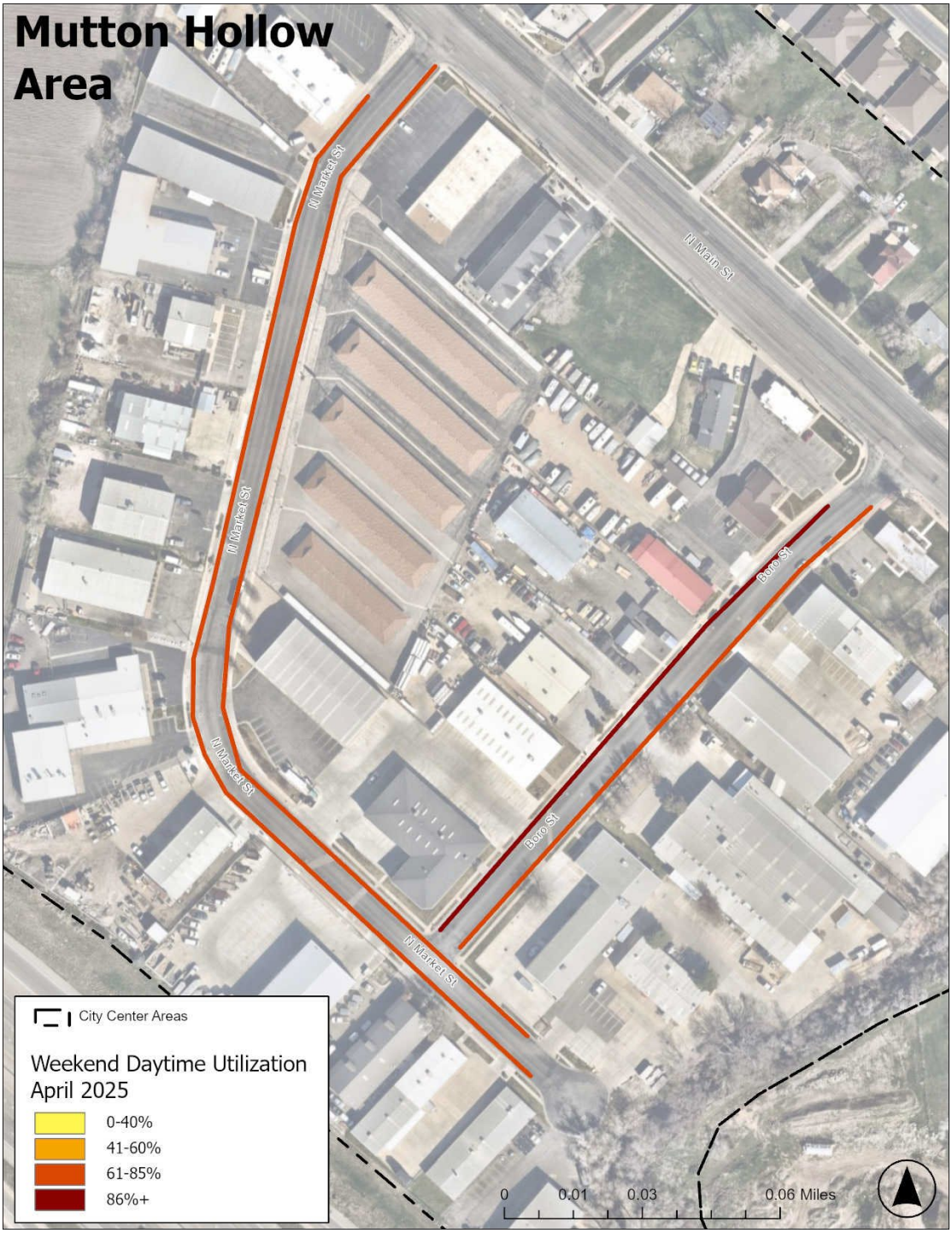

Figure 18. Mutton Hollow Weekend Daytime Observed Parking Utilization (Nearmap) on a typical weekend day in April 2025

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REPORT

Kaysville City Center Small Area Plan

UTILITY GAP

KIMLEY HORN
June 7, 2025

Kimley»Horn

Kaysville City Center Existing Conditions Analysis

Utilities

Kaysville, Utah
May 16, 2025
Updated: April 3, 2026

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Kimley»Horn

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Utility Gap Analysis

City of Kaysville is developing a small area plan for approximately 590 acres of existing property within city limits to be re-zoned or re-developed for the future. Existing land uses may become more dense and therefore may impact the existing capacity of utilities. This narrative has been prepared to identify potential utility improvement areas to support future development within the Kaysville City Small Area Plan limits. The findings listed in this narrative are based on the analysis of GIS data provided by the City of Kaysville and Central Davis Sewer District and may not reflect actual availability or capacity of existing utilities. Based on the GIS information provided, power and fiber infrastructure exist in the vicinity of the project boundary. Due to the unknown capacity of power and fiber, these utilities have not been analyzed for capacity upgrades in this report. This narrative will outline specific areas that may require improvements based on the availability and capacity of water, sewer, and storm drain infrastructure.

Water

Existing water line locations and sizes were reviewed to identify parcels that may require either line extensions to their property, water line relocations, or a line up size should the use or zone of the property change or be re-developed. Water lines under 8" have been noted as lines that may need additional capacity in the future. Outlined below are the findings from the GIS data review.

Undeveloped farmland (Parcel ID:110960022) east of I-15, near the intersection of S Main Street and W Mutton Hollow Road does not have direct access to the public water system. A water main extension through the adjacent property to the north may be required.	

3

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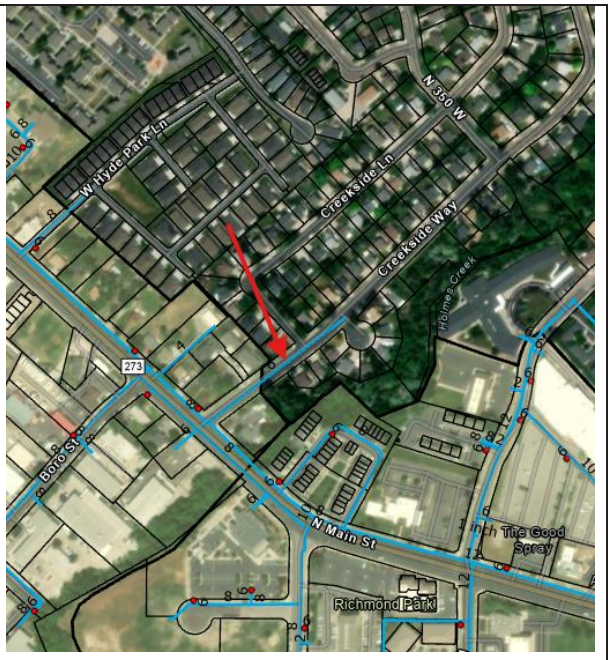
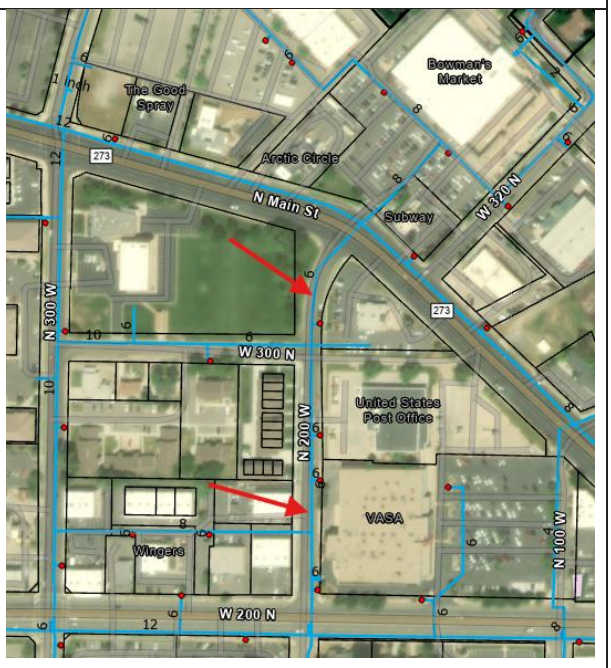
6” water main in Creekside Way north of N Main St may need to be upsized to support future development in the area.	
6” water main in N 200 W between N Main St and W 200 N may need to be upsized to support future development in the area.	

4

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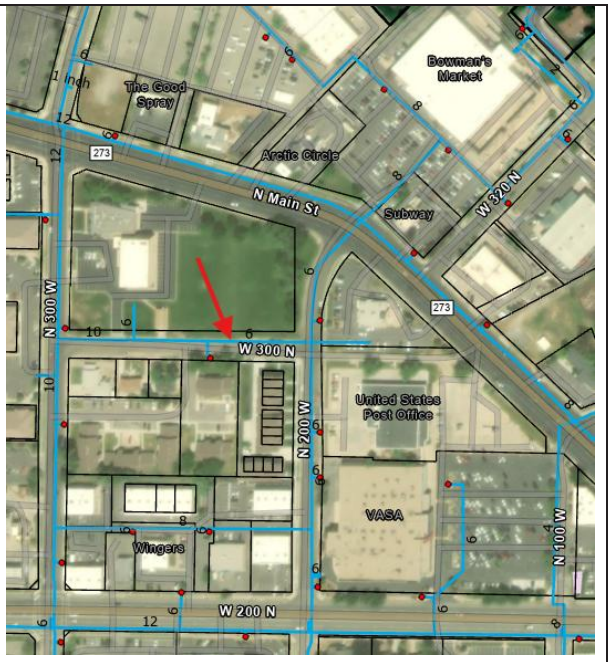
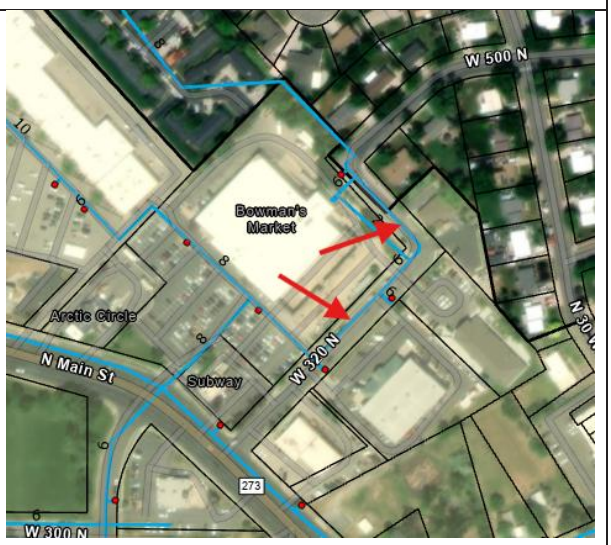
6” water main in W 300 N between N 300 W and N 200 W may need to be upsized to support future development in the area.	
6” water main in W 320 N may need to be upsized to support future development in the area.	

5

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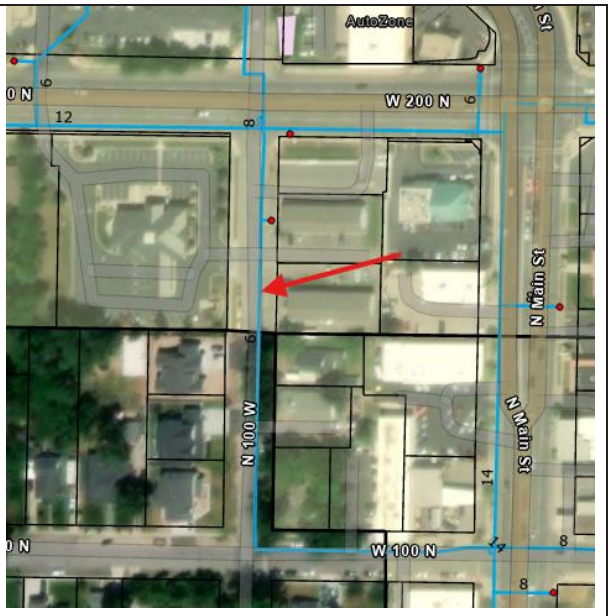
6” water main in N 100 W between W 200 N and W 100 N may need to be upsized to support future development in the area.	
4” water main in W Center St may need to be upsized to support future development in the area.	

6

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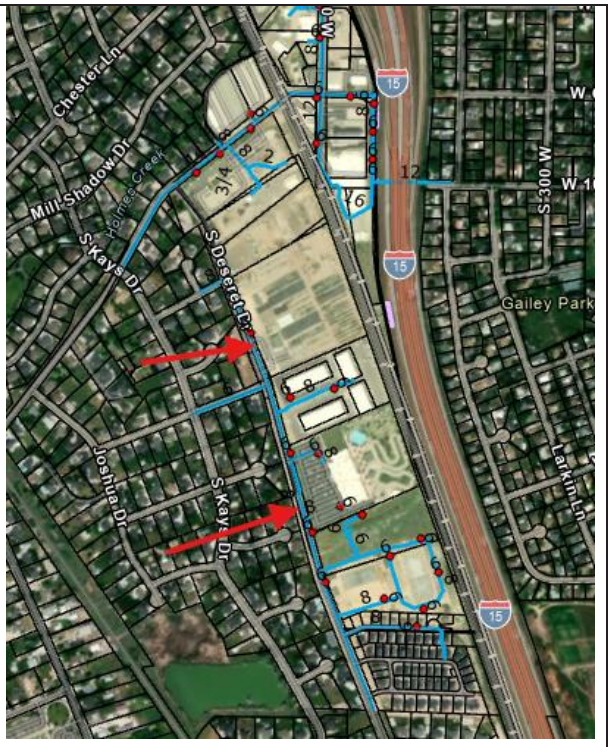
8” water main in S Deseret Drive between Old Mill Lane and W June Drive may need to be upsized to support future development in the large parcels directly to the east	

7

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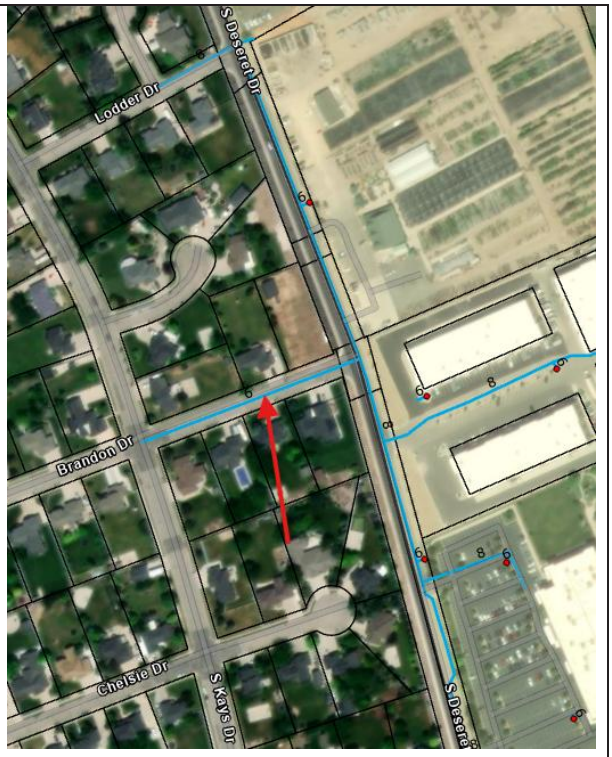
6” water main in Brandon Drive at the crossing with S Deseret Drive may need to be upsized to support future development in the area.	
16” HDPE waterline currently bisects property at 160 N 600 W (Parcel ID:110980006). This water line may need to be relocated to support future development on this parcel.	

8

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Sewer

Existing sanitary sewer locations, sizes, and materials were reviewed to identify parcels that may require either line extensions to their property, sewer relocations, or line replacements should the use of the property change or be re-developed. Outlined below are the findings from the GIS data review.

8” sewer main bisects undeveloped farmland (Parcel ID: 110960022). Sewer relocation may be required if parcel is developed in the future.	

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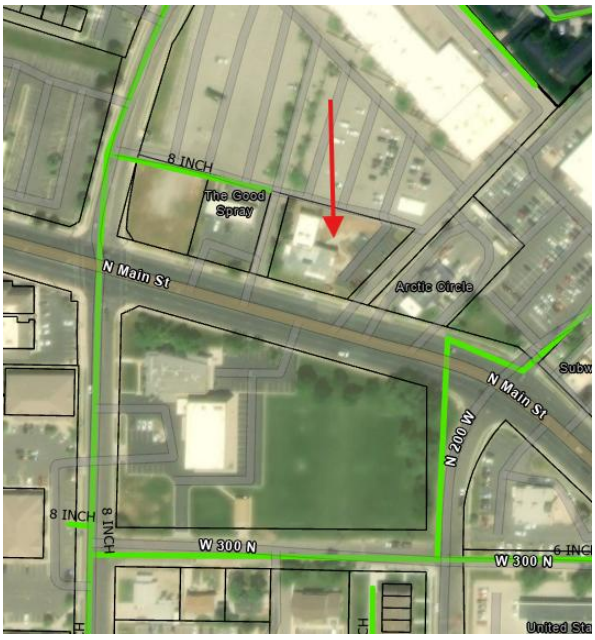
Undeveloped parcel (Parcel ID: 118790002) located at 521 W 350 N does not have direct access to public sewer system. A sewer main extension may be required to support future development of this parcel.	
Parcel located at 330 N Main St (Parcel ID:111000046) does not have direct access to public sewer system.	

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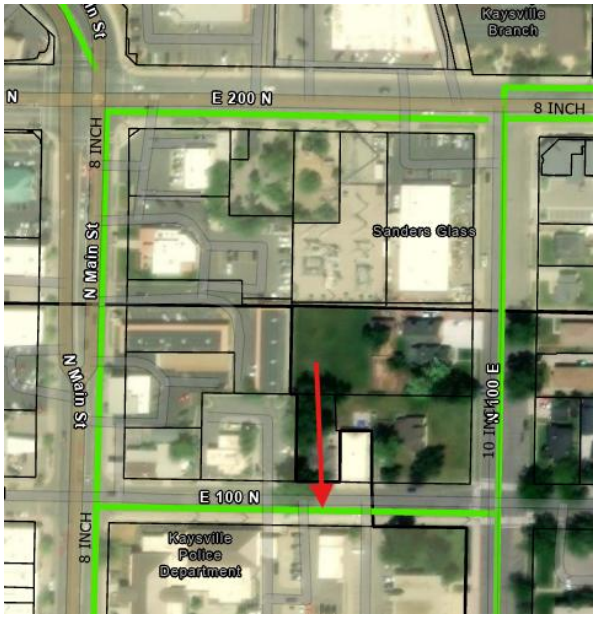
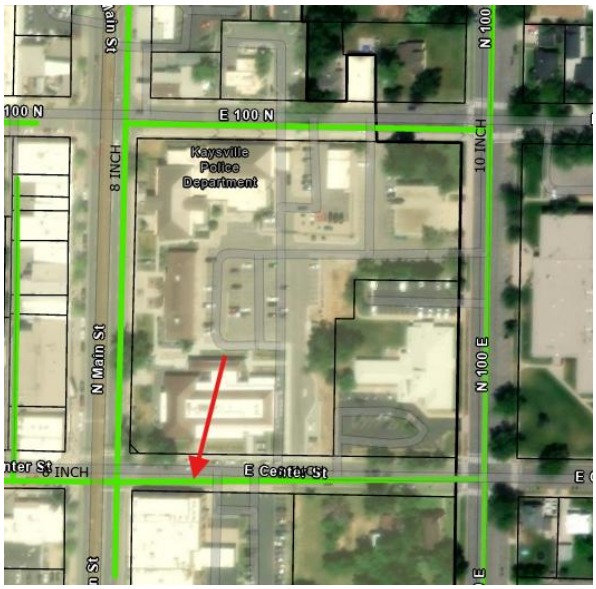
Existing sewer main in E 100 N between N Main St. and N 100 E is made of clay. This sewer main may need to be replaced to support future connections.	
Existing sewer main in E Center St between N Main St. and N 100 E is made of clay. This sewer main may need to be replaced to support future connections.	

11

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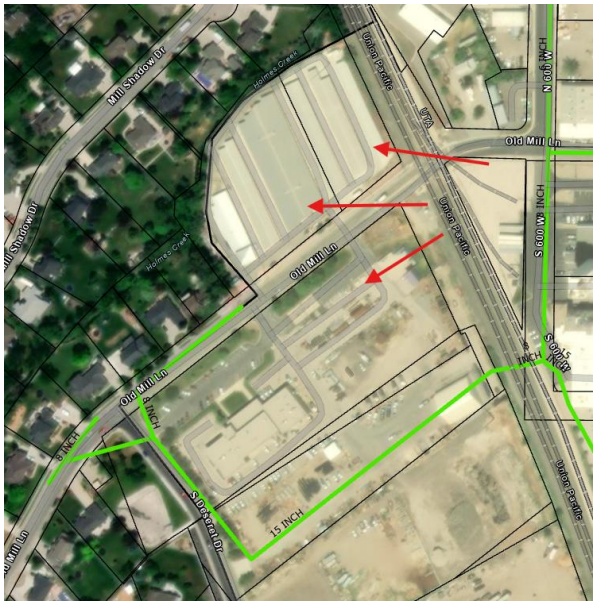
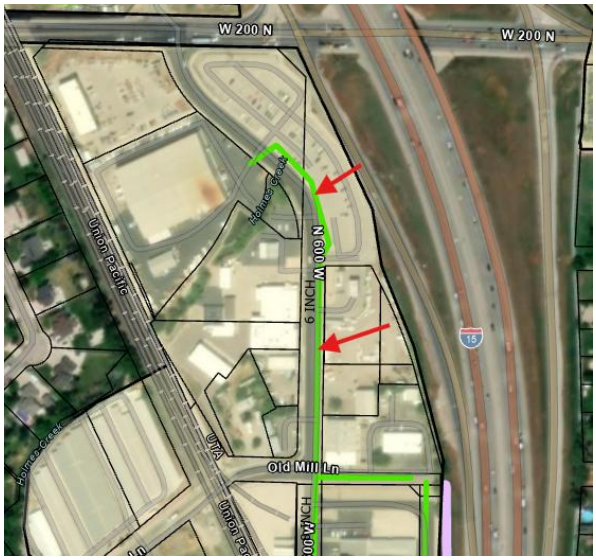
Multiple parcels along Old Mill Ln directly west of the Union Pacific rails do not have direct access to the public sewer system.	
6” sewer main in N 600 W between W 200 N and Old Mill Ln may need to be upsized to support future development in the area.	

12

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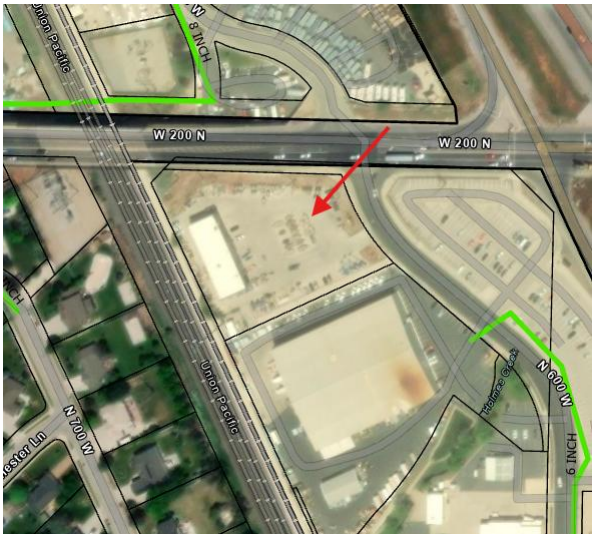
Parcel located at 195 N 600 W (Parcel ID:110980055) has no access or limited access to the public sewer system.	

Storm Drain

The existing storm drain system was reviewed to identify parcels that may require line extensions to their property. Due to the unknown capacity of the lines, a recommendation of upsizing cannot be made at this time. It is recommended that any future redevelopment of parcels follow the most recent Kaysville stormwater detention, retention, and LID requirements. The following parcels may require additional storm infrastructure to service the property.

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Undeveloped farmland (Parcel ID:110960022) east of I-15, near the intersection of S Main Street and W Mutton Hollow Road does not have direct access to the public storm drain system. If developed, any storm water needing to discharge off site would be required to discharge to the North Fork Holmes Creek located directly north of this parcel.	
Multiple parcels along N Main St. between N Market St. and Creekside Way do not have direct access to the public storm drain system.	

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SWOC Analysis

STRENGTHS

The City Center is currently an economic driver, with well-used office, industrial, and retail spaces that are valued across the area.

Historic Main Street is walkable and charming, with potential for boutique retail, dining, civic uses, and community events. Historic architecture adds unique character and appeal.

Strong office and industrial occupancy. Office space is 98.5% full, with steady demand from medical, professional, and small businesses. Industrial vacancies are low showing a strong employment base and continued demand for space.

A growing transportation network. The City Center already offers strong sidewalk coverage and sits near the Rio Grande Rail Trail. Upcoming sidewalk upgrades by UDOT, along with proposed regional bike, trail, and transit connections from Wasatch Choice, will further improve access and connectivity.

The City Center stays active throughout the day thanks to a variety of uses. Civic buildings, schools, and the library support steady foot traffic during the day, while daily destinations like the Kaysville Theatre, grocery stores, parks, and shops keep people coming and going outside of general weekday working hours.

OPPORTUNITIES

Revitalization of Historic Main Street: Landscape buffers, safer pedestrian crossings, and community events can improve pedestrian experience and attract more visitors. Better wayfinding and crossings can also help make use of underutilized parking options.

Housing Options: The city needs around 258 new rental units each year. There is growing demand for smaller, more affordable homes. Adding housing in the City Center can help meet that need and support local shops and services.

Infill Development and Meeting Retail Demand: Areas like Main Street North and Mutton Hollow have space for mixed-use buildings that can bring people closer to services. These areas are well-suited for new types of retail that fit well alongside residential, like boutique shops, wellness services, and curated markets.

Main Street Jurisdiction: The northern segment of Main Street above 200 N is not controlled by UDOT. This presents an opportunity to improve walking, biking, and transit mobility by connecting City Center neighborhoods through a continuous corridor.

WEAKNESSES

Lower Household Income and Economic Vulnerability: The median household income in the City Center is $68,029—almost half of the citywide average of $127,635. A higher percentage of renters (35.8%) and smaller household sizes suggest challenges with housing affordability and economic stability.

Parking Management: Parking on Main Street is prioritized, especially on the west side, creating a perception of limited availability. A lack of time limits or active parking management reduces turnover and makes it harder for visitors to find spots.

Underperforming Retail on Historic Main Street: Main Street has high retail vacancies and declining rents. These signs point to the need for reinvestment and a fresh approach to attract new businesses and shoppers.

Aging Infrastructure: Some areas, especially near Main Street, still rely on outdated water and sewer systems which may not be able to manage future growth or redevelopment.

Crash Hotspots and Safety Concerns: The City Center accounts for 18% of all traffic crashes in Kaysville, with Main Street North being the most crash-prone area.

CONSTRAINTS

Traffic and Congestion: Traffic volumes west of I-15 are expected to grow by 50%–100% by 2050, which could overwhelm key roads like 200 North and negatively impact walkability and access in and around the City Center.

Caution Toward Change: Some stakeholders and members of the community are cautious about major changes or redevelopment, with concerns about overdevelopment and the potential loss of community character—especially near residential-industrial edges.

Limited East–West Connectivity: I-15 divides the city, and 200 North is currently the only crossing. This lack of connection separates residential, retail, and industrial areas, making it harder to create a unified, walkable downtown.

Control Over Main Street Improvements: Main Street below 200 North is owned by UDOT. Because of this, the City has limited control over streetscape improvements, traffic calming, or pedestrian enhancements, which can delay or restrict revitalization efforts for local businesses.

Key Takeaways

CITYWIDE GROWTH & ECONOMIC DEMAND

Kaysville is growing steadily, with a high concentration of higher-earning professionals and rising demand for housing, services, and retail. The City Center stands out with a more diverse population and a larger number of smaller households. The median household income here is about half the citywide average, likely due to a greater share of single-person or non-traditional households. These residents are more likely to frequent parks, shops, and community spaces outside of work hours. The City Center is well-positioned to meet their needs by offering accessible services and vibrant "third places"—spaces for gathering beyond home and work—while also supporting local businesses and overall economic vitality.

DISTINCT NEIGHBORHOOD ROLES

East Side of I-15
Community feedback and planning analysis consistently identified this area as the focal point of the City Center. It serves as the heart of Kaysville, where historic charm and opportunities for retail and housing reinforce its role as a commercial and cultural hub. With its strong potential to support a vibrant, walkable district, this area is well-positioned to bring people together and anchor downtown revitalization.

Historic Main Street
This area represents the community's heritage and small-town identity. While it has walkable charm, it currently has high retail vacancies and aging infrastructure. Prioritizing safety improvements, gathering spaces, and boutique-scale development can preserve its identity and bring new life to the area. Safer crossings and improved walkability will make better use of east side parking, helping to create a more inviting and accessible area for community members and businesses.

Main Street North
Main Street North is ideal for infill housing and specialty retail. Its location near Historic Main makes it a natural extension of the downtown core and a prime area for mixed-use and pedestrian-friendly growth.

Mutton Hollow:
With available land and a central location, Mutton Hollow can become a vibrant mixed-use district that serves a wide range of community needs. It's a key opportunity zone within the City Center.

West Side of I-15
This area, made up primarily of industrial and employment uses, plays a key role in job creation. However, it lacks the walkability and vibrancy needed to fully support a commercial and cultural core. Its land use pattern is better suited for industrial productivity than for commercial reinvestment.

Flint Street
As traffic increases, Flint Street will face more demand for transportation improvements. It remains important to the local economy with its job and industrial uses. Long-term goals should focus on better connectivity to the east side and access to the Rio Grande Trail. Barnes Park continues to serve as a key community space. While important, this area does not require the same level of revitalization as commercial districts east of I-15.

Deseret Drive
Deseret Drive is a mix of light industrial some commercial uses adjacent to single-family housing. Enhancing landscaping and screening stands out as an opportunity to create separation between industrial and residential uses. While the area helps meet the demand for industrial space, it lacks the characteristics to serve as a central civic or commercial hub like the neighborhoods on the east side.

TRANSPORTATION AND CONNECTIVITY

The City Center benefits from strong sidewalk coverage and access to the Rio Grande Rail Trail. Several planned improvements outlined in the **Wasatch Choice** strategy aim to enhance multimodal transportation options. These upgrades could help mitigate projected traffic increases, which otherwise risk overwhelming existing roads and limiting pedestrian accessibility.

Exploring solutions with UDOT is essential for making improvements to Historic Main Street and activating underused parking areas. Since **Main Street south of 200 North is under UDOT jurisdiction**, while the segment north of 200 North is not, coordination with UDOT is necessary to develop effective streetscape upgrades. This collaboration can help ensure smooth and efficient vehicle flow along Main Street while also providing pedestrian improvements that support local businesses. Strategies such as improved signage, community events, and safety enhancements can guide visitors to available parking on the east side of Main Street—enhancing overall access to the Historic Main St corridor.

HISTORIC PRESERVATION AND IDENTITY

Historic Main Street is a cornerstone of Kaysville's identity. Restoring its distinctive architecture and pedestrian-friendly storefronts through adaptive reuse and preservation can spark revitalization across the City Center. Thoughtful reinvestment—through methods like context-sensitive design standards and the potential designation of a historic district—can ensure that future development continues to reflect and strengthen Kaysville's unique sense of place.

PARKING AND ACTIVATION STRATEGIES

There seems to be enough parking on Main Street during the day. Nearby parking lots can handle the number of cars without impacting the visitor experience or slowing down business. However, some parking lots are not being used to their full potential. For example, the parking lots for City employees are mostly empty on weekends. Weekday evenings may see low activity as workers typically leave the area after business hours. These lots are marked "Employees Only," so customers from nearby businesses can't use them.

Many on-street parking spots are not marked with lines and don't have time limits. This can be confusing. Without time limits, workers and others might park in the best spots all day, making it harder for customers and visitors to find parking close to businesses.

HOUSING CONDITIONS

Kaysville needs a wider variety of housing options to keep up with growing demand. In recent years, the city has required an estimated 462 new owner-occupied homes and 258 rental units to support community growth, yet most of its existing housing stock remains single-family homes. The city has only 11 apartment buildings, with a total of 332 units. 85.9% of homes are owner-occupied, even as market demand shifts toward smaller, more affordable places to live.

MARKET CONDITIONS

Office Market

Kaysville's office space is almost fully occupied at 98.5%, mainly by medical offices, professional services, and small businesses. Rent averages $22.70 per square foot, supporting new office designs like hybrid workspaces and smaller tenants.

Industrial Market

The industrial market is almost full, with only 0.2% vacancies in 39 buildings. Rent has increased from $9.59 per square foot in 2022 to $12.96 in 2025. Areas like Mutton Hollow, Deseret Drive, and Flint Street are nearly full, and demand is growing. No new industrial projects are under construction right now.

Retail Market

Retail is steady with 90.9% occupancy and average rent at $16.50 per square foot. Main Street North and Mutton Hollow have steady or rising rents. Historic Main Street has seen increased vacancies and falling rents, but it still offers strong chances for unique retail, boutique shops, and community events. From 2013 to 2023, Kaysville's retail sales grew by 240%, from $143.4 million to $487.8 million, showing stronger tenant success and consumer spending.

Demand

Kaysville's fastest-growing business sectors over the last five years are Wholesale Agents & Brokers (+102.2%), Management Companies (+99.8%), and Mining & Extraction (+95.0%). Food services and drinking establishments grew 26.2% after a drop during COVID, showing a rising need for social gathering spaces, casual dining, and entertainment in the City Center.

LOOKING FORWARD

Phase two of the planning process will explore the themes identified in the Existing Conditions analysis and initial community engagement activities. Stakeholder and community engagement discussions, events, and opportunities will:

1. Focus the City Center plan on Historic Main Street, Main Stree North, and Mutton Hollow—areas that the community input and analysis identified as Kaysville's preferred commercial and cultural hub.
2. Consider how the City Center can evolve to support a broader mix of housing options that meet the needs of smaller households, renters, and residents at different life stages.
3. Explore how historic preservation, small business support, and cultural identity can enhance the City Center's role in the community.
4. Examine how streetscape improvements, pedestrian crossings, and wayfinding—particularly in coordination with UDOT—can enhance safety, connectivity, and accessibility in public spaces while supporting adjacent businesses. Ongoing concerns about safety, traffic volumes, and parking have been consistently raised through community feedback and will require further evaluation as planning continues.
5. Identify the long-term infrastructure investments—particularly for aging utilities and stormwater systems—needed to support potential land use scenarios and future development. As the City Center evolves, understanding where growth is likely to occur will help align infrastructure upgrades with projected needs, ensuring safe, efficient, and sustainable development.
6. Explore scenarios for land use, redevelopment, and public spaces that reflect community input while balancing flexibility and market feasibility.



KAYSVILLE CITY CENTER PLAN

Community Engagement Plan

March – November 2025

Purpose

Engage residents, businesses, and stakeholders in shaping the Kaysville City Center Plan by collecting input that reflects community values, priorities, and needs.

By following this structured engagement approach, we'll foster a well-informed community that plays an active role in shaping the future of Kaysville City Center.

Goals

1. Inform the Community: Deliver clear and accurate information about the planning process.
2. Engage a Broad Audience: Involve diverse stakeholders, including residents and businesses.
3. Collect Input That Shapes the Plan: Utilize surveys, interviews, and events for community feedback.
4. Promote Two-Way Communication: Keep participants informed on how their input is utilized.
5. Refine the Plan with Public Feedback: Adjust draft ideas based on community feedback.
6. Document the Process: Keep a record of engagement activities to support transparency.

Stakeholder Groups

- Community Members – Residents, Advisory Committees
- Businesses & Institutions– Project area business owners, major employers, Davis Technical College (DTC)
- General Public – Residents & Visitors to Kaysville
- Agencies – UDOT, UTA, Davis County & Surrounding Jurisdictions

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Engagement Phases and Key Activities

1. Learning Phase (March - May)

    - March: Project Kickoff
        - Refine project process.
        - Create project website, logo, and FAQs.
    - April: Initial Public Outreach
    - April 10: Launch website, survey, and FAQ.
    - April 22: Open House to gather preliminary insights.
2. Visioning Phase (April - July)
    - May 3: Bowman's tabling event (tentative)
    - May 20: Stakeholder Meeting #1
    - June 17: Stakeholder Meeting #2
    - July 4: Independence Day tabling event.
    - July 17: Launch a second survey for vision feedback.
3. Planning Phase (August - September)
    - August: Conduct draft plan scenarios and vision open house, gathering feedback on authenticity and economic vitality.
    - Finalize the community engagement summary by September 30.
4. Adopting Phase (October - November)
    - October (tentative): Present to Planning Commission and seek feedback.
    - November (tentative): Present the final plan to the City Council for adoption.

Tactics for Engagement

- Digital Tools:
    - Dynamic project website with two surveys, FAQs, and interactive features.

    - Utilize QR codes for easy access to surveys at events.
    - Regular email blasts and social media posts for updates.
- In-Person Tools:
    - Tabling events at local locations and community celebrations.
    - Open houses for public insights and feedback.
    - One-on-one interviews with targeted stakeholders.

Measures of Success

- Track the number of unique website visitors and completed surveys.
- Evaluate attendance at events and stakeholder meetings.
- Gather qualitative feedback from public interactions.

Engage GSBS

Report Type: Form Results Summary
Date Range: 10-04-2025 - 13-05-2025
Exported: 13-05-2025 09:19:45

Attachment B

Kaysville City Center Survey
Kaysville City Center Plan

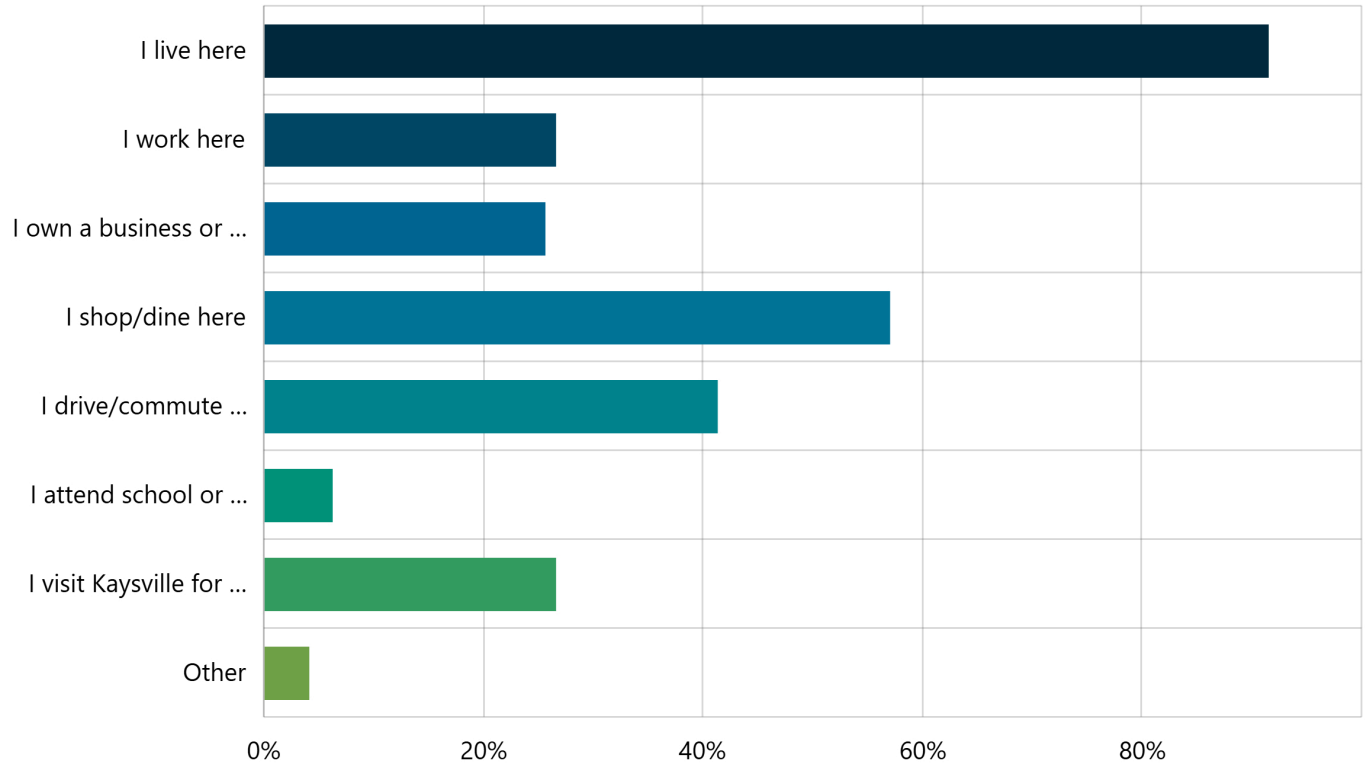
387 Contributors | **521** Contributions

*A total of 520 responses were recived from the community, with the moderator's test response excluded from the final results.

Contribution Summary

1. What is your connection to Kaysville? Check all that apply.

Multi Choice | Skipped: 5 | Answered: 516 (99%)

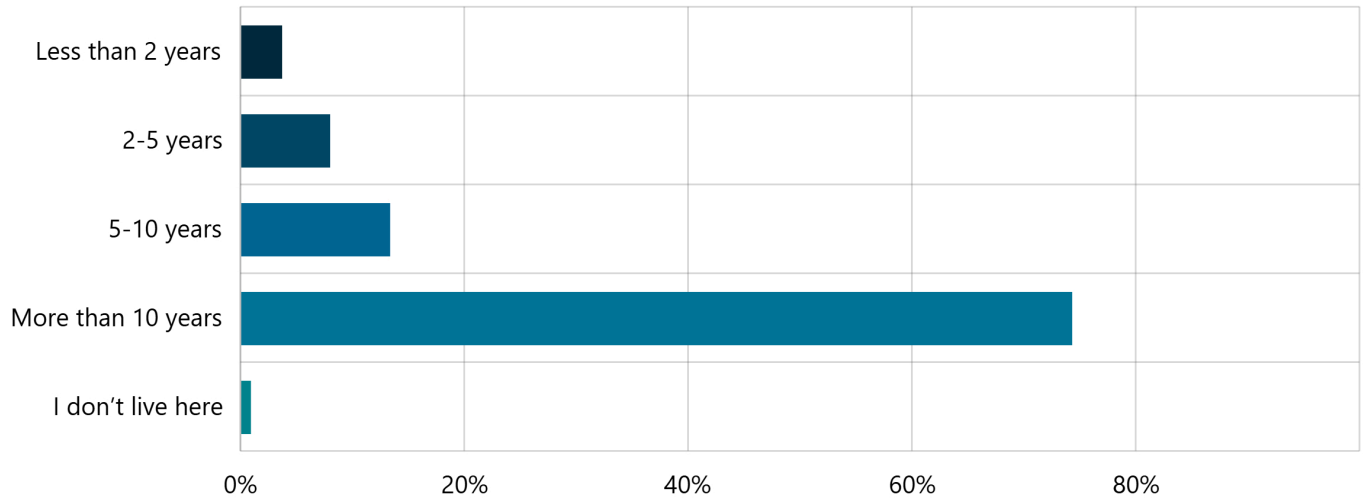


Answer choices	Percent	Count
I live here	91.47%	472
I work here	26.55%	137
I own a business or property here	25.58%	132
I shop/dine here	56.98%	294
I drive/commute through here	41.28%	213
I attend school or technical college here	6.20%	32
I visit Kaysville for entertainment and events	26.55%	137

Other	4.07%	21

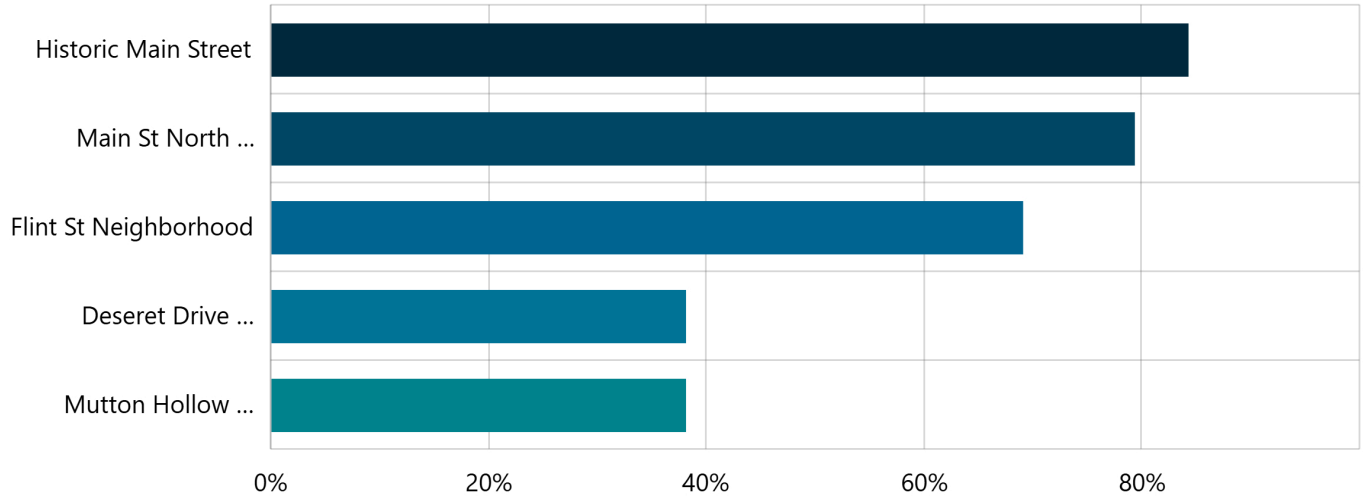
2. If you live in Kaysville, how long have you lived here?

Select Box | Skipped: 55 | Answered: 466 (89.4%)



Answer choices	Percent	Count
Less than 2 years	3.65%	17
2-5 years	7.94%	37
5-10 years	13.30%	62
More than 10 years	74.25%	346
I don't live here	0.86%	4
Total	**100.00%**	**466**

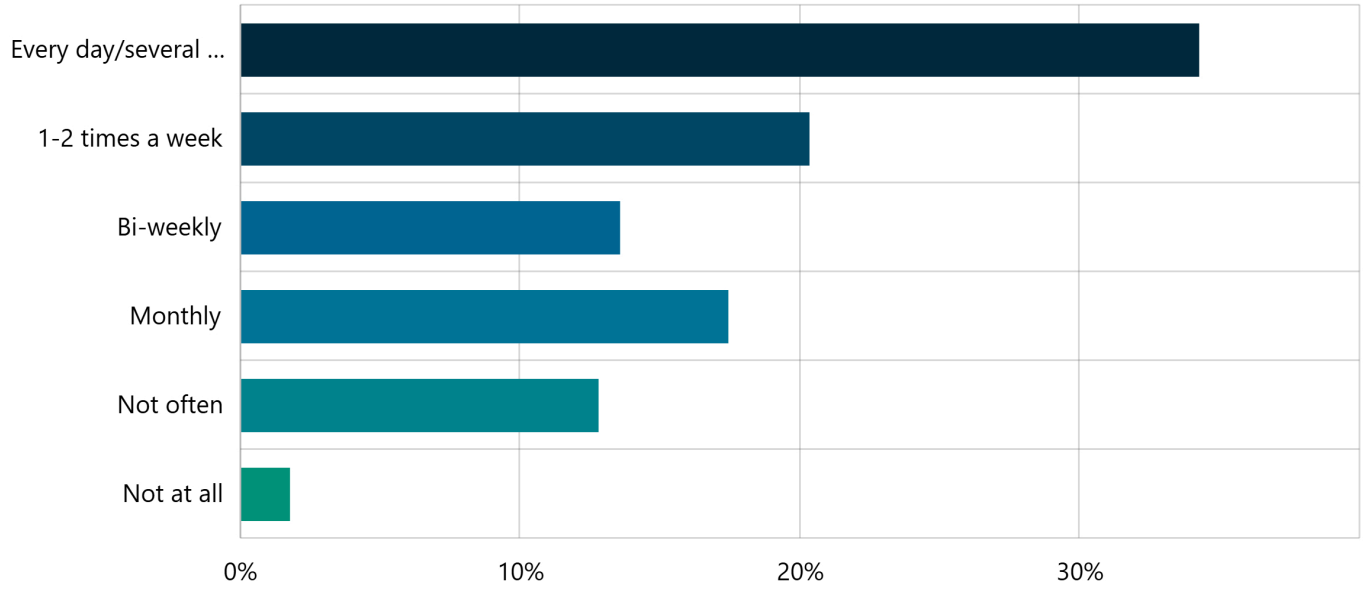
3. Which of these neighborhoods do you frequent? Check all that apply.
Multi Choice | Skipped: 14 | Answered: 507 (97.3%)



Answer choices	Percent	Count
Historic Main Street	84.22%	427
Main St North Neighborhood	79.29%	402
Flint St Neighborhood	69.03%	350
Deseret Drive Neighborhood	38.07%	193
Mutton Hollow Neighborhood	38.07%	193

4. How often do you visit Kaysville's Historic Main Street?

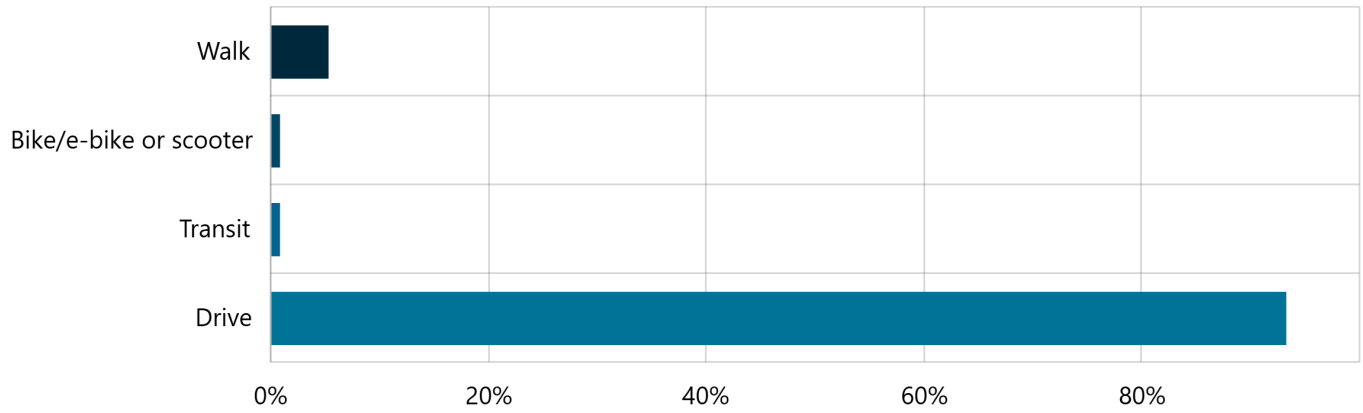
Multi Choice | Skipped: 4 | Answered: 517 (99.2%)



Answer choices	Percent	Count
Every day/several times a week	34.24%	177
1-2 times a week	20.31%	105
Bi-weekly	13.54%	70
Monthly	17.41%	90
Not often	12.77%	66
Not at all	1.74%	9
Total	**100.00%**	**517**

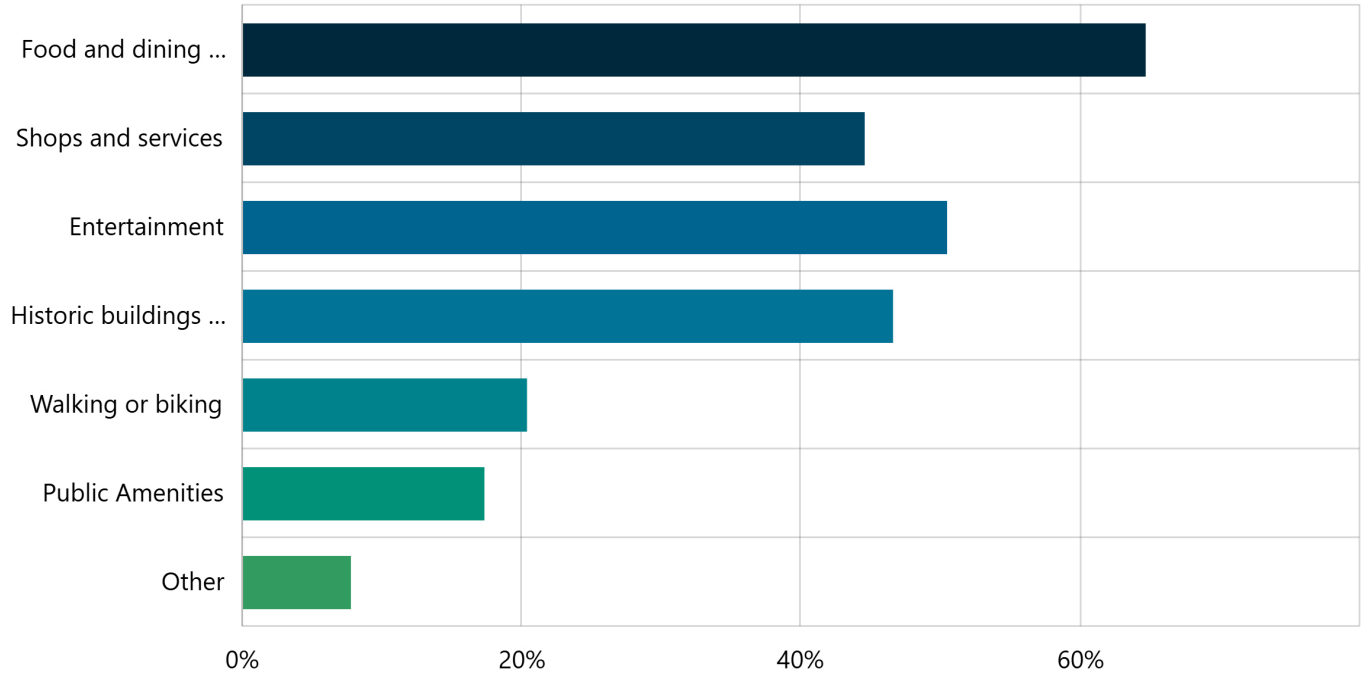
5. How do you typically travel to Kaysville's Historic Main Street?

Multi Choice | Skipped: 6 | Answered: 515 (98.8%)



Answer choices	Percent	Count
Walk	5.24%	27
Bike/e-bike or scooter	0.78%	4
Transit	0.78%	4
Drive	93.20%	480
Total	**100.00%**	**515**

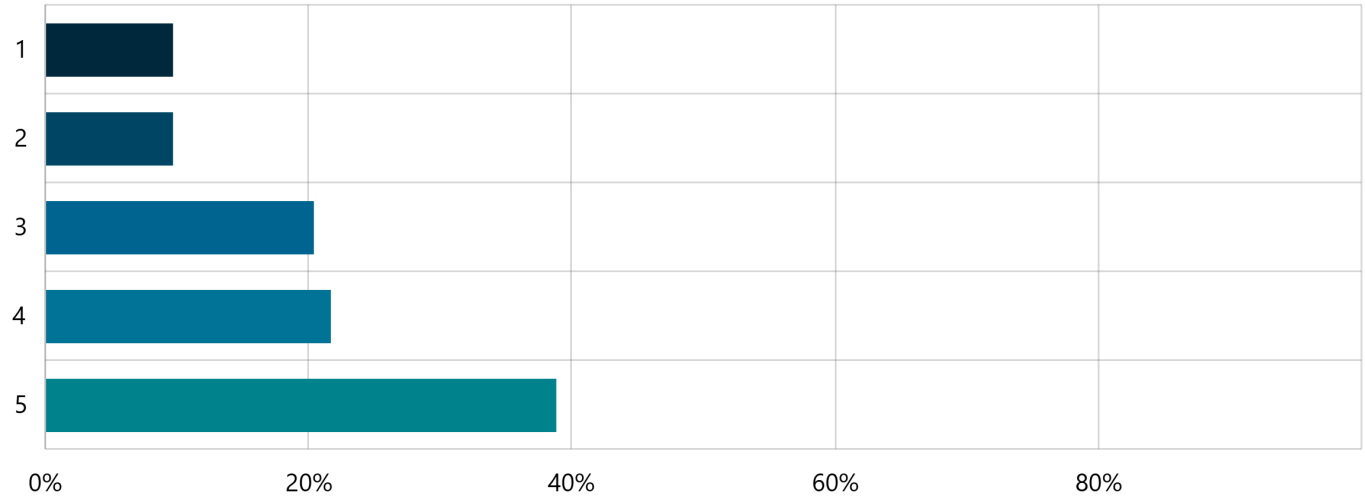
6. What aspects of Kaysville's Main Street do you enjoy? Check all that apply.
Multi Choice | Skipped: 29 | Answered: 492 (94.4%)



Answer choices	Percent	Count
Food and dining options	64.63%	318
Shops and services	44.51%	219
Entertainment	50.41%	248
Historic buildings and landmarks	46.54%	229
Walking or biking	20.33%	100
Public Amenities	17.28%	85
Other	7.72%	38

7. Local shops and services

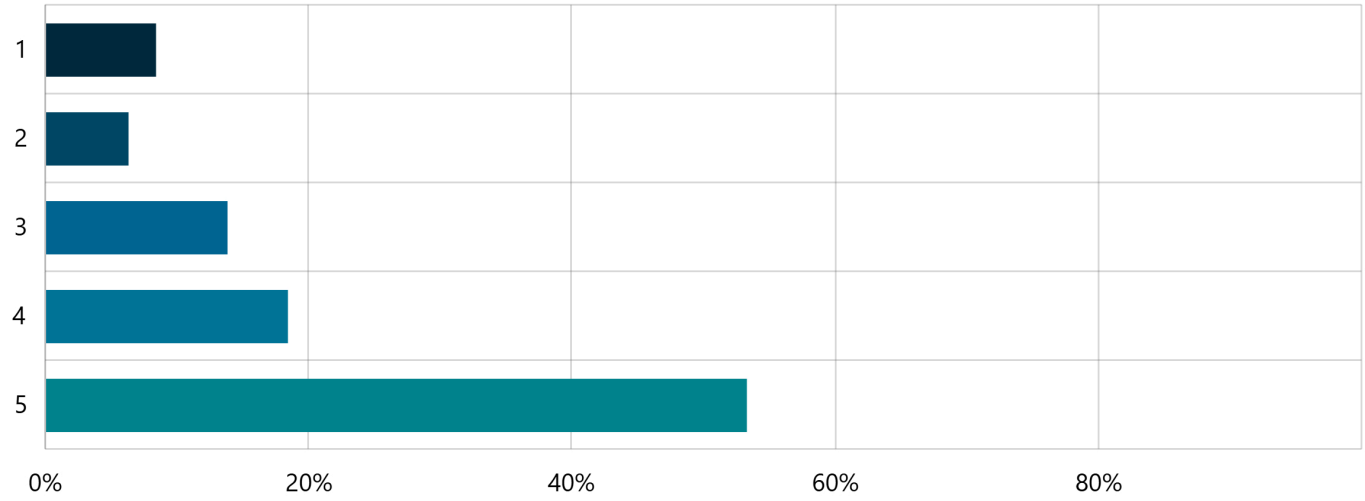
Select Box | Skipped: 54 | Answered: 467 (89.6%)



Answer choices	Percent	Count
1	9.64%	45
2	9.64%	45
3	20.34%	95
4	21.63%	101
5	38.76%	181
Total	**100.00%**	**467**

8. Restaurants

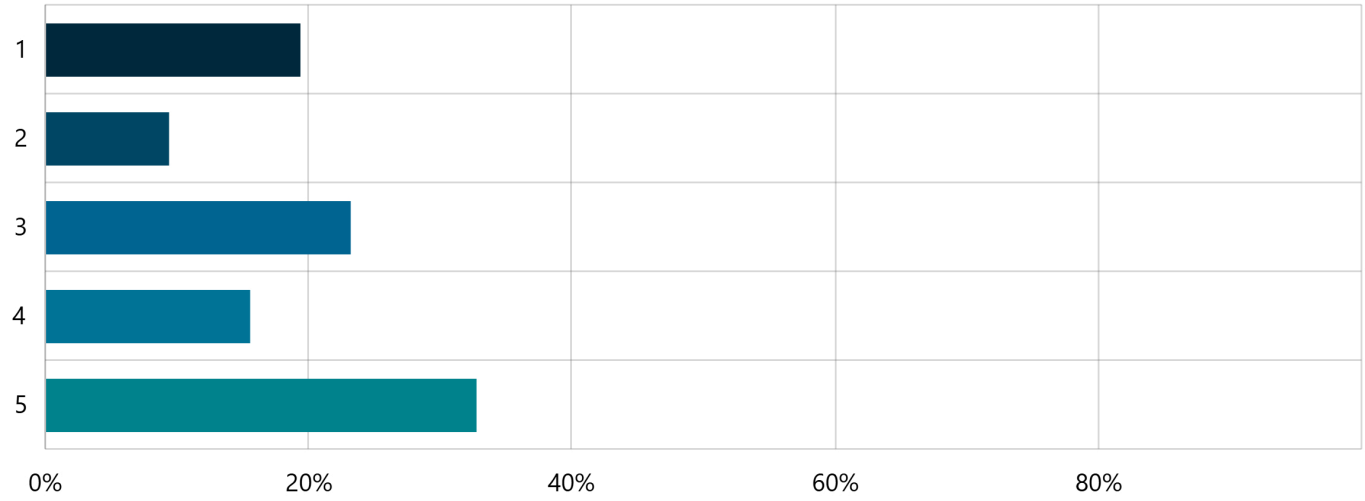
Select Box | Skipped: 42 | Answered: 479 (91.9%)



Answer choices	Percent	Count
1	8.35%	40
2	6.26%	30
3	13.78%	66
4	18.37%	88
5	53.24%	255
Total	**100.00%**	**479**

9. Patio and outdoor spaces

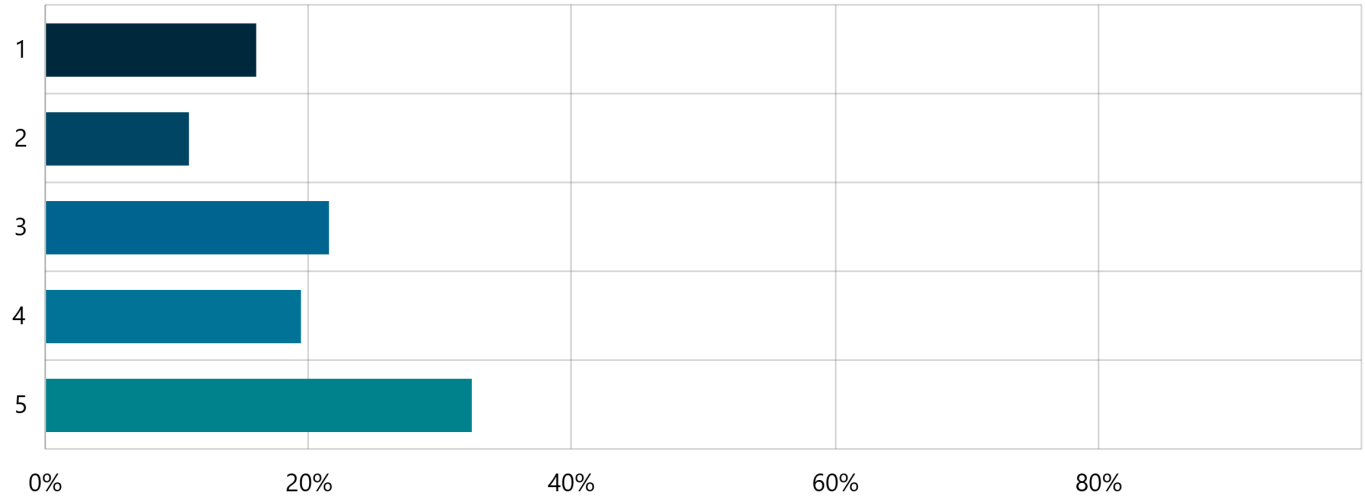
Select Box | Skipped: 50 | Answered: 471 (90.4%)



Answer choices	Percent	Count
1	19.32%	91
2	9.34%	44
3	23.14%	109
4	15.50%	73
5	32.70%	154
Total	**100.00%**	**471**

10. Natural vegetation and/ or professional landscaping

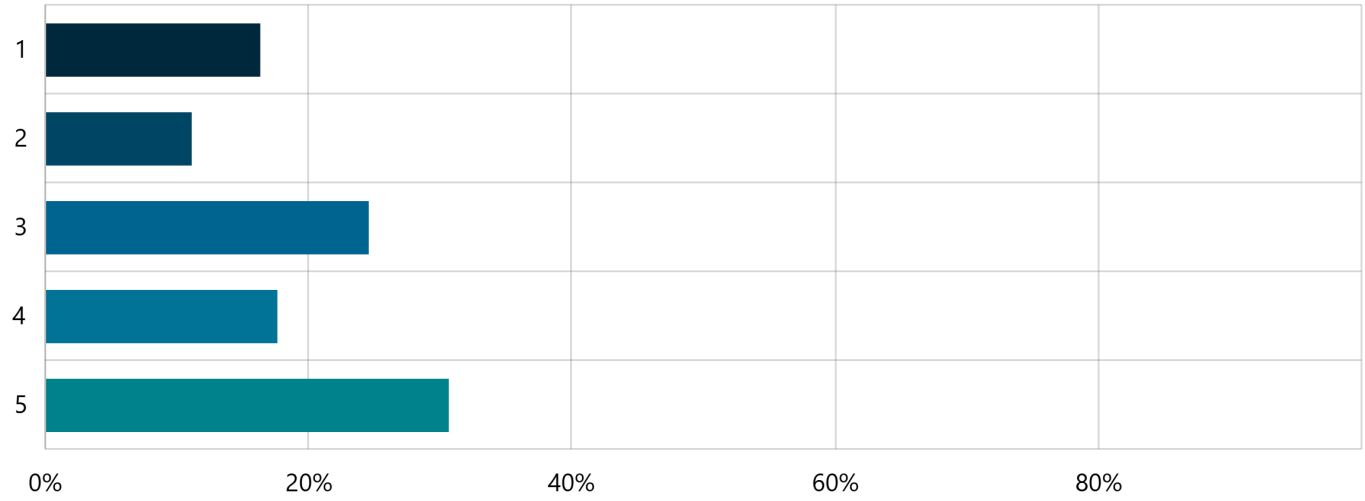
Select Box | Skipped: 51 | Answered: 470 (90.2%)



Answer choices	Percent	Count
1	15.96%	75
2	10.85%	51
3	21.49%	101
4	19.36%	91
5	32.34%	152
Total	**100.00%**	**470**

11. Pedestrian infrastructure and amenities

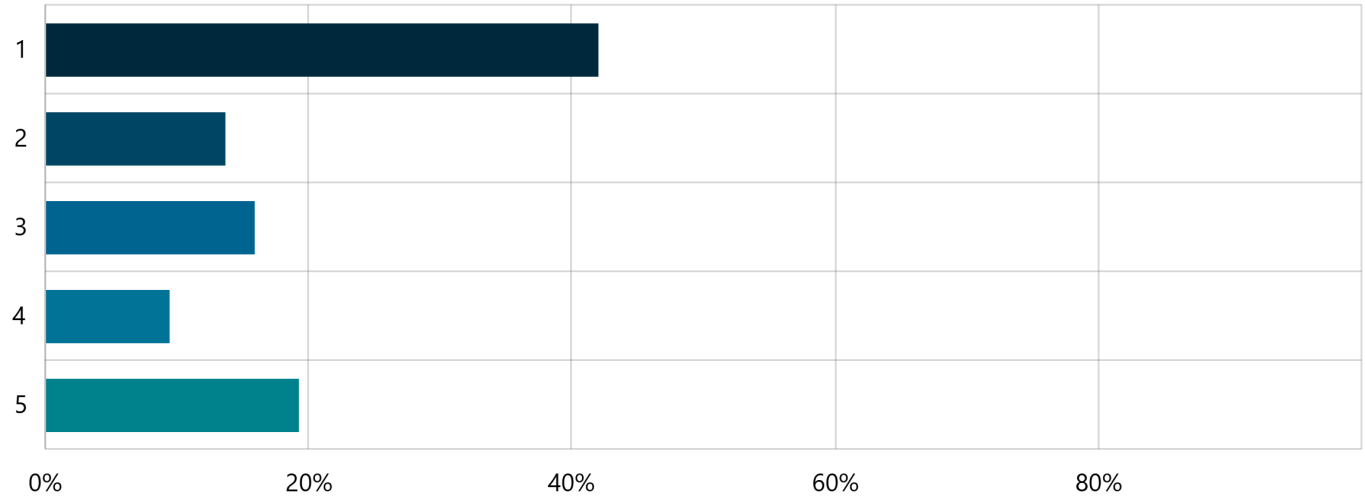
Select Box | Skipped: 60 | Answered: 461 (88.5%)



Answer choices	Percent	Count
1	16.27%	75
2	11.06%	51
3	24.51%	113
4	17.57%	81
5	30.59%	141
Total	**100.00%**	**461**

12. Cycling and trail routes

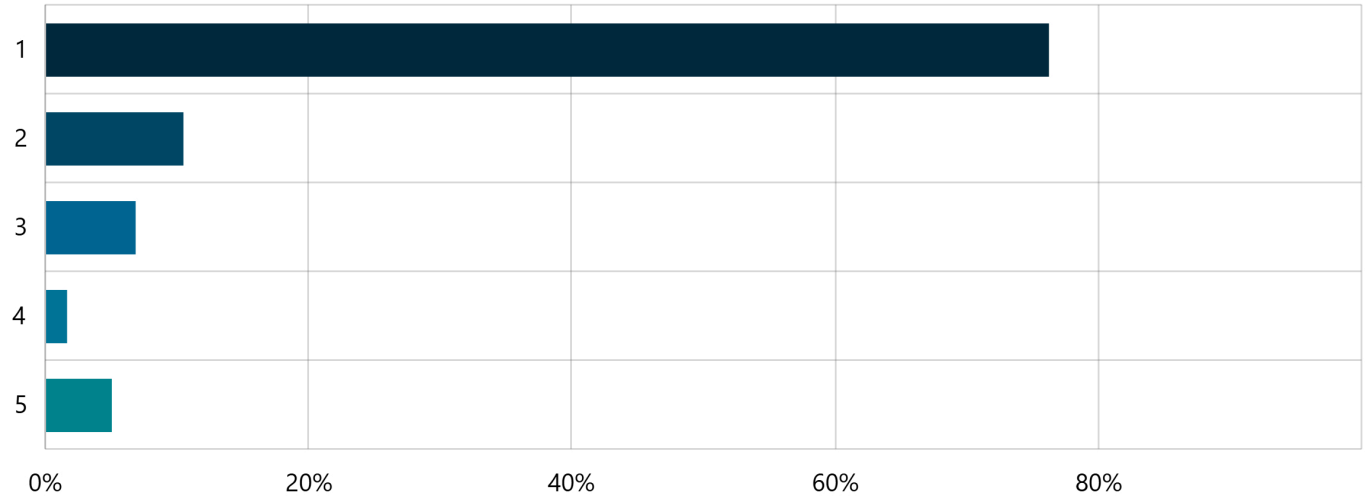
Select Box | Skipped: 73 | Answered: 448 (86%)



Answer choices	Percent	Count
1	41.96%	188
2	13.62%	61
3	15.85%	71
4	9.38%	42
5	19.20%	86
Total	**100.00%**	**448**

13. More housing options

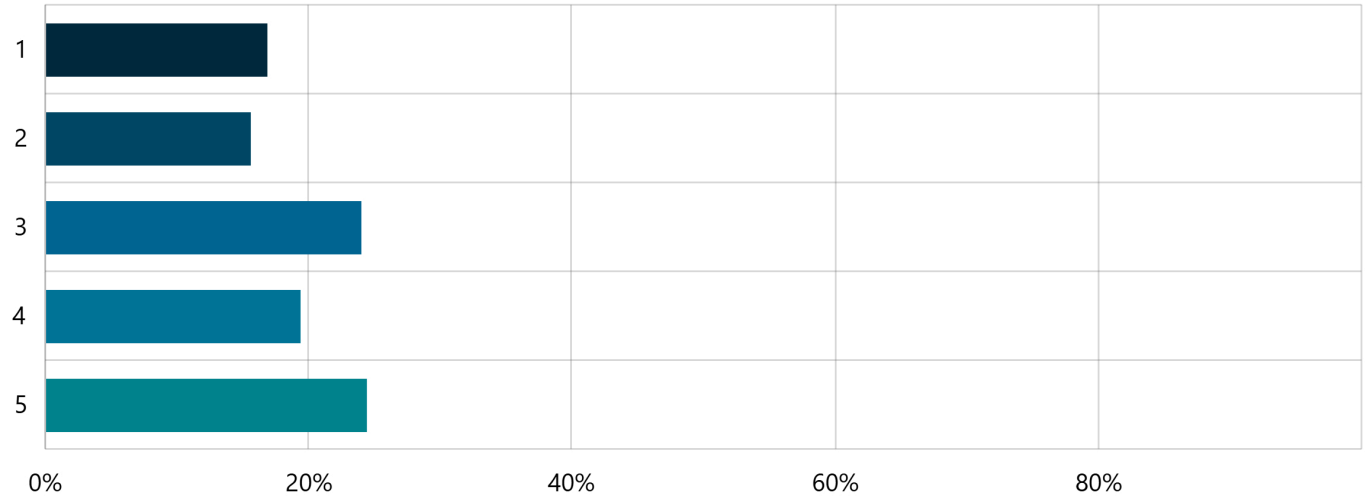
Select Box | Skipped: 80 | Answered: 441 (84.6%)



Answer choices	Percent	Count
1	76.19%	336
2	10.43%	46
3	6.80%	30
4	1.59%	7
5	4.99%	22
Total	**100.00%**	**441**

14. Parking

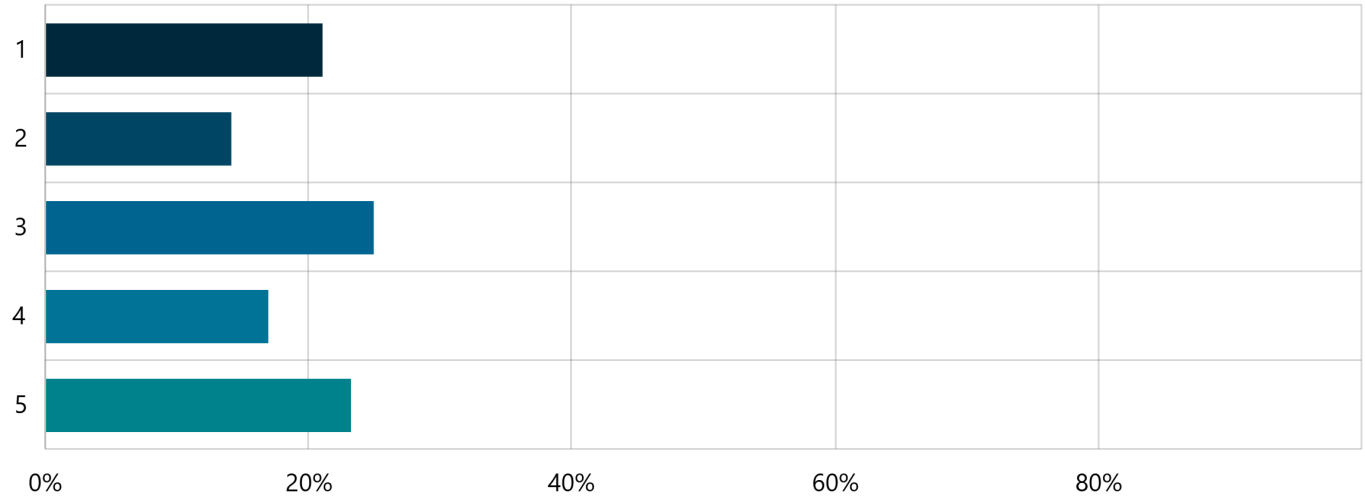
Select Box | Skipped: 45 | Answered: 476 (91.4%)



Answer choices	Percent	Count
1	16.81%	80
2	15.55%	74
3	23.95%	114
4	19.33%	92
5	24.37%	116
Total	**100.00%**	**476**

15. Community gathering spaces

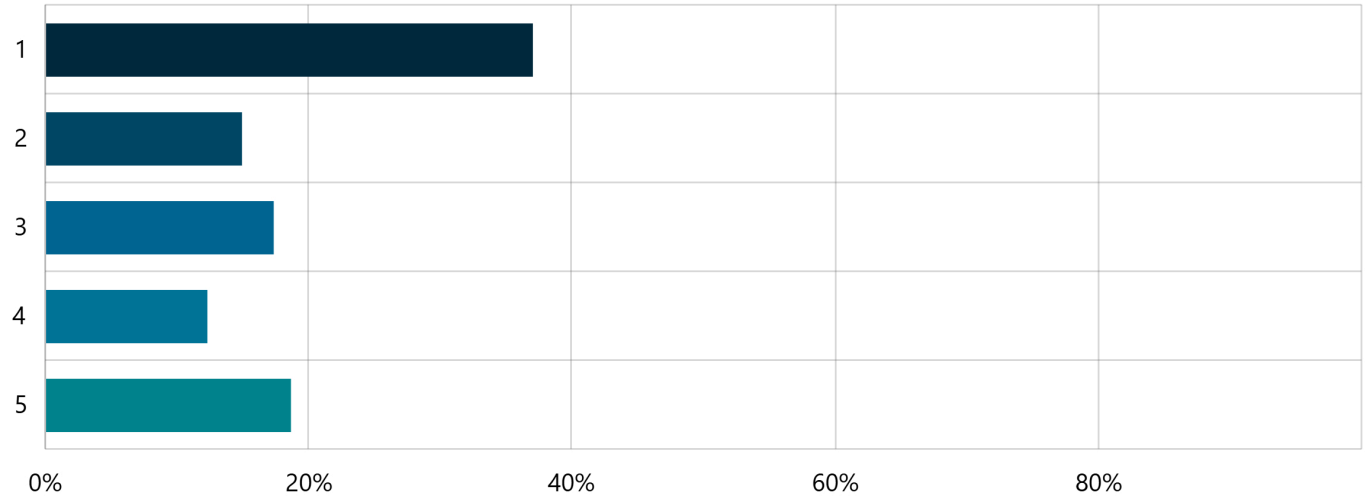
Select Box | Skipped: 59 | Answered: 462 (88.7%)



Answer choices	Percent	Count
1	21.00%	97
2	14.07%	65
3	24.89%	115
4	16.88%	78
5	23.16%	107
Total	**100.00%**	**462**

16. Nightlife opportunities

Select Box | Skipped: 64 | Answered: 457 (87.7%)



Answer choices	Percent	Count
1	36.98%	169
2	14.88%	68
3	17.29%	79
4	12.25%	56
5	18.60%	85
Total	**100.00%**	**457**

17. Any other improvements you would like to see on Historic Main Street?

Short Text | Skipped: 360 | Answered: 161 (30.9%)

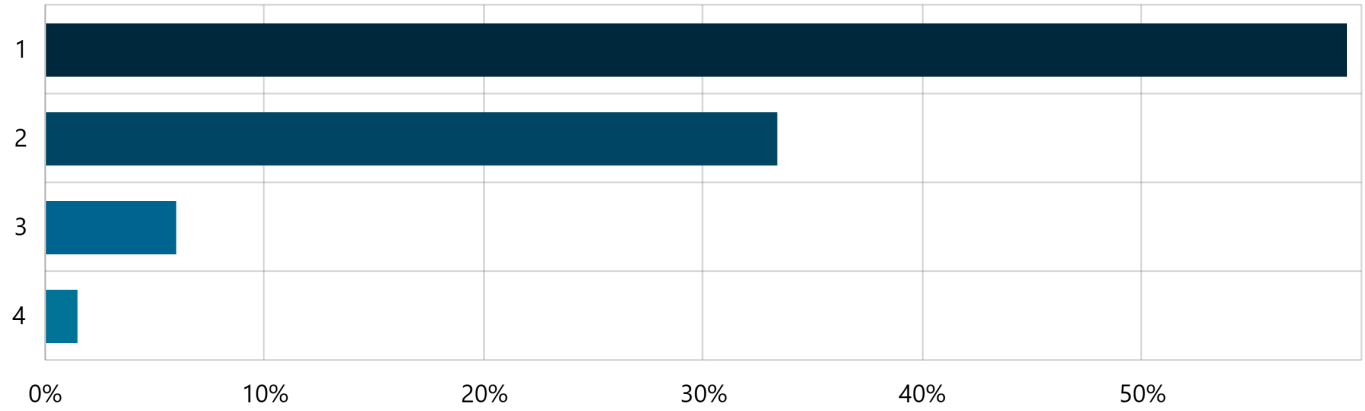
Date Submitted	Contribution
May 13, 2025, 09:08 AM	Continue to prioritize historic buildings, restoring and utilizing for the public good.
May 12, 2025, 09:30 PM	My opinions mostly lay in light of those with forward thinking. I.E., are there other cities out there that are [where we are going to be in 30 years] that say "I wish we would have done XYZ, etc"
May 12, 2025, 07:49 PM	Angled parking
May 12, 2025, 07:05 PM	Cleaning and maintenance. The streets and sidewalks are not cleaned. I would like the trees replaced on the south end of Main Street.
May 12, 2025, 01:53 PM	Quit tearing down buildings
May 12, 2025, 01:01 PM	Less bike and scooter paths.
May 12, 2025, 12:53 PM	Clean up facades of old buildings.
May 12, 2025, 12:22 PM	Improvements that DON'T further restrict traffic flow and send traffic into the Old town neighborhoods.
May 12, 2025, 12:19 PM	Swimming pool , pickball courts on easy kaysville
May 12, 2025, 09:09 AM	none
May 12, 2025, 08:17 AM	swimming pool
May 11, 2025, 11:56 PM	Designated Taco Truck parking/eating area
May 11, 2025, 08:22 AM	Please don't limit driving in the area. It is currently my main use of the area because of the congestion through main street north area.
May 10, 2025, 09:11 PM	I like Kaysville just the way it is. Please do not copy Clearfield or Ogden with apartment-lined streets.
May 10, 2025, 08:04 PM	Comunity Gathering Place
May 10, 2025, 05:48 PM	Parking and traffic
May 10, 2025, 03:10 PM	Make something out of the old library.
May 10, 2025, 02:41 PM	Just make it look neat and attractive.
May 10, 2025, 02:18 PM	NO LOSS OF PARKING ON OR NEAR MAIN STREET. Added parking on side streets. Move the crosswalk to the center of the block between Center St & 100 North to equalize access to the entire area.
May 10, 2025, 01:45 PM	More trees
May 09, 2025, 10:30 PM	Parking is a huge issue. Why don't we go underground? Keep the historic feel but give people places to park.
May 08, 2025, 05:48 PM	Kays main has no shops to shop or places to eat
May 07, 2025, 01:03 PM	Car traffic makes Main Street too loud and uninspiring for a casual paced visit.
May 07, 2025, 11:49 AM	Parking is a serious issue, Walking 2 blocks to eat at orlandos makes it so I dont even want to visit anything on main
May 07, 2025, 11:38 AM	Make it a real downtown.
May 06, 2025, 05:22 PM	Parking on Main Street through this section is scary and a safety concern.
May 06, 2025, 10:53 AM	Drive thru coffee shop!!!
May 05, 2025, 02:15 PM	Safety crossing the street
May 05, 2025, 11:54 AM	Better traffic flow
May 03, 2025, 01:27 PM	We like that Kaysville has a hometown environment
May 01, 2025, 11:55 PM	The parking by the theater is bad
May 01, 2025, 11:51 PM	Stop people parking on main Street. They are unaware of traffic and someone will get hurt
May 01, 2025, 08:48 AM	Nothing
Apr 29, 2025, 08:04 PM	Take parking off the street, it almost causes accidents every day (I drive main street twice daily)
Apr 29, 2025, 07:51 PM	No
Apr 29, 2025, 05:22 PM	None
Apr 29, 2025, 03:31 PM	My teenaged son would love a People Mover (like at Disney World Magic Kingdom)
Apr 29, 2025, 07:58 AM	Historic renovation
Apr 27, 2025, 11:05 AM	Keep it historical!
Apr 27, 2025, 09:56 AM	Bike locks and parking
Apr 26, 2025, 09:30 PM	Stop tearing down historic buildings! That's an easy way to lose character in our city! Please car about more than money and care about old trees and homes!
Apr 26, 2025, 08:34 PM	Do not allow bikes here. Make all bike traffic use 100 E.
Apr 26, 2025, 03:03 PM	Fix up the old library. No tax dollars. The city made this problem but should not use tax funds to fix it.
Apr 26, 2025, 02:45 PM	Are businesses/individuals asking for a change in this area? If not, leave it alone. Or is someone pushing this on them/us? Let those who live and do businesses there decide.
Apr 26, 2025, 01:51 PM	Safety and something to draw me to the area. Right now there is just not anything that draws me there...I drive through it occasionally.
Apr 26, 2025, 01:10 PM	Close main a couple times during the summer.
Apr 26, 2025, 11:52 AM	Preservation

Apr 26, 2025, 11:46 AM	The Parker is horrible. People park in my driveway I have pulled people out of my ditch several times. I live behind Main Street. The parking for any main street activities needs to be addressed
Apr 26, 2025, 11:20 AM	PARKING!!
Apr 26, 2025, 10:35 AM	More storefronts than Clytie Adams taking all real estate
Apr 25, 2025, 10:45 PM	I wish there was a way to respectfully relocate the ballet studios. They do not support a vibrant downtown.
Apr 25, 2025, 10:28 PM	More cute shops. We would like our city to be more beautiful. Would love to see some rules for new buildings that they must have rock and look classy like buildings in Centerville and Farmington. No more cinderblock buildings,
Apr 25, 2025, 09:39 PM	There is nothing there. We need more restaurants
Apr 25, 2025, 08:56 PM	Something other than pizza shops and car repair stores. Our city has done a terrible job at providing things the community can actually use!
Apr 25, 2025, 08:08 PM	Get rid of the car washes there and around. How embarrassing for the city.
Apr 25, 2025, 06:14 PM	Community gathering spaces which include green space
Apr 25, 2025, 05:30 PM	I wouldn't change anything about the historical part of Main Street.
Apr 25, 2025, 12:06 PM	Angle parking.
Apr 25, 2025, 10:01 AM	Find a way to move the dance studios off of main street. They hold all the prime retail real estate, it makes it appear that half the businesses are out of business, and the picking up and dropping off of kids causes all kinds of problems.
Apr 25, 2025, 09:22 AM	Keep it the way it is. That's what makes it historic.
Apr 25, 2025, 09:11 AM	A place where someone can get a beer or glass of wine. A bar would be great.
Apr 25, 2025, 09:02 AM	It's a waste of time and money to make improvements with the highway running through it.
Apr 25, 2025, 07:43 AM	Get rid of the old library and put something useful there.
Apr 25, 2025, 07:24 AM	restaurants that are not a chain! something original!
Apr 25, 2025, 03:01 AM	Need to end the super dangerous on-street parking. Traffic has to stop or dodge a stupid minivan trying to back into a stall or letting people in/out of it. Add a parking structure somewhere.
Apr 24, 2025, 09:54 PM	Art and museum
Apr 24, 2025, 07:41 PM	N/A
Apr 24, 2025, 07:23 PM	Sit down restaurants
Apr 24, 2025, 06:55 PM	Non chain restaurants
Apr 24, 2025, 06:49 PM	Move the stupid ballet school. Main St. could be very charming, but the school monopolizes too much space. There isn't enough parking, the owner is a piece of work. It's an absurdity.
Apr 24, 2025, 06:41 PM	Keep kaysville small and quaint. No big or gaudy additions. We like the simple life. It's what brought us to kaysville.
Apr 24, 2025, 05:15 PM	More food options and better gathering spaces
Apr 24, 2025, 03:17 PM	No
Apr 24, 2025, 03:13 PM	I love Kaysville exactly how it is. Maybe a tad more entertainment would be nice. But I really don't want to see so many improvements and added businesses that it becomes another Layton- too many people, traffic, the loss of a small town feel, etc.
Apr 24, 2025, 02:58 PM	No, leave it alone
Apr 24, 2025, 02:31 PM	No one cares. No one wants the money spent on it. LEAVE. IT. ALONE. It's fine as it. Stop thinking it's more important than it actually is. We don't want to be Layton/Salt Lake.
Apr 24, 2025, 11:52 AM	Drinking coffee adults
Apr 24, 2025, 11:36 AM	Since Kaysville is no longer the small town it was, I would love for it to have a modern, updated look, with shops, restaurants, places to enjoy and relax, feel safe, WITHOUT high density living. A central place for everyone
Apr 24, 2025, 11:28 AM	Please no more fast food places or car washes!!
Apr 24, 2025, 11:25 AM	Orlando's is owned by an unprofessional pushy person who thinks he entitled to other businesses spaces.
Apr 24, 2025, 11:08 AM	Charm and accessibility
Apr 24, 2025, 11:00 AM	I don't want any more Jack in the Boxes, how about more mom and pops and things designed to beautify the space while preserving its history and small town charms.
Apr 24, 2025, 10:55 AM	Parking be slanted vs parallel to fit more vehicles.
Apr 24, 2025, 10:42 AM	I would love to see more options for good restaurants. We live close to Main Street would love to walk downtown for date night.
Apr 24, 2025, 10:23 AM	A cross walk at 100 North
Apr 24, 2025, 09:28 AM	Don't get rid of the historic buildings
Apr 24, 2025, 09:21 AM	Less traffic
Apr 24, 2025, 09:02 AM	Leave it alone.
Apr 24, 2025, 08:47 AM	Local businesses only. We already have fast food row
Apr 24, 2025, 08:32 AM	An aesthetic, inviting design. Something that sets it apart from so many other small town main streets.

Apr 24, 2025, 08:26 AM	Slow the traffic down to 25mph
Apr 24, 2025, 08:25 AM	Closer parking
Apr 24, 2025, 08:24 AM	We need more business to bring in taxes
Apr 24, 2025, 08:18 AM	Keep the history and remember the quiet neighborhoods that surround it. We want them to stay that way.
Apr 24, 2025, 08:17 AM	I love it how it is, but more dining experiences would be amazing!
Apr 24, 2025, 08:07 AM	Update paint, older rundown parts, but leave as is mostly
Apr 24, 2025, 08:04 AM	Add parking on the west side. Otherwise LEAVE IT ALONE!!!
Apr 24, 2025, 07:59 AM	Fix the water on Main Street in front of the bank. Ruins expensive car washes daily
Apr 24, 2025, 07:59 AM	Don't get rid of the ballet studios!!
Apr 24, 2025, 07:39 AM	Better signage
Apr 23, 2025, 09:32 PM	please keep the small town/homey feel. We need to value preservation of historic/significant buildings
Apr 23, 2025, 02:30 PM	I would like to find more dinning options in general that are specific and local to Kaysville.
Apr 23, 2025, 02:11 PM	more user friendly
Apr 23, 2025, 02:08 PM	Make a decision on the library building
Apr 23, 2025, 01:51 PM	Less dance studio so there can be restaurants.
Apr 23, 2025, 12:15 PM	Fix the metal grates around the trees and where there used to be trees. I know Main street is a state road but why can't the parking spaces be painted so people know where to park?
Apr 22, 2025, 07:23 PM	I would love to see a pedestrian centric downtown—pedestrians should be the priority with parking outside of the area. Walkable shops, entertainment, restaurants, businesses along with green spaces, gathering spaces, make it a pleasant place to enjoy.
Apr 22, 2025, 06:47 PM	Entertainment
Apr 22, 2025, 06:02 PM	Is a critical main thoroughfare (b/c Kaysville is laid out somewhat poorly); keep traffic moving 30 miles per hour. Route bike lanes OFF Main Street itself. Keep ALL parallel parking. Ideas: a few colorful flower planters on sidewalk areas? Old Library
Apr 22, 2025, 05:04 PM	Utilization of the old library building and any other vacant buildings
Apr 22, 2025, 04:40 PM	Keep the small-town feel. Don't overbuild and create congestion.
Apr 22, 2025, 03:48 PM	None
Apr 22, 2025, 08:58 AM	Some shops to be more identifiable
Apr 22, 2025, 07:24 AM	Just bring in local businesses, we don't need more car washes or fast food chains. There's two sit down restaurants in kaysville
Apr 21, 2025, 11:02 PM	Less traffic
Apr 21, 2025, 08:15 PM	More restaurants and parking
Apr 21, 2025, 04:36 PM	Clytie Adam's dance studio moved and great businesses move in that make Main Street look inhabited. The traffic the dance studio generates is not welcome for the area
Apr 21, 2025, 04:29 PM	We need a nice sit down restaurant, steak etc. Main and 1st south where they took that old house down would be perfect.
Apr 21, 2025, 03:59 PM	More zoning for churches
Apr 21, 2025, 03:37 PM	Keep it quiet, local, and safe for kids to walk themselves to the movies or parks or whatever. I mean I don't think it needs a lot of improving. Gailey park is wonderful. Our kids love the theatre. We love BC chicken & the library. No more car washes.
Apr 21, 2025, 03:23 PM	A median with Trees down the middle of Main street
Apr 21, 2025, 02:32 PM	It will take some serious, radical planing to make the area more than it is. Walk in business need other walk in business to draw customers. As it is, too many store fronts, like half, are occupied by non- walk in businesses.
Apr 20, 2025, 07:25 PM	There should be more parking if you want people to come. Some restaurants would be nice
Apr 20, 2025, 05:05 PM	The inly thing to help historic main street is parking
Apr 20, 2025, 01:57 PM	The small stripe mall just north of the dentist is absolutely horrible looking. It doesn't match the other main street look and looks trashy. Put in some non fast food options and no more dang car washes
Apr 20, 2025, 12:20 PM	Traffic mitigation. Safer for pedestrian traffic crossing the street
Apr 20, 2025, 11:37 AM	improve existing buildings exterior
Apr 19, 2025, 10:58 PM	Leave it as is
Apr 19, 2025, 10:32 PM	Please paint parallel parking lines on both sides of Main St. People park way too far away from each other far too often, and the demand for parking on this street warrants defined parking stalls!
Apr 19, 2025, 10:01 PM	Like it as it is
Apr 19, 2025, 09:00 PM	Get the current businesses to give their buildings a facelift.
Apr 19, 2025, 07:36 PM	none
Apr 19, 2025, 01:39 PM	Handicap access to all of the amenities in the downtown area. It's very difficult to access things if you use a walker or a wheelchair.
Apr 18, 2025, 09:35 PM	More history less modern day

Apr 17, 2025, 05:05 PM	More restaurants and more patio seating
Apr 17, 2025, 12:03 PM	More development! We need to let business thrive!
Apr 16, 2025, 11:22 PM	If a 6.0 equate hits our area, main street will crumble to the ground.
Apr 16, 2025, 09:36 PM	It could be so much nicer. Needs a refresh.
Apr 16, 2025, 09:30 PM	Restaurants - Sit-down and Fast Casual
Apr 16, 2025, 06:06 PM	Bring back street trees, wider, boulevard sidewalks, traffic's calming. See Mill Avenue in Tempe, Az
Apr 16, 2025, 06:04 PM	We have such a small historic downtown because of past zoning please keep it as quaint as possible
Apr 16, 2025, 03:46 PM	the width of the road is a huge problem here. human-size the stroad.
Apr 16, 2025, 01:23 PM	Historic Street Signage
Apr 15, 2025, 08:36 PM	Walkable, more spots to be outside and enjoy the outdoors.
Apr 15, 2025, 05:19 PM	The main street businesses that interface with pedestrians and moving traffic are a safety concern.
Apr 15, 2025, 12:12 PM	parking
Apr 12, 2025, 05:43 PM	Leave it alone and stop tearing down historic structures
Apr 12, 2025, 05:00 PM	Very safe transit for bicyclists
Apr 12, 2025, 10:43 AM	tear down and start over
Apr 12, 2025, 09:55 AM	Less traffic
Apr 12, 2025, 08:34 AM	Keep the old/style, historical buildings. They bring charm to the city.
Apr 11, 2025, 11:33 PM	Create new buildings that replicate the old brick storefronts of the good ole' days down Main Street America. You know, bring back “Mom & Apple Pie”. Create a small town feel like those of back east that exudes traditional American values.
Apr 11, 2025, 06:51 PM	383 N 30 W
Apr 11, 2025, 04:43 PM	Leave it alone, it's nice the way it is.
Apr 11, 2025, 03:33 PM	Please make the alley behind the theatre inaccessible for business's main entrance. Force businesses to open up fronting main street.
Apr 11, 2025, 03:33 PM	Improve the traffic flow and make it easier to access the businesses by car.
Apr 11, 2025, 03:24 PM	Dont mess with it
Apr 11, 2025, 03:17 PM	More food options
Apr 11, 2025, 02:54 PM	Can the clock tower be repainted to its rich green color please? 😁 Also, what timeframe do you mean by "nightlife"? 6-10pm or more like 9pm-3am? Stuff for the former would be fun. I think most people don't want the latter. Kaysville's bedtime is 10pm
Apr 11, 2025, 02:23 PM	Either demolish old library or sell it. Do not spend money renovating.
Apr 10, 2025, 02:28 PM	Safer and more frequent pedestrian crossings please! Also, traffic on this street is extremely noisy.

18. If you visit the Historic Main Streets shops or businesses, how many do you visit in a single trip?
Multi Choice | Skipped: 32 | Answered: 489 (93.9%)



Answer choices	Percent	Count
1	59.30%	290
2	33.33%	163
3	5.93%	29
4	1.43%	7
Total	**100.00%**	**489**

19. List three words or phrases that describe what would make Kaysville's Historic Main Street even better:
Long Text | Skipped: 178 | Answered: 343 (65.8%)

Date Submitted	Contribution
May 13, 2025, 09:08 AM	Gathering, Sharing, Events
May 13, 2025, 07:51 AM	incentivize small business to open there. its a dead zone
May 12, 2025, 09:50 PM	Parking, restaurants, shops
May 12, 2025, 09:30 PM	This is tough to think of things that have not already been thought of (I attended the original meeting where many ideas were presented) -- Somehow make it feel safer for pedestrians to engage with (want to walk around more). I am somewhat aware of the conditions that make it difficult to improve this (mostly due to the lack of control of the actual road that UDOT owns). -- I was less interested in the enlarged mid-street median (due to its potential impact on the 4th of July parade) ... historic main street Kaysville is such an icon for the 4th of July parade (as well depicted in the commissioned painting) ... this being said, I can't deny the reasoning behind how it would benefit car road speed, safer sense of crossing the roads, shade, etc. (so tough thing there). -- The more I think about use of tree's, planters etc ... that's not a bad line of thinking. -- 4th one (I know it says 3, but just had to say it as an extra one). Bring back the 4th of July water fight (I also know this may be tough as well) ... but Kaysville was developing a very cool reputation from this ... I felt this tradition brought the community together in such a great way.
May 12, 2025, 07:49 PM	Angled parking
May 12, 2025, 07:05 PM	Beautification, accessibility, cleanliness
May 12, 2025, 05:24 PM	Walkable Gathering spaces Food and entertainment
May 12, 2025, 01:53 PM	People to stop parking in front of nearby homes.
May 12, 2025, 01:01 PM	Better parking.
May 12, 2025, 12:53 PM	Nicer looking buildings, businesses that fit in fin.
May 12, 2025, 12:22 PM	Leave it alone. Why is there a drive to change this is some dramatic way?
May 12, 2025, 12:19 PM	Anything but no high density apartment here please, plus the traffic is bad, don't do stupid thing to make it worse
May 12, 2025, 10:01 AM	Parking for Orlando's
May 12, 2025, 09:57 AM	Keep it wide.
May 12, 2025, 09:09 AM	Leave it alone
May 12, 2025, 08:17 AM	The swimming pool in Kaysville is very much needed!! No high-density housing, No traffic calming.
May 12, 2025, 06:04 AM	Preservation, restoration, maintenance
May 11, 2025, 10:29 PM	Parking, Restaurants, Trader Joe's.
May 11, 2025, 09:43 PM	Keeping/making the business buildings looking cared for . No building of multi-living buildings
May 11, 2025, 08:22 AM	If you add anything to the area there needs to be more parking. Our family has mobility issues and we would not enter the area much if it was changed to a walking area.
May 10, 2025, 09:11 PM	I love it the way it is. Please keep the city small. Keep two lanes on Main Street.
May 10, 2025, 09:11 PM	Better traffic flow
May 10, 2025, 08:04 PM	Keep it historic, not mixed density or high rises, leave main street 4 lanes Help build a Community Center Encourage Keeping Kaysville Beautiful- have a Kaysville Beautification Day or Month 2 x per year.
May 10, 2025, 06:16 PM	Walkability, more charm
May 10, 2025, 05:48 PM	Historic Parking Traffic flow
May 10, 2025, 03:20 PM	Night life with nice restaurants not fast food
May 10, 2025, 03:10 PM	Put thriving businesses in empty buildings. All businesses should have beautiful landscaping and blend in with surrounding buildings. No loud colors, or ultra modern designs or bright lights or dance halls or bars. Keep the hometown look!!! Don't ruin main Street like you did 200 North with multiple fast foods! Do not put in bike lanes on main Street!!!
May 10, 2025, 02:41 PM	Parking somewhere else
May 10, 2025, 02:18 PM	Close Parking Central Crosswalk Clear Sightlines
May 10, 2025, 01:45 PM	More trees
May 10, 2025, 01:45 PM	Restaurants with patio seating.
May 10, 2025, 12:45 PM	Keep the historic buildings. Encourage small unique businesses
May 10, 2025, 11:04 AM	Decent restaurants Better traffic flow

	Alternative routes You won't get any of these. It's Kaysville.
May 10, 2025, 09:29 AM	Less taxes
May 10, 2025, 07:16 AM	Parking Traffic flow as kaysville grows Less housing
May 10, 2025, 03:51 AM	TREES Benches Less Traffic although that is UDOT
May 09, 2025, 10:30 PM	Charm Walking from entertainment to housing and grocery stores Landscaping
May 08, 2025, 08:44 PM	Preservation, Education
May 08, 2025, 05:48 PM	More outdoor shops to eat
May 08, 2025, 04:49 PM	Parking options :)
May 08, 2025, 04:44 PM	Outdoor seating
May 07, 2025, 05:48 PM	Directions or signs for more parking. More sit down/dine in restaurants-not fast food!
May 07, 2025, 04:49 PM	More Friendly visit experience.
May 07, 2025, 01:03 PM	Casual walking friendly
May 07, 2025, 11:49 AM	Better and more parking and is not street parking more restaurants more of a historic main street look like what bountiful has done with there main street becuase its the main drive through the city, wider street
May 07, 2025, 11:38 AM	Put in shops that make people want to spend time on main street.
May 07, 2025, 11:34 AM	Vintage,quaint, old fashioned
May 07, 2025, 10:51 AM	—directing people to park in parking lot behind police station for theater and ice cream shop instead on 100 West —relocation of Clydie Adam's dance studio to old Bennion Crafts building
May 07, 2025, 08:25 AM	More natural shade. The area gets extremely hot in the summer now that the trees are gone. Make it pleasant to walk again, so that the shops and restaurants are easier to visit.
May 06, 2025, 11:13 PM	Community based, well maintained, historical feel
May 06, 2025, 11:03 PM	Historic beauty, landscaping, good small business retail (Kaysville creamy is a great example)
May 06, 2025, 10:33 PM	NOT pushing the ballet school out
May 06, 2025, 10:08 PM	More shopping options boutiques
May 06, 2025, 07:23 PM	Common theme, attract local companies, less franchisee
May 06, 2025, 06:11 PM	Accessible, walkable
May 06, 2025, 05:29 PM	Walking, biking, reason to go there.
May 05, 2025, 03:12 PM	Restaurants Actual shopping Entertainment
May 05, 2025, 02:15 PM	More inviting, better parking & safety crossing the street, historic looking but modern
May 03, 2025, 09:45 PM	Preserve the history
May 03, 2025, 02:23 PM	Better restaurants. Bike/ walking paths
May 03, 2025, 01:27 PM	Keep Kaysville as a bedroom community.
May 03, 2025, 09:32 AM	Don't overdo it.
May 02, 2025, 11:30 AM	I would like it to be pedestrian/bike friendly while maintaining the small town feel.
May 01, 2025, 11:55 PM	Stop parking by the theater.
May 01, 2025, 11:51 PM	Move parking off main Street
May 01, 2025, 08:31 PM	Dog park
May 01, 2025, 01:34 PM	slowing traffic down
May 01, 2025, 08:48 AM	Selective on which businesses you allow leave it alone Don't touch it.
Apr 30, 2025, 10:09 PM	Walkable, Things to Do, Make me want to come back
Apr 30, 2025, 07:45 PM	Walkable, social, nightlife.
Apr 30, 2025, 04:36 PM	Community interaction and historical preservation
Apr 30, 2025, 03:58 PM	Diverse, vibrant, communal
Apr 30, 2025, 02:32 PM	accessibility Safer speed on Main Community space in old library
Apr 30, 2025, 02:28 PM	streetlamp continuity, thriving businesses, even sidewalks
Apr 30, 2025, 12:41 PM	Better access.
Apr 29, 2025, 11:44 PM	Actually shops that are interesting

Apr 29, 2025, 09:20 PM	Bike structure Easy parking Good, non chain restaurants
Apr 29, 2025, 08:34 PM	More commercial spaces for local businesses. No more car wash buildings.
Apr 29, 2025, 08:04 PM	Take parking off of the street. Otherwise, there's not much room to do anything else, the theater is amazing! And the ice cream shop too!
Apr 29, 2025, 06:00 PM	Better places to eat
Apr 29, 2025, 05:22 PM	Not to spend tax payer money.
Apr 29, 2025, 05:18 PM	Keep it historic Keep the theater, creamery, and Orlando's
Apr 29, 2025, 04:29 PM	Entertainment Shopping Eating
Apr 29, 2025, 04:09 PM	Less congestion No more apartments More parking
Apr 29, 2025, 04:06 PM	The lack of police presence
Apr 29, 2025, 03:31 PM	Better landscaping and less car traffic
Apr 29, 2025, 08:35 AM	Activity, Entertainment, Cycling
Apr 29, 2025, 07:58 AM	Charm, history, accessibility
Apr 29, 2025, 07:24 AM	More restaurants
Apr 28, 2025, 04:05 PM	community events
Apr 28, 2025, 01:37 PM	Parking, parking, parking.
Apr 28, 2025, 09:55 AM	Parking
Apr 28, 2025, 06:51 AM	Food Activities Entertainment
Apr 27, 2025, 09:48 PM	Pedestrian friendly Biking friendly Local shops and services increased
Apr 27, 2025, 07:31 PM	Less fast food, banks, and car washes. More varied local shops.
Apr 27, 2025, 05:47 PM	Parking is tough. We used to go to the Kaysville Theater more often, and would go to the ice cream parlor more often if it wasn't so hard to find parking.
Apr 27, 2025, 05:45 PM	Keep it historic
Apr 27, 2025, 11:05 AM	Invest in retaining the historical feel of Main Street. Keep low income residential and large apartment projects out of Kaysville; Clearfield and Layton can feel this need. Invest in families, restaurants, and traditional small town businesses. Keep Kaysville as a commuting bedroom community. Keep safe and family friendly infrastructure. Don't get pulled into federal funding programs that degrades our communities and culture.
Apr 27, 2025, 09:56 AM	Fewer chain restaurants, women's clothing boutique, upscale date night restaurant
Apr 26, 2025, 09:30 PM	Trees and flowers, walking paths, historic buildings
Apr 26, 2025, 08:34 PM	Keep it small.
Apr 26, 2025, 07:34 PM	More sit down restaurants so we don't have to go to Farmington or Layton.
Apr 26, 2025, 03:03 PM	Don't ruin it. 3 words.
Apr 26, 2025, 02:45 PM	Two things: 1. Maintain historic feel. Leave it alone? Are "the people" and/or business in this district asking for a change? 2. Maintain main traffic flow, unless there is a better option for a four-lane road. I would hate to see this area of town becoming an area for traffic back-up.
Apr 26, 2025, 01:51 PM	When growing and developing the area keep whatever new buildings that are built historic looking from Main Street...front facades consistent with old town charm. No more national chain ugly dime a dozen buildings
Apr 26, 2025, 01:10 PM	Walkable Live music Festivals
Apr 26, 2025, 11:59 AM	Historic site Civic pride Community gathering place
Apr 26, 2025, 11:52 AM	Easier parking More food
Apr 26, 2025, 11:52 AM	Preservation. Sustainability. Walkability.

Apr 26, 2025, 11:46 AM	A parking lot and the ballet studio relocated. It's really a hazard and mess.
Apr 26, 2025, 11:20 AM	Better access
Apr 26, 2025, 06:59 AM	Parking
Apr 26, 2025, 06:50 AM	Better parking options
Apr 26, 2025, 06:28 AM	It's too busy of a road. And I don't see how that can be changed. Kaysville is overwhelmed with the amount of traffic it has. I live on the west side of freeway and actively avoid going to the east side unless strictly necessary because of traffic.
Apr 26, 2025, 06:11 AM	Outdoor patios and coffee shops
Apr 26, 2025, 02:32 AM	More sit down restaurants
Apr 26, 2025, 12:13 AM	Restaurants or cafes with healthy food options (please, no more fast food/banks/car washes !!!!) Gathering places for community events or opportunity for night life -- dancing, art shows,.etc. Making it more walkable
Apr 25, 2025, 11:29 PM	Interesting businesses Food Parking
Apr 25, 2025, 11:18 PM	Less parking on the street Terrible in winter when the cars are over the lines into the lane of travel
Apr 25, 2025, 10:45 PM	Walkable w/trees & plantings More shops & restaurants Housing units above retail/restaurants
Apr 25, 2025, 10:33 PM	Trader Joes
Apr 25, 2025, 10:28 PM	Quaint area more like Bountiful Main Street More shops on the east side of the street, unique restaurants, farmers markets Move Clytie Adams somewhere else to allow for more shops, create more parking
Apr 25, 2025, 10:14 PM	Generally a ghost town after sunset and Sundays. Would like to see some safe nightlife - something that is just gathering the community together
Apr 25, 2025, 09:39 PM	Good food
Apr 25, 2025, 08:56 PM	More dining and entertainment Less tire shops Playable areas for families. We have so many kids here, and no main area. Bountiful has done a great job with this.
Apr 25, 2025, 08:08 PM	Get rid of the old useless parcels where businesses are occupying without a strong clientele.
Apr 25, 2025, 08:08 PM	Atmosphere, aesthetics, options
Apr 25, 2025, 07:58 PM	PARKING PARKING PARKING CLOSE MAIN STREET TO TRAFFIC FROM THEATRE TO CLEANERS SO PEOPLE CAN WALK AROUND AND EVEN GATHER. LANDSCAPE THE AREA NICELY. FIGURE OUT SOMETHING TO MAKE PARKING MORE ACESSABLE . GETTING IN AND OUT OF YIUR CAR ON THAT AREA ON MAIN STREET IS SO DANGEROUS. TRAFFIC SO CLISE TO THE PARKED CARS.
Apr 25, 2025, 07:43 PM	More parking
Apr 25, 2025, 07:35 PM	Keep the historic small town feel.
Apr 25, 2025, 07:35 PM	1. Less traffic 2. 24hr Restaurant 3. Starbucks 😁
Apr 25, 2025, 07:35 PM	1. Less traffic 2. 24hr Restaurant 3. Starbucks 😁
Apr 25, 2025, 06:14 PM	More entertainment and ambience
Apr 25, 2025, 05:30 PM	Keep historic, don't change.
Apr 25, 2025, 05:29 PM	local farm to table restaurants/patio dining Restoring historical buildings
Apr 25, 2025, 12:58 PM	More upscale restaurants
Apr 25, 2025, 11:33 AM	Leave historic places
Apr 25, 2025, 10:28 AM	Bike friendly, and additional parking
Apr 25, 2025, 10:01 AM	Move out the dance studios More unique shops and non-chain restaurants Relocate the garage next to Orlando's
Apr 25, 2025, 09:45 AM	Relocate dance studio and put in shops/restaurants

Apr 25, 2025, 09:22 AM	Keep it the way it is Quit chasing the tax dollar Let Kaysville be Kaysville because that's what makes it unique. It doesn't need to be Farmington
Apr 25, 2025, 09:11 AM	Welcoming Walkable Bar
Apr 25, 2025, 09:07 AM	Keep the simple family home town feel.
Apr 25, 2025, 09:02 AM	Parking off of main street
Apr 25, 2025, 08:06 AM	more parking leave it alone
Apr 25, 2025, 07:43 AM	New, improvements, inviting
Apr 25, 2025, 06:27 AM	Walkable, beautify, quaint old town
Apr 25, 2025, 03:01 AM	Ob-sol-ete: Remove some of the old trashy non-historical looking buildings and rundown single shop buildings and have it blend into the park-like areas surrounding the library and city hall.
Apr 24, 2025, 11:46 PM	Parking, more shops/resturants
Apr 24, 2025, 10:30 PM	More community
Apr 24, 2025, 09:54 PM	Welcoming public space
Apr 24, 2025, 09:50 PM	Needs more restaurants
Apr 24, 2025, 08:23 PM	Outdoor dining, dog friendly areas, shops
Apr 24, 2025, 08:16 PM	Parking
Apr 24, 2025, 08:12 PM	More restraints
Apr 24, 2025, 07:41 PM	Parking Restaurants Patio Dining
Apr 24, 2025, 07:23 PM	Sit down restaurants
Apr 24, 2025, 07:11 PM	Definitely patio sitting and restaurants.
Apr 24, 2025, 06:55 PM	Parking Non chain restaurants
Apr 24, 2025, 06:49 PM	Kill. Ballet. School.
Apr 24, 2025, 06:48 PM	Parking is the biggest issue why we don't try to go downtown, there also aren't desirable shops to make the effort worth it.
Apr 24, 2025, 06:41 PM	Safe, family friendly, appropriate to local lifestyle and mindset
Apr 24, 2025, 05:41 PM	Keep it small Local Untouched
Apr 24, 2025, 05:19 PM	Need more food
Apr 24, 2025, 05:15 PM	Desirable destinations, easier access, traffic calming
Apr 24, 2025, 03:18 PM	Reduce through traffic merging from the freeway
Apr 24, 2025, 03:17 PM	Stop all the change. Be more patriotic
Apr 24, 2025, 03:13 PM	Keep it small. Add 1-2 restaurants. Add more community events, such as live music along Main Street.
Apr 24, 2025, 02:58 PM	Not spending tax money on it.
Apr 24, 2025, 02:38 PM	Simple. Slow. Authentic.
Apr 24, 2025, 02:32 PM	More accessible businesses. It's so difficult to get in any of them due to medians and no parking! Better restaurants-it's Mexican or fast food. Bring in some variety of sit down restaurants for families!
Apr 24, 2025, 02:31 PM	Perfect We're kaysville- not layton or salt lake Classic so leave it alone. If you want to change it then change NOT add more restaurants If you change anything you'll ruin Clytie's business. Don't ruin something so amazing
Apr 24, 2025, 02:13 PM	More food Nightlife opportunities Things to do
Apr 24, 2025, 01:53 PM	The "How Do You Typically Travel" question only allowed one option, but I both walk and drive this part of town.
Apr 24, 2025, 12:44 PM	Fix street parking.

Apr 24, 2025, 12:20 PM	More stores, redevelopment of corners with car ports/canopies at 100 N.
Apr 24, 2025, 12:12 PM	The people.
Apr 24, 2025, 11:52 AM	More cross walks
Apr 24, 2025, 11:36 AM	Modern update Central gathering and relaxing Fun and safe
Apr 24, 2025, 11:28 AM	Better restaurant options. More shopping options for clothing, gifts, etc.
Apr 24, 2025, 11:09 AM	Dining Art Less traffic
Apr 24, 2025, 11:08 AM	Tear down the old library and create a town square with actual downtown charm. A small performance stage, gazebo, vegetation and accessible pathways.
Apr 24, 2025, 11:02 AM	Keep the charm.
Apr 24, 2025, 11:00 AM	Small businesses Locally sourced products Small town charm Plants/landscaping
Apr 24, 2025, 10:55 AM	Parking, walking, shops
Apr 24, 2025, 10:42 AM	Lively, Eclectic and welcoming.
Apr 24, 2025, 10:23 AM	Better parking Period architecture A museum
Apr 24, 2025, 10:22 AM	Keep the old town vibe. We don't need a bunch of biking and hiking trails downtown.
Apr 24, 2025, 10:21 AM	Visibility of movies playing can be helpful in planning none now Love Mexican restaurant but needs to move to Granny Annie's so more parking Like popcorn store and Canyon gallery, use cleaner through drive through …widen parking behind these stores?
Apr 24, 2025, 10:20 AM	Less traffic
Apr 24, 2025, 10:18 AM	Orlando's needs parking, but unless the ballet school Leaves, I don't see how you would change main street much. And honestly since we absolutely love Clytie's ballet school, I don't really want it to leave. I think there are other areas in kaysville that could be focused on. Main Street honestly looks better than so many other parts of kaysville. I'd love to see rules enforced like parking on grass, junk all over yards etc....
Apr 24, 2025, 10:16 AM	more restaurants
Apr 24, 2025, 10:12 AM	More than 3 words, but: 1) a community/rec center, 2) too much focus on trying to save old bldgs that I don't think really matter.
Apr 24, 2025, 10:08 AM	Parking for Orlando's
Apr 24, 2025, 10:03 AM	More restaurant options
Apr 24, 2025, 09:51 AM	Walkable. Community open spaces for gatherings. Better lighting.
Apr 24, 2025, 09:37 AM	More events and dining with drinks options
Apr 24, 2025, 09:31 AM	Places to gather, better restaurants, more retail shops
Apr 24, 2025, 09:28 AM	More focus on the historic aspects … encourage more business… we really like the business already there.
Apr 24, 2025, 09:26 AM	Some sort of restaurant, maybe a brewery
Apr 24, 2025, 09:21 AM	Less traffic More parking
Apr 24, 2025, 09:20 AM	We need more restaurants and a Trader Joe's
Apr 24, 2025, 09:18 AM	Diversity, accessibility, keeping its small town feel (maintain historical aspects and don't make it look like every other city).
Apr 24, 2025, 09:11 AM	Uniqueness, quietness historic buildings
Apr 24, 2025, 09:09 AM	Better parking More restaurants No car shops
Apr 24, 2025, 09:05 AM	Restored, variety, walking paths
Apr 24, 2025, 09:02 AM	Leave it alone Leave it alone Leave it alone
Apr 24, 2025, 09:00 AM	Community focused
Apr 24, 2025, 08:57 AM	Save buildings Don't widen streets Don't modernize storefronts or install gaudy blinking lights signage

Apr 24, 2025, 08:56 AM	Keep the history Keep it simple
Apr 24, 2025, 08:55 AM	Handicap accessible Slower speed limit Beautiful landscaping
Apr 24, 2025, 08:48 AM	Encourage business Make it something more than "flyover country"
Apr 24, 2025, 08:47 AM	Charm. Upkeep. Fun. I wish that there were highlights of local businesses. Could we get an hrushka's? A donut and coffeeshop? Simulated sports bar? Gem studio? A cute little lunching spot? Sandwich shop? Cookie shop? Seriously what did kaysville do to cutler's? Also as an out of stater Utahans are cheap. Even with the nicest houses and big earners Main Street is what it is because locals don't spend locally. Until kaysville residents realize that in order to have a nice Main Street you have to spend money on Main Street that area cannot thrive. Get some good investors!!! Fast food row (aka Taco Bell, Arby's and Jack and the box) will unfortunately win out. Also alcohol will draw people in but...sigh..,I do not drink but it's a huge hindrance to restaurants and growth. Love the bow tie chocolates, the market, and the ice cream shop...keep up this vibe.
Apr 24, 2025, 08:35 AM	Access, green space, shopping
Apr 24, 2025, 08:32 AM	Inviting Accessible Unique
Apr 24, 2025, 08:32 AM	More of a gathering place
Apr 24, 2025, 08:26 AM	Slower traffic Local shops and eateries
Apr 24, 2025, 08:25 AM	Main Street is too busy to enjoy the area. The traffic and parking are rough. The theater is a treasure.
Apr 24, 2025, 08:24 AM	Part of the reason I don't visit is the parking.
Apr 24, 2025, 08:18 AM	Spruce it up but stop getting rid of Kaysville character.
Apr 24, 2025, 08:17 AM	Restaurant, outdoor seating
Apr 24, 2025, 08:09 AM	No one way streets
Apr 24, 2025, 08:07 AM	Let's spend the money on a rec center instead of this project :)
Apr 24, 2025, 08:06 AM	Better accessibility, parking
Apr 24, 2025, 08:06 AM	Family friendly accessibility
Apr 24, 2025, 08:04 AM	Parking. Nothing. Else.
Apr 24, 2025, 07:59 AM	More Parking, clean up the dirty old buildings, remove the old abandoned gas station next to Orlandos
Apr 24, 2025, 07:57 AM	More retail, the dance studio that isn't marked takes up valuable frontage. There is a major lack of good restaurants in downtown. Orlando's is terrible
Apr 24, 2025, 07:52 AM	More parking
Apr 24, 2025, 07:39 AM	Cohesiveness
Apr 24, 2025, 07:33 AM	Community Traditional Safe
Apr 24, 2025, 07:09 AM	More restaurants
Apr 23, 2025, 09:32 PM	Trees Pedestrian friendly
Apr 23, 2025, 06:26 PM	Access, stroll-ing, activities to bring you in
Apr 23, 2025, 05:19 PM	Tree lined.
Apr 23, 2025, 04:44 PM	Parking. Things to draw people to the area (events, restaurant, shops). More attractive, while still preserving the historic look.
Apr 23, 2025, 02:30 PM	Old, Needs improvement, Classic
Apr 23, 2025, 02:11 PM	Old downtown would be great
Apr 23, 2025, 02:08 PM	Not enough store options with variety on the Main Street for shoppers to just browse
Apr 23, 2025, 01:51 PM	More parking to west side places
Apr 23, 2025, 11:57 AM	Lively, family-friendly, historic
Apr 22, 2025, 10:23 PM	More blocks
Apr 22, 2025, 10:09 PM	More vibrant. A fun accessible neighborhood that is easy to walk around
Apr 22, 2025, 09:50 PM	Shopping Parking Safer cross walks

Apr 22, 2025, 07:23 PM	Walkable Pedestrian friendly Shops, entertainment & restaurants
Apr 22, 2025, 06:47 PM	Night life, community parties, street markets
Apr 22, 2025, 06:02 PM	More parking for Orlando's restaurant Refresh area around Sanders Office Systems building Encourage businesses to add flower planters or displays at their front doors. I like what The Creamery has done.
Apr 22, 2025, 05:04 PM	Keep it's historical look and feel. Make some improvements for gathering spaces and restuarants
Apr 22, 2025, 04:40 PM	History preserved
Apr 22, 2025, 04:00 PM	Better parking better pedestrian pathways Better public gathering areas
Apr 22, 2025, 03:48 PM	Leave it alone
Apr 22, 2025, 03:24 PM	More parking
Apr 22, 2025, 01:55 PM	with the highway, not much chance for improvement
Apr 22, 2025, 11:10 AM	Walkable, cafe, more old styled buildings (brick or stone)
Apr 22, 2025, 10:39 AM	Better parking family restaurants Public and professional services
Apr 22, 2025, 08:58 AM	I really don't want it to change. I have lived here a long time and I don't see the need for change. I am concerned that the "revitalization of cities" is going on everywhere. It would seem to be another catchphrase. I am a believer of staying within a budget. Why are so many cities "revitalizing", and at what cost to the taxpayers? All around us in Davis County, as well as other counties, we see revitalizing and it seems to coincide with high density and traffic calming. Could the density be what is causing the "traffic calming"? The only suggestion would be to have some businesses more identifiable. There also needs to be some parking around Orlando's. And parking restricted on the street right by the restaurant.
Apr 22, 2025, 07:24 AM	Focus more on local business/food More pedestrian friendly Just keep it pretty
Apr 22, 2025, 07:17 AM	More restaurants
Apr 22, 2025, 07:04 AM	Less potholes please
Apr 21, 2025, 11:02 PM	Fewer cars, renovated buildings, more dining options
Apr 21, 2025, 10:43 PM	More restaurants, entertainment, and parking options.
Apr 21, 2025, 09:16 PM	Shopping, dining, historic
Apr 21, 2025, 09:08 PM	Parking, dining
Apr 21, 2025, 08:32 PM	Safer for pedestrians
Apr 21, 2025, 08:15 PM	Food, parking, oprions
Apr 21, 2025, 06:21 PM	More things to do Easier accessibility Unique
Apr 21, 2025, 06:00 PM	Social gatherings
Apr 21, 2025, 05:53 PM	Wider variety of shops and more/better parking.
Apr 21, 2025, 05:37 PM	Updated shops - more variety Loved that Kaysville Theatre updated their space! Better parking
Apr 21, 2025, 04:47 PM	Better design.
Apr 21, 2025, 04:36 PM	Better parking Businesses that appeal to many Update the exteriors
Apr 21, 2025, 03:59 PM	Parking Traffic Walking
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Apr 20, 2025, 12:26 PM	More like the downtown area of Cottonwood Heights
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Apr 20, 2025, 11:37 AM	Remove existing buildings from Orlando's to the Theater(popcorn/chocolate) create a green space for these visitors to hang out and visit before or after movie's , Rebuild the old Ben Franklin property , relocate business from main street , add inviting store front's that would be attractable for new businesses to move there and be successful . create a mini park and green space with picnic tables , parking and a possible area designated for food truck events. This would be walkable similiar to Farmington Station but smaller. Improving historic mainstreet will not bring visitor only more traffic congestion.
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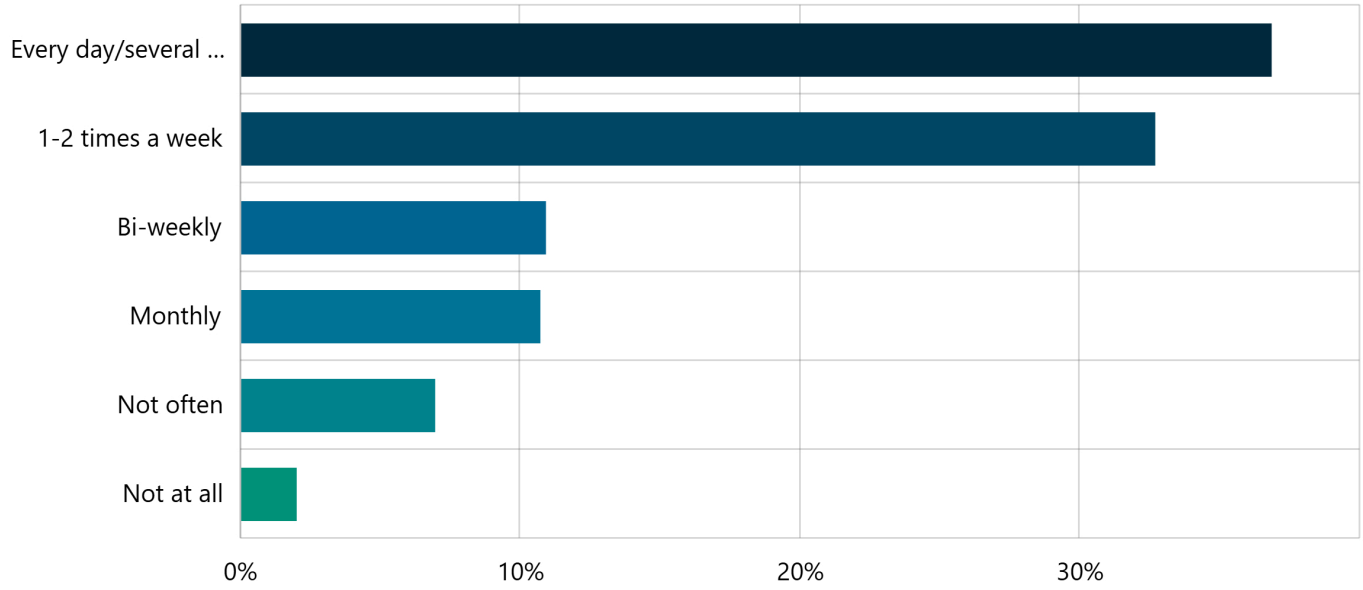
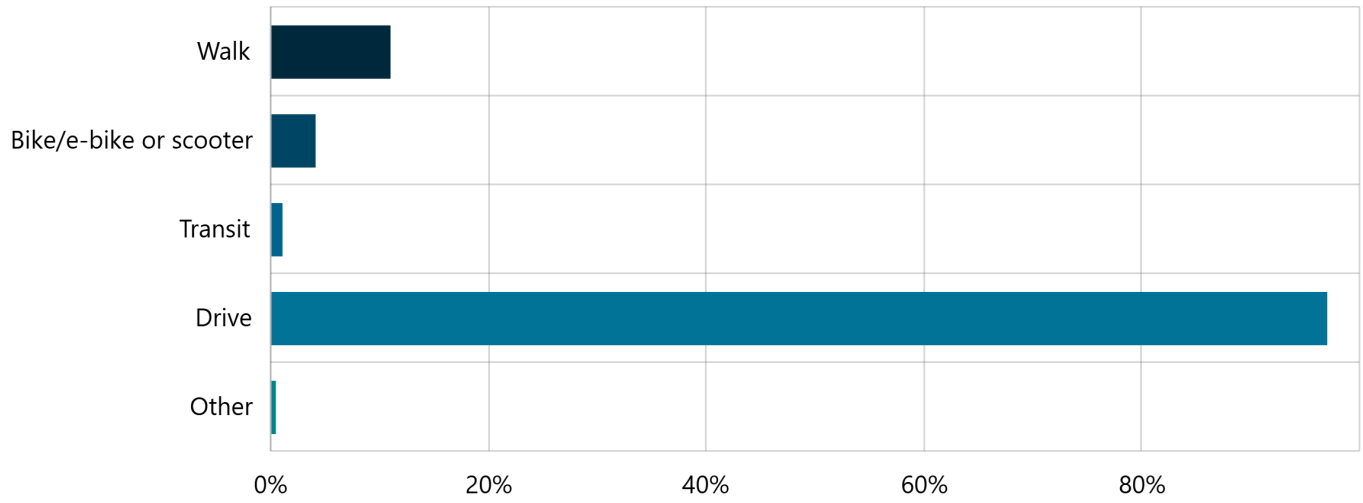
20. How often do you visit the Main Street North Neighborhood?
Multi Choice | Skipped: 16 | Answered: 505 (96.9%)



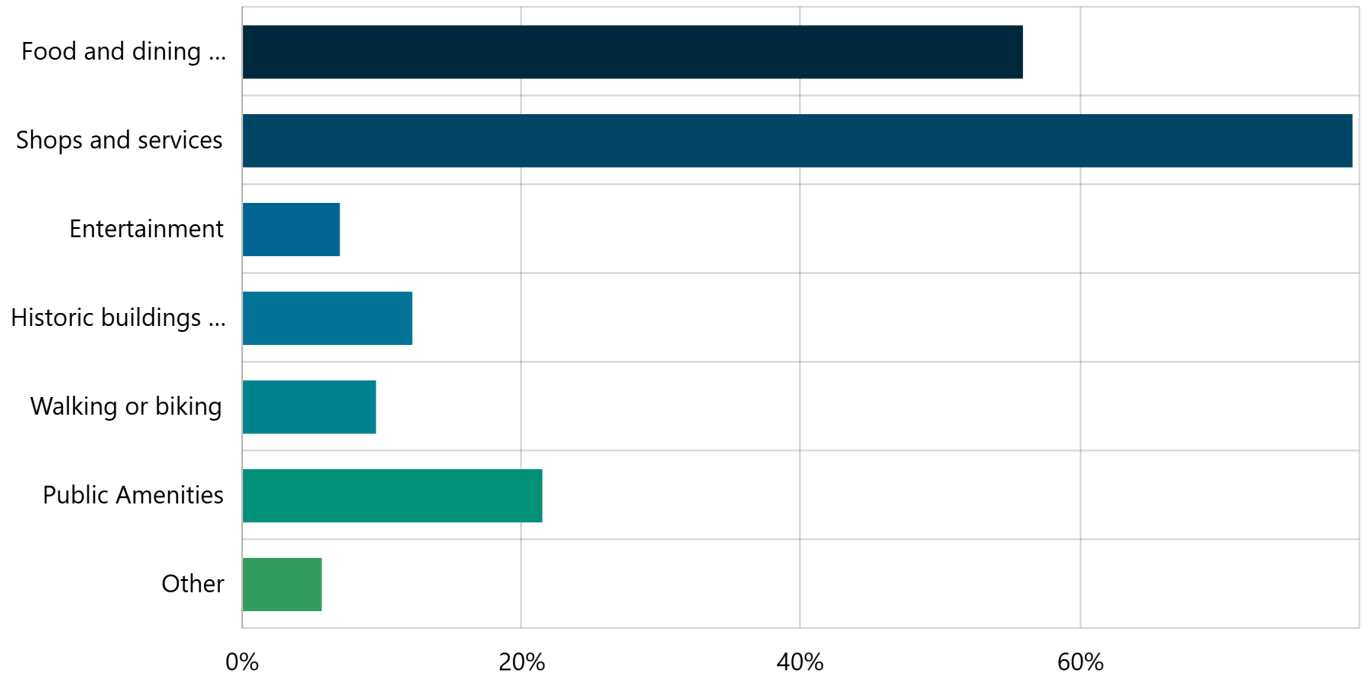
Answer choices	Percent	Count
Every day/several times a week	36.83%	186
1-2 times a week	32.67%	165
Bi-weekly	10.89%	55
Monthly	10.69%	54
Not often	6.93%	35
Not at all	1.98%	10
Total	**100.00%**	**505**

21. How do you typically travel to the Main Street North Neighborhood? Check all that apply.
Multi Choice | Skipped: 27 | Answered: 494 (94.8%)



Answer choices	Percent	Count
Walk	10.93%	54
Bike/e-bike or scooter	4.05%	20
Transit	1.01%	5
Drive	96.96%	479
Other	0.40%	2

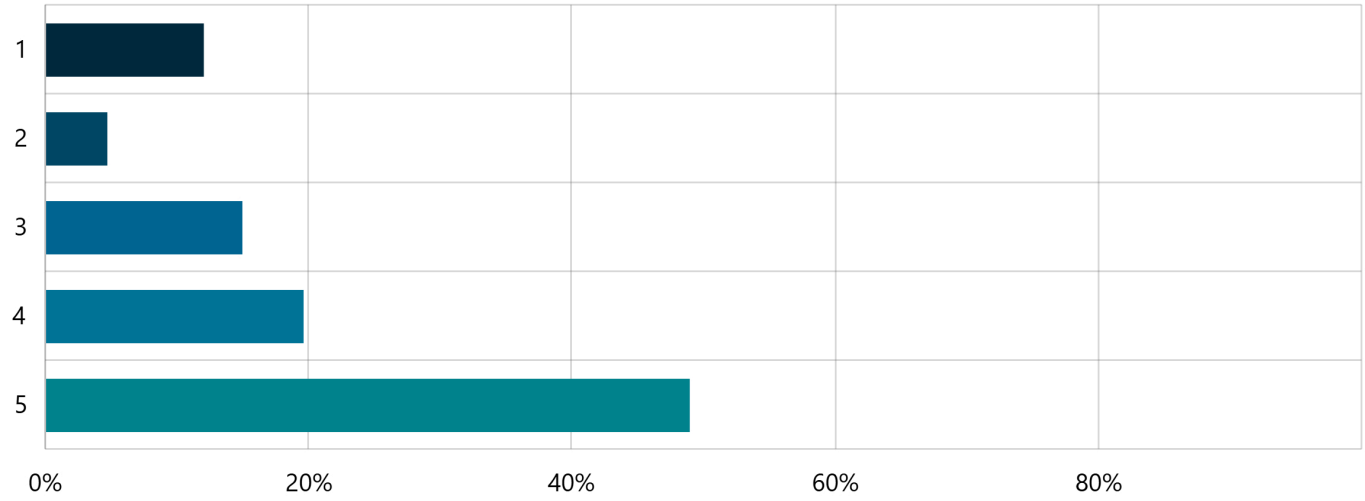
22. What aspects of the Main Street North Neighborhood do you enjoy? Check all that apply.
Multi Choice | Skipped: 59 | Answered: 462 (88.7%)



Answer choices	Percent	Count
Food and dining options	55.84%	258
Shops and services	79.44%	367
Entertainment	6.93%	32
Historic buildings and landmarks	12.12%	56
Walking or biking	9.52%	44
Public Amenities	21.43%	99
Other	5.63%	26

23. Local shops and services

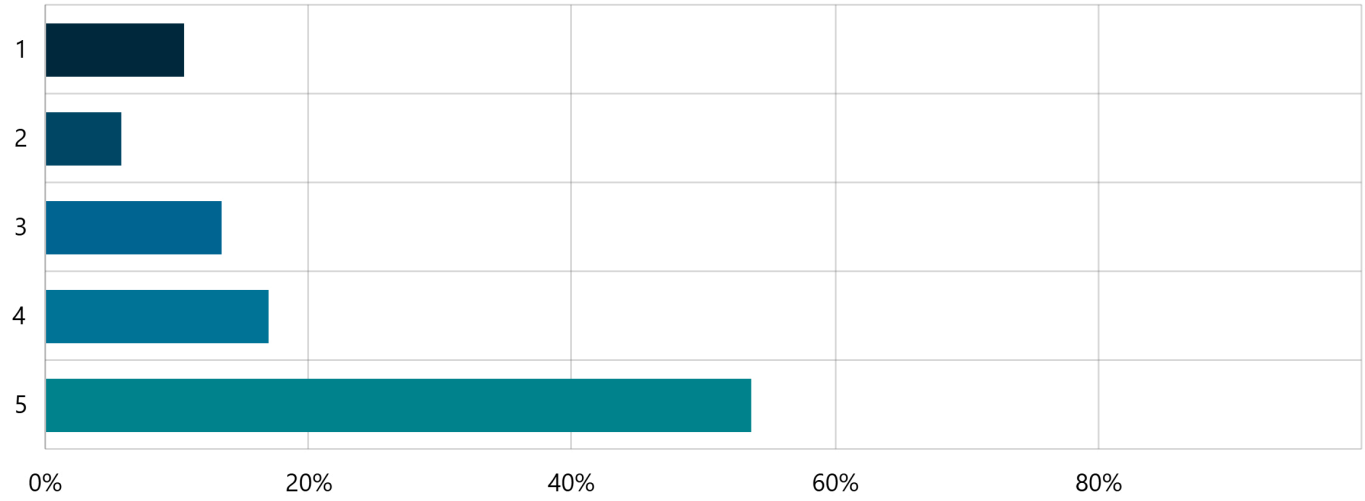
Select Box | Skipped: 112 | Answered: 409 (78.5%)



Answer choices	Percent	Count
1	11.98%	49
2	4.65%	19
3	14.91%	61
4	19.56%	80
5	48.90%	200
Total	**100.00%**	**409**

24. Restaurants

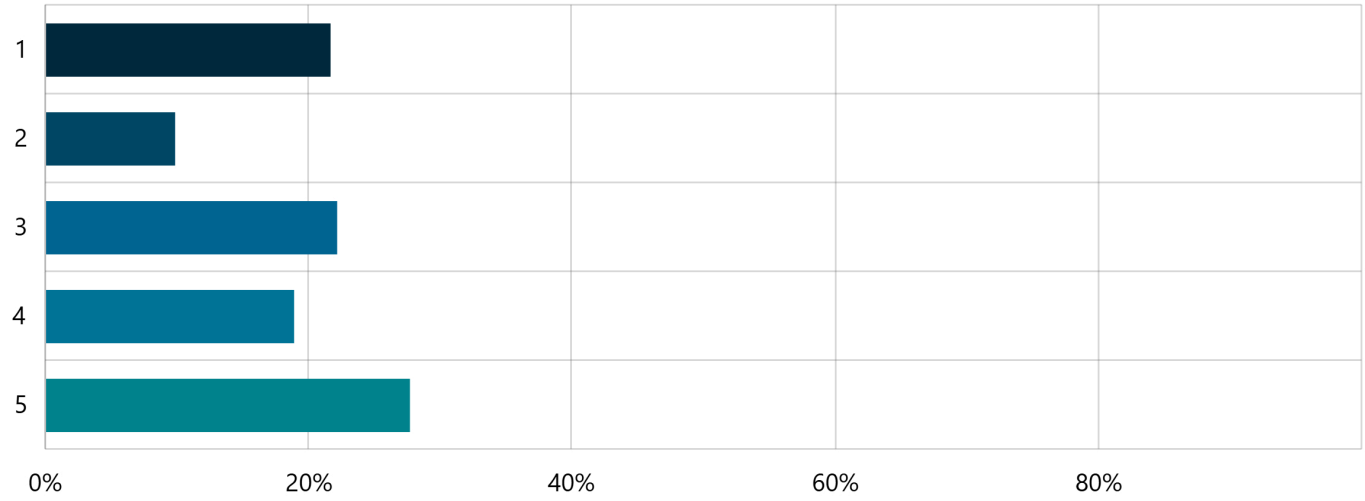
Select Box | Skipped: 101 | Answered: 420 (80.6%)



Answer choices	Percent	Count
1	10.48%	44
2	5.71%	24
3	13.33%	56
4	16.90%	71
5	53.57%	225
Total	**100.00%**	**420**

25. Patio and outdoor spaces

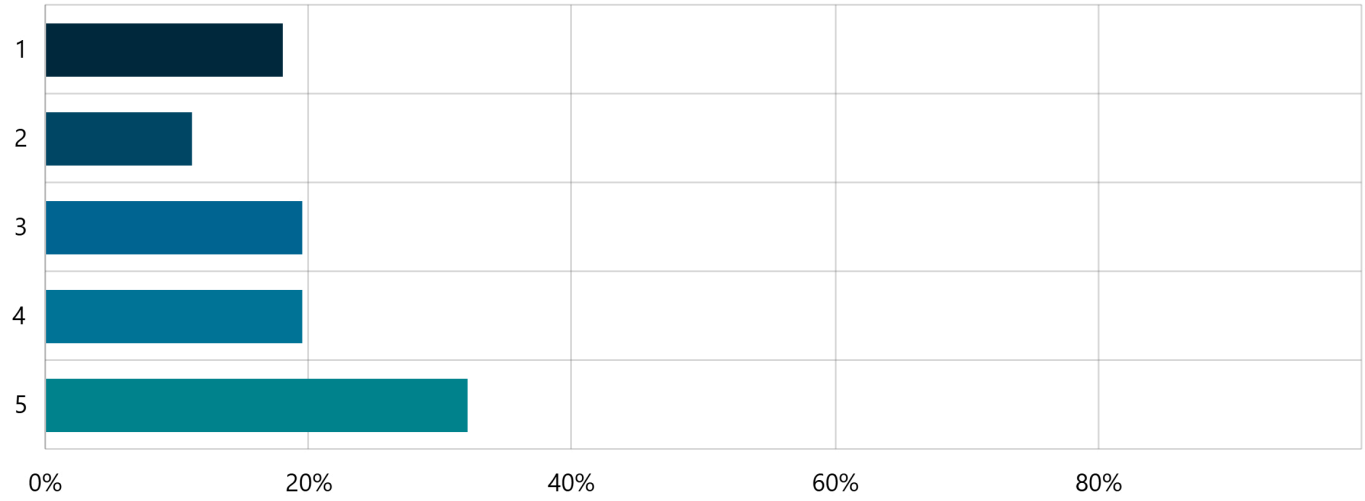
Select Box | Skipped: 123 | Answered: 398 (76.4%)



Answer choices	Percent	Count
1	21.61%	86
2	9.80%	39
3	22.11%	88
4	18.84%	75
5	27.64%	110
Total	**100.00%**	**398**

26. Natural vegetation and/ or professional landscaping

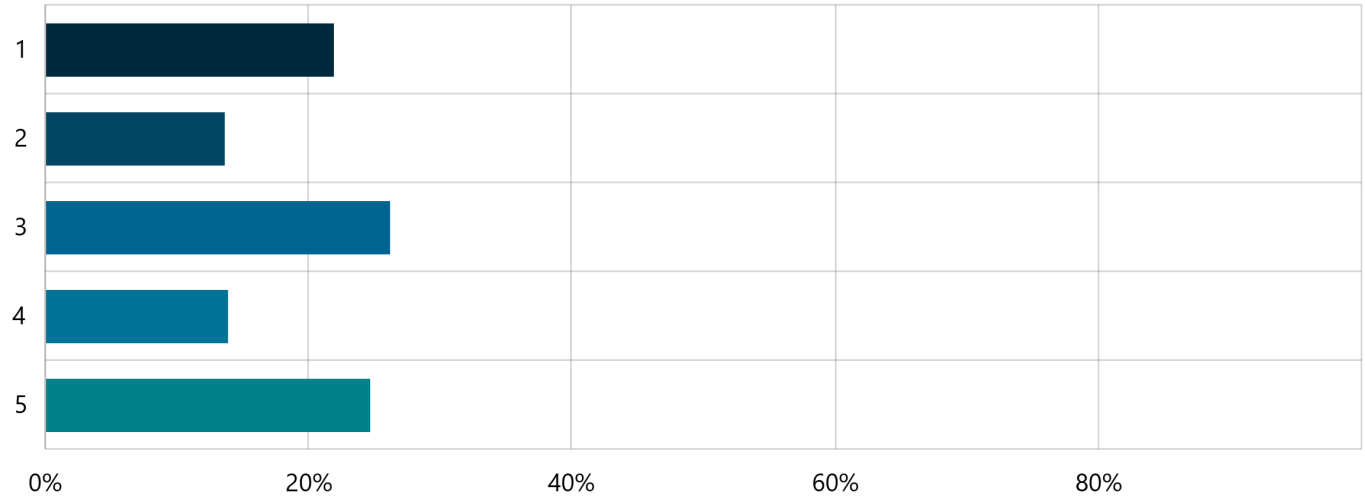
Select Box | Skipped: 115 | Answered: 406 (77.9%)



Answer choices	Percent	Count
1	17.98%	73
2	11.08%	45
3	19.46%	79
4	19.46%	79
5	32.02%	130
Total	**100.00%**	**406**

27. Pedestrian infrastructure and amenities

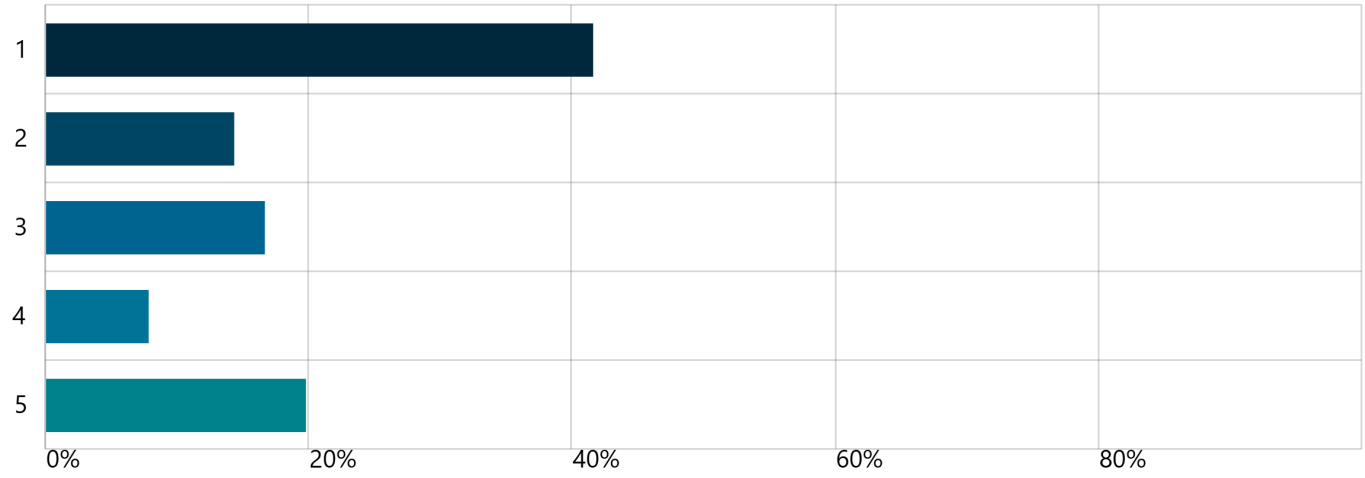
Select Box | Skipped: 123 | Answered: 398 (76.4%)



Answer choices	Percent	Count
1	21.86%	87
2	13.57%	54
3	26.13%	104
4	13.82%	55
5	24.62%	98
Total	**100.00%**	**398**

28. Cycling and trail routes

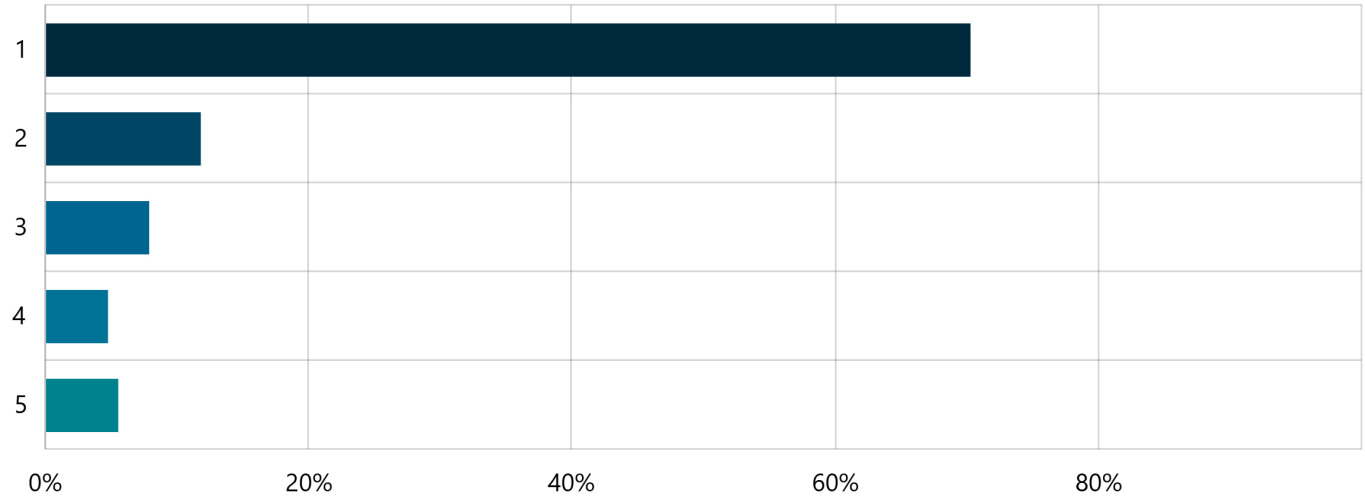
Select Box | Skipped: 136 | Answered: 385 (73.9%)



Answer choices	Percent	Count
1	41.56%	160
2	14.29%	55
3	16.62%	64
4	7.79%	30
5	19.74%	76
Total	**100.00%**	**385**

29. More housing options

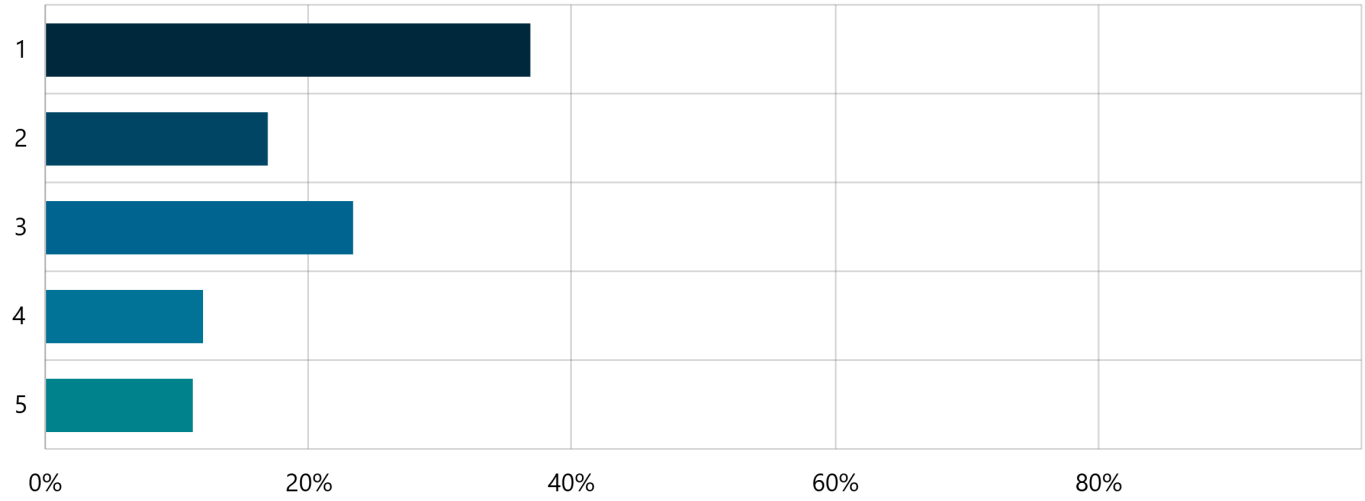
Select Box | Skipped: 138 | Answered: 383 (73.5%)



Answer choices	Percent	Count
1	70.23%	269
2	11.75%	45
3	7.83%	30
4	4.70%	18
5	5.48%	21
Total	**100.00%**	**383**

30. Parking

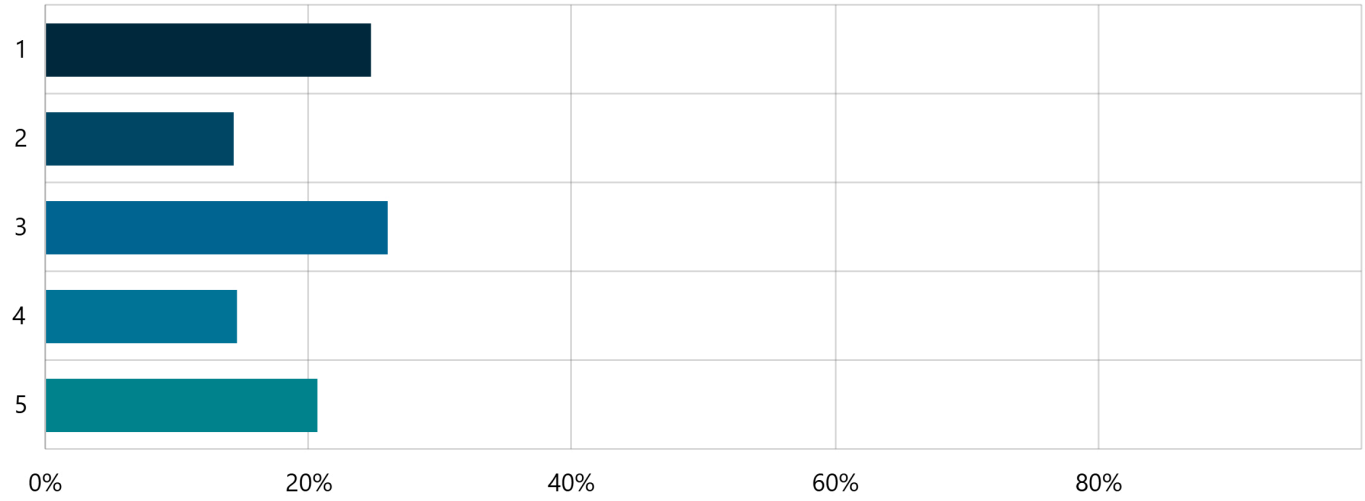
Select Box | Skipped: 135 | Answered: 386 (74.1%)



Answer choices	Percent	Count
1	36.79%	142
2	16.84%	65
3	23.32%	90
4	11.92%	46
5	11.14%	43
Total	**100.00%**	**386**

31. Community gathering spaces

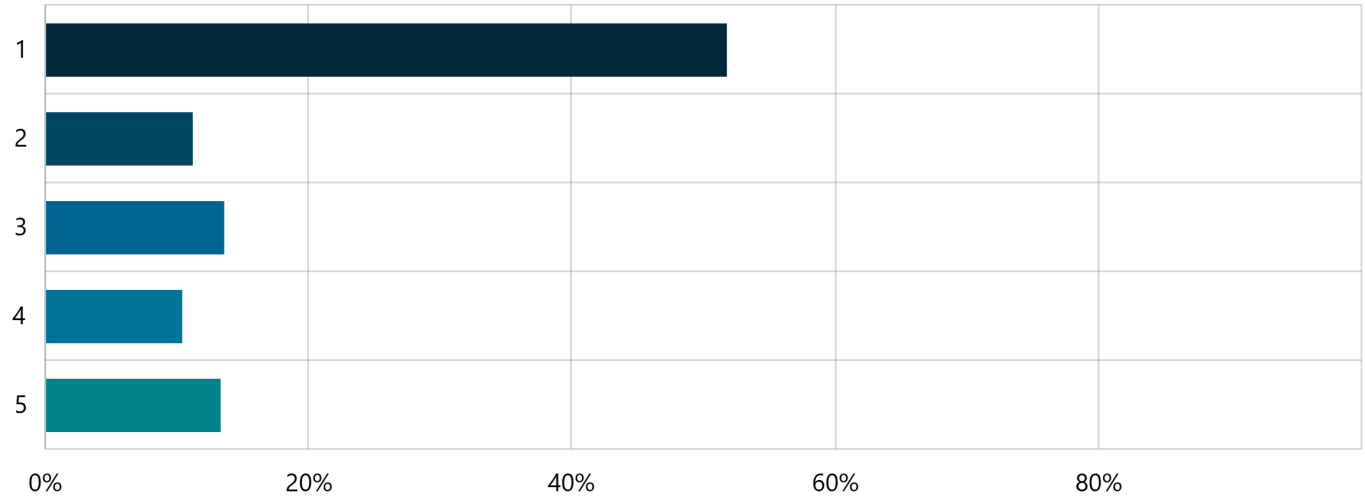
Select Box | Skipped: 128 | Answered: 393 (75.4%)



Answer choices	Percent	Count
1	24.68%	97
2	14.25%	56
3	25.95%	102
4	14.50%	57
5	20.61%	81
Total	**100.00%**	**393**

32. Nightlife opportunities

Select Box | Skipped: 144 | Answered: 377 (72.4%)



Answer choices	Percent	Count
1	51.72%	195
2	11.14%	42
3	13.53%	51
4	10.34%	39
5	13.26%	50
Total	**100.00%**	**377**

33. Any other improvements you would like to see in the Main Street North Neighborhood?
Short Text | Skipped: 390 | Answered: 131 (25.1%)

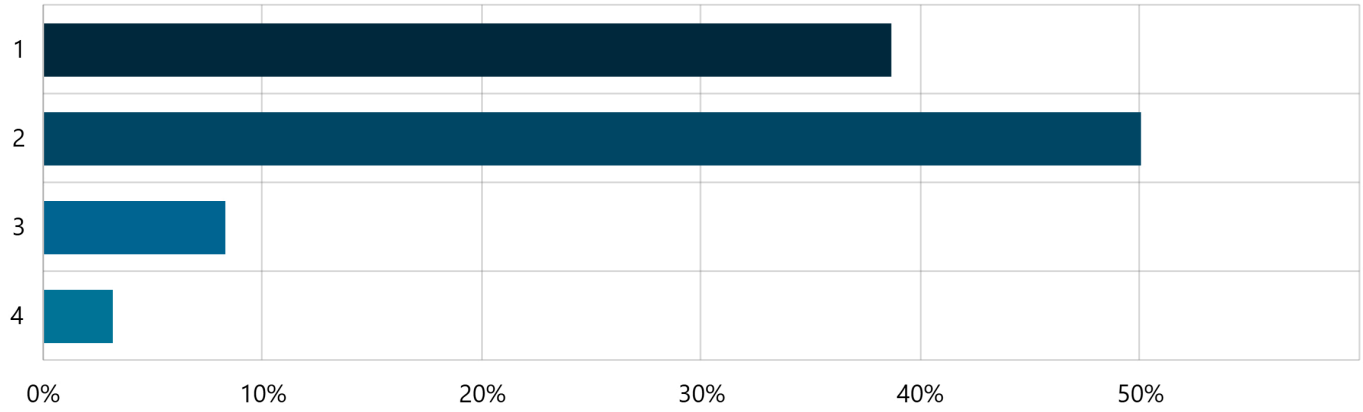
Date Submitted	Contribution
May 12, 2025, 01:53 PM	Traffic. Vary hard to get to/from I-15 or West Kaysville at many times of the day.
May 12, 2025, 01:01 PM	Better parking options
May 12, 2025, 12:53 PM	Looking at them from the freeway looks like an unkept city, nothing to be proud of.
May 12, 2025, 09:09 AM	no
May 12, 2025, 08:17 AM	swimming pool Kaysville
May 11, 2025, 11:56 PM	Designated Taco Truck parking/eating area
May 11, 2025, 09:43 PM	Upkeep of buildings in strip mall
May 10, 2025, 09:11 PM	No way to more apartments on Main Street. If they want that, go to New York City or bigger cities.
May 10, 2025, 09:11 PM	Less congestion
May 10, 2025, 08:04 PM	Encourage Facelifts, street clean ups, etc. No mix unit or multi-story apartments
May 10, 2025, 05:48 PM	Fix up dollar tree strip mall
May 10, 2025, 03:20 PM	Something done with Ben Franklins and other shops
May 10, 2025, 03:10 PM	Remodel the old shopping center with classier businesses
May 10, 2025, 02:41 PM	Safer street crossings
May 10, 2025, 12:45 PM	Keep corporate business out in order to retain the uniqueness of Kaysville.
May 10, 2025, 09:57 AM	Traffic
May 07, 2025, 01:03 PM	Main Street needs marked crossways for pedestrians. I walk for small errands down crestwood to Main Street and risk the unmarked crossing there, cars rarely stop for pedestrians because it's an unmarked intersection for us pedestrians.
May 07, 2025, 11:38 AM	Fill that empty lot which has been vacant for 50 years on corner across from the mortuary.
May 07, 2025, 08:25 AM	Replace Bennion Crafts and fill empty retail space
May 06, 2025, 10:33 PM	There are a lot of parking lots in this area that could be better utilized.
May 06, 2025, 07:23 PM	Lighting, walking paths
May 06, 2025, 05:22 PM	Restaurants beyond just fast food would be nice
May 03, 2025, 09:45 PM	Trees, trees and mire TREES!
May 01, 2025, 01:34 PM	Traditional architecture for any new buildings
Apr 30, 2025, 02:28 PM	Who approved Jack in the Box? That's the grossest fast food place ever.
Apr 30, 2025, 12:41 PM	If you add business, only add those that bring good tax revenue.
Apr 29, 2025, 08:34 PM	New business in the dollar tree complex
Apr 29, 2025, 08:04 PM	Lots of vacant shops that could be filled
Apr 29, 2025, 05:22 PM	None
Apr 29, 2025, 04:29 PM	More stores in the strip mall
Apr 29, 2025, 04:06 PM	The strip mall is sad
Apr 29, 2025, 03:31 PM	Less traffic on the streets
Apr 29, 2025, 07:58 AM	Historic preservation
Apr 28, 2025, 04:05 PM	More to do on the weekends!
Apr 27, 2025, 07:31 PM	A dog park would be nice
Apr 27, 2025, 10:56 AM	Stop with all of the commercial building and fast food restaurants. And put in a Trader Joe's where Bennions was. Or another craftt like store like Bennions. So we don't have to go to Layton or bountiful for those needs.
Apr 26, 2025, 08:34 PM	Get rid of bike lanes. They are dangerous!!!
Apr 26, 2025, 11:20 AM	Better traffic design
Apr 26, 2025, 12:13 AM	No more banks, car washes, or gross fast food.
Apr 25, 2025, 10:45 PM	Pedestrian/bike trail connecting to Barnes/Flint area over or under freeway. We need Wast-West connectivity.
Apr 25, 2025, 10:28 PM	Improve the strip mall where Bennions used to be.
Apr 25, 2025, 08:56 PM	Gathering spots for families with children.
Apr 25, 2025, 05:30 PM	Id love the businesses to have a uniform look, like they do on the Historical part of Main Street. More restaurants and less car washes.
Apr 25, 2025, 05:29 PM	More green spaces! and for the love of everything NO MORE CAR WASHES!!!!!
Apr 25, 2025, 12:06 PM	No more awful fast food restaurants.
Apr 25, 2025, 11:33 AM	Somewhere needs to have a swimming pool!!
Apr 25, 2025, 10:01 AM	Upgrade shopping center north of Bowmans
Apr 25, 2025, 09:45 AM	The whole shopping area with Dollar Tree, the toy store could be updated
Apr 25, 2025, 09:02 AM	Mere trees and landscaping
Apr 24, 2025, 07:23 PM	Sit down restaurants
Apr 24, 2025, 06:49 PM	Too many fast food restaurants and car washes. It's a bit of a blight.
Apr 24, 2025, 06:41 PM	No more car washes or fast food.
Apr 24, 2025, 06:09 PM	Fill the Bennions building

Apr 24, 2025, 05:15 PM	No more fast food or auto centric businesses
Apr 24, 2025, 03:18 PM	More cautious drivers entering traffic from parking lots and side streets. Fill empty building with more businesses or creative uses.
Apr 24, 2025, 03:17 PM	No
Apr 24, 2025, 03:13 PM	Less new housing.
Apr 24, 2025, 02:58 PM	No
Apr 24, 2025, 02:31 PM	Leave 2nd north alone. Don't do anything. You could fix where Ben Franklin used to be. That place is a dump
Apr 24, 2025, 12:20 PM	Seems that the area is over parked so any infill makes sense. Hopefully the corner by the car wash can develop into something other than weed patch.
Apr 24, 2025, 11:09 AM	Less fast food/gas station
Apr 24, 2025, 11:08 AM	Add charm back in with building updated building facades and local appeal.
Apr 24, 2025, 10:55 AM	Fast food row is horrible. Why do we keep building fast food places and two new car washes within a block of each other which is a waist of space. Get better options for food. i.e. Zao's, daves hot chicken, houstons hot chicken, cafe rio, R&R, etc.
Apr 24, 2025, 10:42 AM	Having options to go out and eat ect would be nice.
Apr 24, 2025, 10:18 AM	So much wasted space. There's so much more room over there to expand. Leave historic Main Street alone.
Apr 24, 2025, 10:16 AM	more restaurants
Apr 24, 2025, 09:51 AM	It's a mess with the business layouts, weird streets etc. Perhaps an actual plan would be helpful with zoning that makes sense.
Apr 24, 2025, 09:51 AM	More parking at vasa
Apr 24, 2025, 09:21 AM	Clean up the strip mall
Apr 24, 2025, 09:09 AM	Sidewalks
Apr 24, 2025, 09:05 AM	Cleaned up, no empty shops
Apr 24, 2025, 09:02 AM	Leave it alone
Apr 24, 2025, 08:55 AM	Traffic flow is improved, but 400 w from 200 n nearly causes accidents everyday
Apr 24, 2025, 08:35 AM	Help local shops out to be able to stay, and being in more. Keep community gathering spaces and green spaces, parking.
Apr 24, 2025, 08:23 AM	The strip mall north Bowmans seems outdated and underutilized
Apr 24, 2025, 08:22 AM	Right off the freeway going east could use a light. That I resection can get a little nutty
Apr 24, 2025, 08:07 AM	Tear down old Benton's build a rec center
Apr 24, 2025, 07:59 AM	There are vacant buildings and large parking lots. Make use of it!
Apr 24, 2025, 07:57 AM	Traffic flow needs to be better
Apr 23, 2025, 09:32 PM	Bike friendly transit options. I can easily bike to this area, but it is too scary to ride or cross Main Street or 200 North on my bike.
Apr 23, 2025, 06:26 PM	Improvement in the west bowman area. It looks old/ run down
Apr 23, 2025, 02:11 PM	no
Apr 23, 2025, 02:08 PM	Commercial space needs revitalized
Apr 23, 2025, 01:51 PM	Any vacant shops filled
Apr 22, 2025, 07:23 PM	This area feels dangerous on foot/bike, would love to see it become more pedestrian/biking friendly.
Apr 22, 2025, 06:47 PM	Community events
Apr 22, 2025, 06:02 PM	More trees and benches and more community gatherings at Heritage Park
Apr 22, 2025, 04:40 PM	Fill in existing vacant buildings. Do not build new buildings unless it is replacing an old one.
Apr 22, 2025, 03:48 PM	None
Apr 22, 2025, 01:55 PM	landscaping and trees would help it
Apr 21, 2025, 11:02 PM	Upscale retail and restaurants , less fast food and car wash and auto service businesses
Apr 21, 2025, 10:43 PM	Please no more housing options
Apr 21, 2025, 08:32 PM	More traffic law enforcement
Apr 21, 2025, 08:15 PM	Resturants
Apr 21, 2025, 05:37 PM	The entire shopping center needs to be updated. The shop that has antiques looks so junkie. This entire area in front of the shopping center could be revitalized with landscaping, trees, walkways, and be really an exciting, engaging, attractive space!!!
Apr 21, 2025, 04:36 PM	The Ben Franklin /Bowmans area needs to be overhauled with mixed use housing / businesses/ eating establishments
Apr 21, 2025, 03:43 PM	Safer for kids crossing streets to park. People run the stop signs all the time
Apr 21, 2025, 03:37 PM	Chick fil a!!!! No nightlife. Want it safe for kids to run to the store or library. No homeless loitering at parks and libraries.
Apr 21, 2025, 03:23 PM	Same as downtown
Apr 21, 2025, 02:11 PM	The entire strip mall north of Bowmans needs to be gutted and improved. Add parking, landscaping, shops, stores and retreat ts. This area is such an eye sore in our community.

Apr 20, 2025, 07:25 PM	We need restaurants that are no fast food.
Apr 20, 2025, 05:05 PM	Improvement on strip mall facade. Old Bennions crafts building etc. outrageous rent for an old look.
Apr 20, 2025, 01:57 PM	Make businesses maintain their space, the taco shops looks absolutely awful and run down
Apr 20, 2025, 11:37 AM	Improve the properties from Bowmans to Old Ben Franklin /add new businesses
Apr 19, 2025, 10:32 PM	Less car washes, less fast-food restaurants, less panhandling, and wherever possible less construction
Apr 19, 2025, 10:01 PM	Facelift to old bennion craft area-otherwise, leave it alone
Apr 19, 2025, 09:00 PM	The entire building that the dollar store is located in is such a an eyesore. Definitely needs to have a facelift.
Apr 19, 2025, 07:36 PM	too many high rise apartments
Apr 19, 2025, 01:39 PM	traffic improvements that make the areas more accessible.
Apr 18, 2025, 10:25 PM	shops,
Apr 17, 2025, 05:05 PM	Bike paths. We would bike here but too much traffic and not bike friendly
Apr 17, 2025, 12:03 PM	Growth!
Apr 16, 2025, 11:22 PM	More festivals/activities at heritage park!
Apr 16, 2025, 09:36 PM	Needs to be refreshed. Feels really run down. Love vasa and bowmans. Need better dining, less car washes and fast food joints
Apr 16, 2025, 09:30 PM	Restaurants, more of them
Apr 16, 2025, 08:48 PM	Aesthetics of the whole place. Update/revamp local business to look taken care of.
Apr 16, 2025, 06:04 PM	Stop putting in useless businesses such as a car wash when we already have so many.
Apr 16, 2025, 05:10 PM	More shops and restaurants not fast food
Apr 16, 2025, 03:46 PM	businesses directly abutting the sideewalk. FAR less parking, (yes, even for VASA) and far more housing options.
Apr 15, 2025, 12:24 PM	Help new LOCAL businesses move in and restaurants.
Apr 14, 2025, 05:21 PM	Finish the construction on 200 North, east of Main Street
Apr 12, 2025, 05:43 PM	No more housing!
Apr 12, 2025, 10:43 AM	It is old and tired, tear down old houses, turn the athletic field into a pedestrian park
Apr 12, 2025, 08:34 AM	Maybe more places like Old Grist Mill. Love it.
Apr 11, 2025, 11:33 PM	Architectural standards for businesses with an emphasis on historic style like downtown. The buildings are all so happenstance with absolutely no architectural theme. More and bigger trees with. NO MORE CARWASHES!
Apr 11, 2025, 11:27 PM	Raze Bennion Craft complex, it's ugly and poorly used prime space. Put in multi-story structures with shops on the bottom and condos on the floors above.
Apr 11, 2025, 06:51 PM	No.
Apr 11, 2025, 06:10 PM	Multiuse (business on bottom and housing on top
Apr 11, 2025, 04:43 PM	Fix up the shopping center where bennions is. Make it nice, local shops and restaurants that have charm. All the car washes and fast food places in Kaysville make the city so trashy.
Apr 11, 2025, 03:36 PM	It would be nice to get something meaningful in the old Bennion Craft location.
Apr 11, 2025, 02:54 PM	I miss Bennions. A local craft store was right at home here

34. If you visit the Main Street North Neighborhood shops or businesses, how many do you visit in a single trip?

Multi Choice | Skipped: 73 | Answered: 448 (86%)



Answer choices	Percent	Count
1	38.62%	173
2	50.00%	224
3	8.26%	37
4	3.13%	14
Total	**100.00%**	**448**

35. List three words or phrases that describe what would make the Main Street North Neighborhood even better:

Long Text | Skipped: 308 | Answered: 213 (40.9%)

Date Submitted	Contribution
May 13, 2025, 09:08 AM	Beautification, signage
May 12, 2025, 09:50 PM	Restaurants and shops a great park!!
May 12, 2025, 09:30 PM	-- sustain or increase the things the city is doing that keep it feeling clean (helping the pro-active avoidance of temptation for crime.) -- repair some of the sidewalks -- tough to think of more
May 12, 2025, 07:05 PM	Trees
May 12, 2025, 01:53 PM	Traffic having other ways to get to west Kaysville or other access to I-15.
May 12, 2025, 01:01 PM	Consider inclement weather when choosing to add bike and scooter options. They are not feasible most of the year.
May 12, 2025, 12:53 PM	Less junky looking.
May 12, 2025, 09:09 AM	Leave it alone
May 12, 2025, 08:17 AM	The swimming pool in Kaysville is very much needed!! No high-density housing, No traffic calming.
May 11, 2025, 10:29 PM	Trader Joe's
May 11, 2025, 09:43 PM	Clean up the look of old strip mall. Keeping landscape mowed
May 11, 2025, 08:22 AM	Better traffic flow.
May 10, 2025, 09:11 PM	We hate congestion.
May 10, 2025, 09:11 PM	NO Main Streets lined with apartments.
May 10, 2025, 08:04 PM	Better traffic management
May 10, 2025, 05:48 PM	Curb appeal Parking Sit down Restaurant
May 10, 2025, 03:10 PM	Take out broken sidewalks and resurface parking lots. Update the buildings. Continue with a conservative look. No loud colors noises. Add beautiful landscaping. Don't force the homeowners to leave their homes. No eminent domain in that area!!!
May 10, 2025, 12:45 PM	Walking biking options. Slow the pace
May 10, 2025, 11:04 AM	No more Junky chain restaurants Better traffic flow No apartments!
May 10, 2025, 09:29 AM	Less taxes
May 10, 2025, 07:16 AM	Update in 'bennion' strip
May 08, 2025, 05:48 PM	More out door
May 07, 2025, 05:48 PM	Restaurants, support for small businesses over national chains
May 07, 2025, 01:03 PM	Make it safe to cross north main on foot, bike or car. Please!!
May 07, 2025, 11:38 AM	Revive or replace the strip mall
May 07, 2025, 08:25 AM	The area fills empty without Bennion Crafts, and the lack of varied shopping venues makes it less desirable to shop in. We need an anchor store where Bennion was to revive the area.
May 06, 2025, 11:03 PM	Better connectivity, beautification of streets.
May 06, 2025, 07:23 PM	Update, crosswalks, lighting, theme
May 05, 2025, 03:12 PM	Restaurants
May 05, 2025, 02:15 PM	Easier access to shops, traffic control
May 05, 2025, 08:25 AM	Bar and grills
May 03, 2025, 09:45 PM	Needs way more curb appeal
May 03, 2025, 02:23 PM	Better restaurants. Bike and walk path
May 03, 2025, 01:27 PM	Keep Kaysville as bedroom community
May 03, 2025, 09:32 AM	More Food Options
May 02, 2025, 11:30 AM	Don't add anything else. Traffic is bad enough.
May 01, 2025, 11:55 PM	Put a light by the subway
May 01, 2025, 08:31 PM	Dog park
May 01, 2025, 01:34 PM	Need upscale curb appeal
Apr 30, 2025, 07:45 PM	Walkable, social, nightlife.
Apr 30, 2025, 02:32 PM	high traffic lots of gas stations and car washes not pretty
Apr 30, 2025, 02:28 PM	better shopping/restaurants, better traffic flow, nicer sidewalks
Apr 30, 2025, 12:41 PM	Prettier, especially on Main Street.
Apr 29, 2025, 11:44 PM	Sit down restaurants
Apr 29, 2025, 08:34 PM	Farmers markets. No more car wash buildings.
Apr 29, 2025, 08:04 PM	The traffic flow through here is always smooth as long as construction isn't happening.
Apr 29, 2025, 06:00 PM	Better places to eat!

Apr 29, 2025, 05:22 PM	Not using tax pyer money
Apr 29, 2025, 04:29 PM	Entertainment Shopping Dining
Apr 29, 2025, 04:06 PM	Better business. Protect Bowmans at the same time.
Apr 29, 2025, 03:31 PM	Less traffic on the streets. Bring Aldi grocery store to Kaysville! Put it where Bennion craft store used to be.
Apr 29, 2025, 08:35 AM	Landscaping, Cycling, Dinning.
Apr 29, 2025, 07:58 AM	historic preservation, landscaping, a park
Apr 29, 2025, 07:24 AM	Make it look less trashy
Apr 28, 2025, 04:05 PM	Community Events, night/weekend life
Apr 27, 2025, 11:11 PM	modernize filled business buildings
Apr 27, 2025, 09:48 PM	Pedestrian and biking friendly
Apr 27, 2025, 07:31 PM	Less fast food, banks, and car washes. More varied local shops.
Apr 27, 2025, 05:47 PM	I like visiting the library and the park behind it. And some of the restaurants like Wendy's, Arby's, Orlando's. But the crazy construction on 2nd North/Main has made it very difficult. I try to avoid that area nowadays. And lots of traffic now.
Apr 27, 2025, 10:56 AM	No more commercial Help restore homes between Kaysville and Layton that are rundown
Apr 27, 2025, 09:56 AM	Upscale restaurant, bar/restaurant, no more car washes
Apr 26, 2025, 09:30 PM	Real food less junk
Apr 26, 2025, 08:34 PM	Keep it small and simple.
Apr 26, 2025, 08:19 PM	Less empty retail space
Apr 26, 2025, 02:45 PM	I appreciate the traffic light on 200 N. and 300 W., to stop traffic periodically, to allow me to pull out into traffic when I visit businesses on both sides of the street. It can get very busy in the mornings and afternoons/evenings.
Apr 26, 2025, 01:51 PM	When growing and developing the area keep whatever new buildings that are built historic looking from Main Street…front facades consistent with old town charm. No more national chain ugly dime a dozen buildings
Apr 26, 2025, 11:52 AM	Sit down restaurant
Apr 26, 2025, 11:20 AM	We need higher quality roads and better traffic flow
Apr 26, 2025, 07:03 AM	I work there
Apr 26, 2025, 06:50 AM	Keep the roads in good repair.
Apr 26, 2025, 06:28 AM	Same thing as the south.
Apr 26, 2025, 02:32 AM	Nice restaurants, landscaping, smooth roads
Apr 26, 2025, 12:13 AM	We want acces to culture, to community spaces with events that make everyone feel welcome, and healthier food options .
Apr 25, 2025, 11:29 PM	Make it more beautiful
Apr 25, 2025, 11:18 PM	Love our library so much!
Apr 25, 2025, 10:45 PM	Walkable Aesthetic improvements Trees, plantings Much better architecture & street front Trail connecting to Barnes/Flint street Fill in sad underused parking lots.
Apr 25, 2025, 10:28 PM	Redo the strip mall Unique stores Restaurants Preserve old homes as either residences or businesses
Apr 25, 2025, 09:39 PM	Better shopping restaurants
Apr 25, 2025, 07:58 PM	we would do more in these area if there were activity opportunities there. Dining other than drive up windows. A place to sit and enjoy others.
Apr 25, 2025, 07:43 PM	Re build shops
Apr 25, 2025, 07:35 PM	Help the North Main Street area have the same historic feel.
Apr 25, 2025, 06:14 PM	More artistry and interest
Apr 25, 2025, 05:30 PM	Cohesive Look Landscaping that's is taken care of More sit down restaurants, less chain restaurants
Apr 25, 2025, 05:29 PM	Re-front the old Bennion craft building and create a place for local eateries. NO more chain fast food. It's already too much.

	Would love another park/community green space.
Apr 25, 2025, 03:27 PM	There needs to be a safer way to ride your bike on this street. I would love to see a pedestrian / bike lane/ overpass going under the freeway and over the train tracks.
Apr 25, 2025, 12:06 PM	Need to renovate the old strip mall when Bennions was.
Apr 25, 2025, 10:28 AM	Great spot in Kaysville for shopping
Apr 25, 2025, 10:01 AM	Upgrade and improve visibility
Apr 25, 2025, 09:22 AM	Keep it the way it
Apr 25, 2025, 09:11 AM	Vitality Bar renewal
Apr 25, 2025, 09:02 AM	Better stores. Of
Apr 25, 2025, 07:43 AM	Organization, site down restaurants
Apr 25, 2025, 06:27 AM	Update, beautify, blend with historic Main Street style
Apr 24, 2025, 11:46 PM	Dinning options
Apr 24, 2025, 09:50 PM	Needs better restaurants not fast food
Apr 24, 2025, 07:41 PM	I've Got Nothing
Apr 24, 2025, 07:23 PM	Trader Joes
Apr 24, 2025, 06:48 PM	New stores, some business that creates a draw. A big box type that draws people to that area
Apr 24, 2025, 06:41 PM	Family activities, natural beauty, better care of streets/ parking lots and sidewalks
Apr 24, 2025, 05:15 PM	Fewer strip malls, real restaurants
Apr 24, 2025, 05:12 PM	have the owner of the strip mall that Bennion Craft was in update it or sell it to have some nicer looking businesses
Apr 24, 2025, 03:18 PM	Fewer auto traffic More courteous drivers
Apr 24, 2025, 03:13 PM	Pretty much keep it as is. Maybe add restaurants or activities for locals. More movie nights in the park. Or live music, food vendors, etc
Apr 24, 2025, 02:58 PM	Not spending tax money on it.
Apr 24, 2025, 02:38 PM	Don't get too much of these national chains (e.g. huge carwashes with bright lights. yikes).
Apr 24, 2025, 02:31 PM	Fine Leave it alone Enough businesses
Apr 24, 2025, 02:13 PM	More food More shopping Things to do
Apr 24, 2025, 12:44 PM	The shops north of bowman's are an eyesore. Get better stores in there. Just a big parking lot.
Apr 24, 2025, 11:36 AM	Distinct extension of historic Main Street
Apr 24, 2025, 11:28 AM	More restaurants, safety for family and kids in the area.
Apr 24, 2025, 11:09 AM	Less traffic Local culture Pedestrian crossing under I-15
Apr 24, 2025, 11:08 AM	Update, update, update
Apr 24, 2025, 10:55 AM	Quality Food Upgrades, Smarter planning (roads, traffic, businesses),
Apr 24, 2025, 10:42 AM	Lively, Eclectic and welcoming. Same As above.
Apr 24, 2025, 10:23 AM	No empty storefronts
Apr 24, 2025, 10:21 AM	Wish we had Bennion or like back. Out door shady spot to eat since there are multiple eating businesses and Bowman doughnuts with no place to sit and enjoy, especially if I'm walking my dog and Since sports are nearby. 7 car washes in a small town encouraging water saving is foolish!
Apr 24, 2025, 10:20 AM	Improving the stripmall
Apr 24, 2025, 10:18 AM	There's so much more room over there. I know the bennion building is off the table since it's private, but it's such a huge waste of space...turn that strip mall into something that looks nice and is usable. It's such a huge spot that could be so great.
Apr 24, 2025, 10:16 AM	more restaurants
Apr 24, 2025, 10:12 AM	More than 3 but: Sit down restaurants, less dentists, less car washes,
Apr 24, 2025, 09:51 AM	Better layout and access. It's really a traffic mess.
Apr 24, 2025, 09:34 AM	Take a few people to go visit Sugar Land, Texas. I think it would help give ideas and maybe help set goals and give some planning vision for the long term.
Apr 24, 2025, 09:31 AM	Trader Joe's, Trader Joe's, Trader Joe's 😎
Apr 24, 2025, 09:28 AM	Make it feel more inviting and warm../ more historic if possible

Apr 24, 2025, 09:21 AM	Find a use for the old Bennions space Fix that parking lot Replace the road on 600 North
Apr 24, 2025, 09:20 AM	More restaurant options and a Trader Joe's
Apr 24, 2025, 09:09 AM	Actual sidewalks
Apr 24, 2025, 09:05 AM	Some additional green space
Apr 24, 2025, 09:02 AM	Leave it alone Leave it alone Leave it alone
Apr 24, 2025, 08:57 AM	No housing units or mutistory business buildings More restaurants and shops
Apr 24, 2025, 08:55 AM	Quick freeway access Traffic solutions for busier intersections (300 w southbound to turn onto 200 N can get very backed up) 400 w improvement at 200 N and at main Street (no left turns allowed from 200 N or onto main st)
Apr 24, 2025, 08:48 AM	Doesn't appear to be historic
Apr 24, 2025, 08:32 AM	Not suburban sprawl Safe for pedestrians
Apr 24, 2025, 08:32 AM	Family gathering places
Apr 24, 2025, 08:26 AM	Slower traffic Non chain restaurants
Apr 24, 2025, 08:23 AM	Being Well-kept and filled with businesses people want to use
Apr 24, 2025, 08:17 AM	Less traffic
Apr 24, 2025, 08:09 AM	Let vasa customers park at the post office saving only 10 or so stalls for postal customers
Apr 24, 2025, 07:59 AM	It feels like this is an area of Kaysville that gets overlooked. The massive vacant parking lot and old Bennion building could be made into something much more useful and/or attractive.
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Apr 18, 2025, 09:35 PM	NO multi housing units, keep it simple,
Apr 17, 2025, 08:11 PM	pedestrian/bike overpass
Apr 17, 2025, 05:05 PM	Bike paths Trees Benches
Apr 17, 2025, 12:03 PM	Growth, development, less government zoning
Apr 16, 2025, 11:30 PM	New business
Apr 16, 2025, 11:22 PM	Bringing in a great business to the old Ben Franklin/Bennion crafts store.
Apr 16, 2025, 09:36 PM	Dining, economic opportunities, refresh
Apr 16, 2025, 09:30 PM	More Restaurants
Apr 16, 2025, 03:46 PM	tear down old crumbly car-centered infrastructure for more housing.
Apr 15, 2025, 04:38 PM	Variety, not just more of the same Better traffic flow on 2nd North and Main Street. Pedestrian friendly
Apr 15, 2025, 12:24 PM	NOT high-desnity or mixed-use housing. More shops and or restaurants A community center possibly
Apr 15, 2025, 12:12 PM	more updated buildings
Apr 14, 2025, 05:21 PM	See above
Apr 12, 2025, 05:43 PM	Less traffic, less people.
Apr 12, 2025, 05:00 PM	Safe travel corridor Easy access to shops and dining for pedestrians and cyclists
Apr 12, 2025, 10:43 AM	Fewer businesses

Apr 12, 2025, 08:34 AM	Love the places like Old Grist Mill and the Red Balloon Toy Shop. Less Fast Food chains and more good food/restaurant options.
Apr 11, 2025, 11:33 PM	No more carwashes or rundown apartment buildings. Must get some green space somehow and a way to cut down on traffic & noise.
Apr 11, 2025, 11:27 PM	Rethink Bennion complex!
Apr 11, 2025, 08:04 PM	Make it fun and enjoyable to go there. It looks run down and crappy.
Apr 11, 2025, 06:51 PM	Leave it alone. Stop commecial encroaching on residential.
Apr 11, 2025, 04:43 PM	Clean up the run down buildings. You should require all the businesses in town to have an exterior color scheme that unites the city...so much more pleasing to the eye. Think charming, not tacky fast food and vape shops.
Apr 11, 2025, 03:36 PM	It has some great businesses in there. More unique things that make Kaysville special, and a couple of sit down restaurants would be really appreciated in that area.
Apr 11, 2025, 03:17 PM	Food, Fun, shopping
Apr 11, 2025, 02:54 PM	less spread out better signs for shops (it can be hard to tell what's there till you're close enough to see the doors)
Apr 11, 2025, 02:23 PM	Property Upgrades (Romney area)
Apr 10, 2025, 02:28 PM	I have never been here.
Apr 24, 2025, 08:32 AM	Not suburban sprawl Safe for pedestrians
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Apr 19, 2025, 07:36 PM	ghetto
May 13, 2025, 09:08 AM	Beautification, signage
May 12, 2025, 09:50 PM	Restaurants and shops a great park!!
May 12, 2025, 09:30 PM	-- sustain or increase the things the city is doing that keep it feeling clean (helping the pro-active avoidance of temptation for crime.) -- repair some of the sidewalks -- tough to think of more
May 12, 2025, 07:05 PM	Trees
May 12, 2025, 01:53 PM	Traffic having other ways to get to west Kaysville or other access to I-15.
May 12, 2025, 01:01 PM	Consider inclement weather when choosing to add bike and scooter options. They are not feasible most of the year.
May 12, 2025, 12:53 PM	Less junky looking.
May 12, 2025, 09:09 AM	Leave it alone
May 12, 2025, 08:17 AM	The swimming pool in Kaysville is very much needed!! No high-density housing, No traffic calming.
May 11, 2025, 10:29 PM	Trader Joe's
May 11, 2025, 09:43 PM	Clean up the look of old strip mall. Keeping landscape mowed
May 11, 2025, 08:22 AM	Better traffic flow.
May 10, 2025, 09:11 PM	We hate congestion.
May 10, 2025, 09:11 PM	NO Main Streets lined with apartments.
May 10, 2025, 08:04 PM	Better traffic management
May 10, 2025, 05:48 PM	Curb appeal Parking Sit down Restaurant
May 10, 2025, 03:10 PM	Take out broken sidewalks and resurface parking lots. Update the buildings. Continue with a conservative look. No loud colors noises. Add beautiful landscaping. Don't force the homeowners to leave their homes. No eminent domain in that area!!!
May 10, 2025, 12:45 PM	Walking biking options. Slow the pace

	No more Junky chain restaurants Better traffic flow
May 10, 2025, 11:04 AM	No apartments!
May 10, 2025, 09:29 AM	Less taxes
May 10, 2025, 07:16 AM	Update in 'bennion' strip
May 08, 2025, 05:48 PM	More out door
May 07, 2025, 05:48 PM	Restaurants, support for small businesses over national chains
May 07, 2025, 01:03 PM	Make it safe to cross north main on foot, bike or car. Please!!
May 07, 2025, 11:38 AM	Revive or replace the strip mall
May 07, 2025, 08:25 AM	The area fills empty without Bennion Crafts, and the lack of varied shopping venues makes it less desirable to shop in. We need an anchor store where Bennion was to revive the area.
May 06, 2025, 11:03 PM	Better connectivity, beautification of streets.
May 06, 2025, 07:23 PM	Update, crosswalks, lighting, theme
May 05, 2025, 03:12 PM	Restaurants
May 05, 2025, 02:15 PM	Easier access to shops, traffic control
May 05, 2025, 08:25 AM	Bar and grills
May 03, 2025, 09:45 PM	Needs way more curb appeal
May 03, 2025, 02:23 PM	Better restaurants. Bike and walk path
May 03, 2025, 01:27 PM	Keep Kaysville as bedroom community
May 03, 2025, 09:32 AM	More Food Options
May 02, 2025, 11:30 AM	Don't add anything else. Traffic is bad enough.
May 01, 2025, 11:55 PM	Put a light by the subway
May 01, 2025, 08:31 PM	Dog park
May 01, 2025, 01:34 PM	Need upscale curb appeal
Apr 30, 2025, 07:45 PM	Walkable, social, nightlife.
Apr 30, 2025, 02:32 PM	high traffic lots of gas stations and car washes not pretty
Apr 30, 2025, 02:28 PM	better shopping/restaurants, better traffic flow, nicer sidewalks
Apr 30, 2025, 12:41 PM	Prettier, especially on Main Street.
Apr 29, 2025, 11:44 PM	Sit down restaurants
Apr 29, 2025, 08:34 PM	Farmers markets. No more car wash buildings.
Apr 29, 2025, 08:04 PM	The traffic flow through here is always smooth as long as construction isn't happening.
Apr 29, 2025, 06:00 PM	Better places to eat!
Apr 29, 2025, 05:22 PM	Not using tax pyer money
Apr 29, 2025, 04:29 PM	Entertainment Shopping Dining
Apr 29, 2025, 04:06 PM	Better business. Protect Bowmans at the same time.
Apr 29, 2025, 03:31 PM	Less traffic on the streets. Bring Aldi grocery store to Kaysville! Put it where Bennion craft store used to be.
Apr 29, 2025, 08:35 AM	Landscaping, Cycling, Dinning.
Apr 29, 2025, 07:58 AM	historic preservation, landscaping, a park
Apr 29, 2025, 07:24 AM	Make it look less trashy
Apr 28, 2025, 04:05 PM	Community Events, night/weekend life
Apr 27, 2025, 11:11 PM	modernize filled business buildings
Apr 27, 2025, 09:48 PM	Pedestrian and biking friendly
Apr 27, 2025, 07:31 PM	Less fast food, banks, and car washes. More varied local shops.
Apr 27, 2025, 05:47 PM	I like visiting the library and the park behind it. And some of the restaurants like Wendy's, Arby's, Orlando's. But the crazy construction on 2nd North/Main has made it very difficult. I try to avoid that area nowadays. And lots of traffic now.
Apr 27, 2025, 10:56 AM	No more commercial Help restore homes between Kaysville and Layton that are rundown
Apr 27, 2025, 09:56 AM	Upscale restaurant, bar/restaurant, no more car washes
Apr 26, 2025, 09:30 PM	Real food less junk
Apr 26, 2025, 08:34 PM	Keep it small and simple.
Apr 26, 2025, 08:19 PM	Less empty retail space
Apr 26, 2025, 02:45 PM	I appreciate the traffic light on 200 N. and 300 W., to stop traffic periodically, to allow me to pull out into traffic when I visit businesses on both sides of the street. It can get very busy in the mornings and afternoons/evenings.

Apr 26, 2025, 01:51 PM	When growing and developing the area keep whatever new buildings that are built historic looking from Main Street…front facades consistent with old town charm. No more national chain ugly dime a dozen buildings
Apr 26, 2025, 11:52 AM	Sit down restaurant
Apr 26, 2025, 11:20 AM	We need higher quality roads and better traffic flow
Apr 26, 2025, 07:03 AM	I work there
Apr 26, 2025, 06:50 AM	Keep the roads in good repair.
Apr 26, 2025, 06:28 AM	Same thing as the south.
Apr 26, 2025, 02:32 AM	Nice restaurants, landscaping, smooth roads
Apr 26, 2025, 12:13 AM	We want acces to culture, to community spaces with events that make everyone feel welcome, and healthier food options .
Apr 25, 2025, 11:29 PM	Make it more beautiful
Apr 25, 2025, 11:18 PM	Love our library so much!
Apr 25, 2025, 10:45 PM	Walkable Aesthetic improvements Trees, plantings Much better architecture & street front Trail connecting to Barnes/Flint street Fill in sad underused parking lots.
Apr 25, 2025, 10:28 PM	Redo the strip mall Unique stores Restaurants Preserve old homes as either residences or businesses
Apr 25, 2025, 09:39 PM	Better shopping restaurants
Apr 25, 2025, 07:58 PM	we would do more in these area if there were activity opportunities there. Dining other than drive up windows. A place to sit and enjoy others.
Apr 25, 2025, 07:43 PM	Re build shops
Apr 25, 2025, 07:35 PM	Help the North Main Street area have the same historic feel.
Apr 25, 2025, 06:14 PM	More artistry and interest
Apr 25, 2025, 05:30 PM	Cohesive Look Landscaping that's is taken care of More sit down restaurants, less chain restaurants
Apr 25, 2025, 05:29 PM	Re-front the old Bennion craft building and create a place for local eateries. NO more chain fast food. It's already too much. Would love another park/community green space.
Apr 25, 2025, 03:27 PM	There needs to be a safer way to ride your bike on this street. I would love to see a pedestrian / bike lane/ overpass going under the freeway and over the train tracks.
Apr 25, 2025, 12:06 PM	Need to renovate the old strip mall when Bennions was.
Apr 25, 2025, 10:28 AM	Great spot in Kaysville for shopping
Apr 25, 2025, 10:01 AM	Upgrade and improve visibility
Apr 25, 2025, 09:22 AM	Keep it the way it
Apr 25, 2025, 09:11 AM	Vitality Bar renewal
Apr 25, 2025, 09:02 AM	Better stores. Of
Apr 25, 2025, 07:43 AM	Organization, site down restaurants
Apr 25, 2025, 06:27 AM	Update, beautify, blend with historic Main Street style
Apr 24, 2025, 11:46 PM	Dinning options
Apr 24, 2025, 09:50 PM	Needs better restaurants not fast food
Apr 24, 2025, 07:41 PM	I've Got Nothing
Apr 24, 2025, 07:23 PM	Trader Joes
Apr 24, 2025, 06:48 PM	New stores, some business that creates a draw. A big box type that draws people to that area
Apr 24, 2025, 06:41 PM	Family activities, natural beauty, better care of streets/ parking lots and sidewalks
Apr 24, 2025, 05:15 PM	Fewer strip malls, real restaurants
Apr 24, 2025, 05:12 PM	have the owner of the strip mall that Bennion Craft was in update it or sell it to have some nicer looking businesses
Apr 24, 2025, 03:18 PM	Fewer auto traffic More courteous drivers

Apr 24, 2025, 03:13 PM	Pretty much keep it as is. Maybe add restaurants or activities for locals. More movie nights in the park. Or live music, food vendors, etc
Apr 24, 2025, 02:58 PM	Not spending tax money on it.
Apr 24, 2025, 02:38 PM	Don't get too much of these national chains (e.g. huge carwashes with bright lights. yikes).
Apr 24, 2025, 02:31 PM	Fine Leave it alone Enough businesses
Apr 24, 2025, 02:13 PM	More food More shopping Things to do
Apr 24, 2025, 12:44 PM	The shops north of bowman's are an eyesore. Get better stores in there. Just a big parking lot.
Apr 24, 2025, 11:36 AM	Distinct extension of historic Main Street
Apr 24, 2025, 11:28 AM	More restaurants, safety for family and kids in the area.
Apr 24, 2025, 11:09 AM	Less traffic Local culture Pedestrian crossing under I-15
Apr 24, 2025, 11:08 AM	Update, update, update
Apr 24, 2025, 10:55 AM	Quality Food Upgrades, Smarter planning (roads, traffic, businesses),
Apr 24, 2025, 10:42 AM	Lively, Eclectic and welcoming. Same As above.
Apr 24, 2025, 10:23 AM	No empty storefronts
Apr 24, 2025, 10:21 AM	Wish we had Bennion or like back. Out door shady spot to eat since there are multiple eating businesses and Bowman doughnuts with no place to sit and enjoy, especially if I'm walking my dog and Since sports are nearby. 7 car washes in a small town encouraging water saving is foolish!
Apr 24, 2025, 10:20 AM	Improving the stripmall
Apr 24, 2025, 10:18 AM	There's so much more room over there. I know the bennion building is off the table since it's private, but it's such a huge waste of space...turn that strip mall into something that looks nice and is usable. It's such a huge spot that could be so great.
Apr 24, 2025, 10:16 AM	more restaurants
Apr 24, 2025, 10:12 AM	More than 3 but: Sit down restaurants, less dentists, less car washes,
Apr 24, 2025, 09:51 AM	Better layout and access. It's really a traffic mess.
Apr 24, 2025, 09:34 AM	Take a few people to go visit Sugar Land, Texas. I think it would help give ideas and maybe help set goals and give some planning vision for the long term.
Apr 24, 2025, 09:31 AM	Trader Joe's, Trader Joe's, Trader Joe's 😂
Apr 24, 2025, 09:28 AM	Make it feel more inviting and warm../ more historic if possible
Apr 24, 2025, 09:21 AM	Find a use for the old Bennions space Fix that parking lot Replace the road on 600 North
Apr 24, 2025, 09:20 AM	More restaurant options and a Trader Joe's
Apr 24, 2025, 09:09 AM	Actual sidewalks
Apr 24, 2025, 09:05 AM	Some additional green space
Apr 24, 2025, 09:02 AM	Leave it alone Leave it alone Leave it alone
Apr 24, 2025, 08:57 AM	No housing units or mutistory business buildings More restaurants and shops
Apr 24, 2025, 08:55 AM	Quick freeway access Traffic solutions for busier intersections (300 w southbound to turn onto 200 N can get very backed up) 400 w improvement at 200 N and at main Street (no left turns allowed from 200 N or onto main st)
Apr 24, 2025, 08:48 AM	Doesn't appear to be historic
Apr 24, 2025, 08:32 AM	Not suburban sprawl Safe for pedestrians
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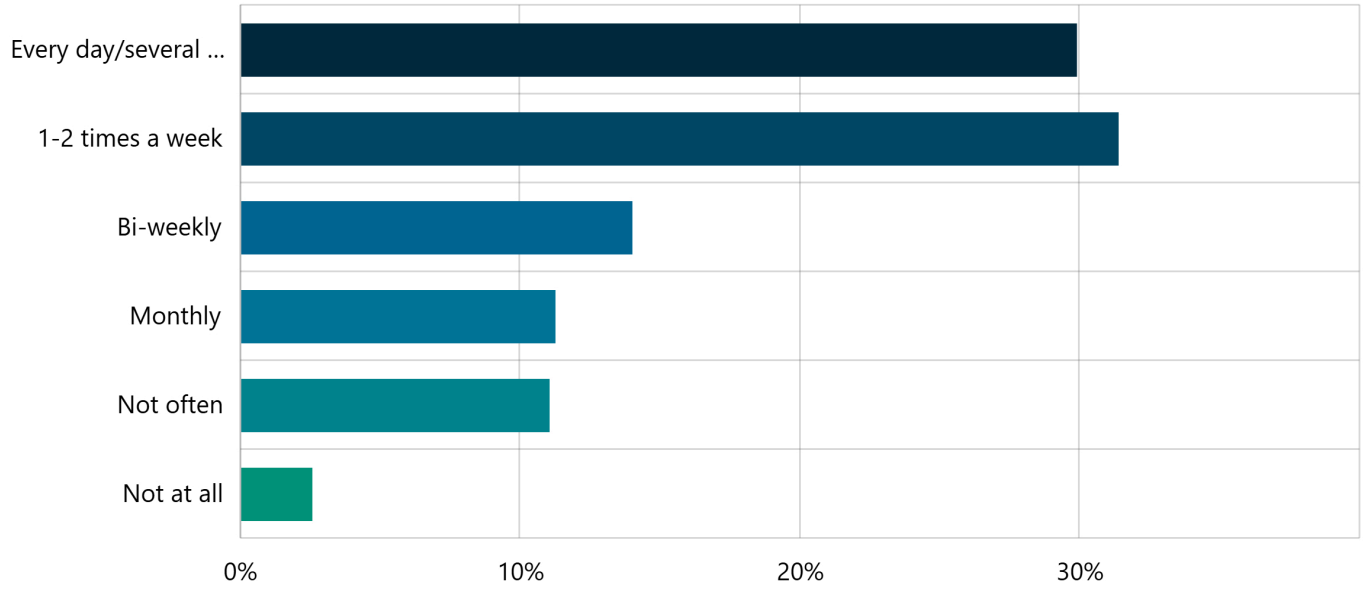
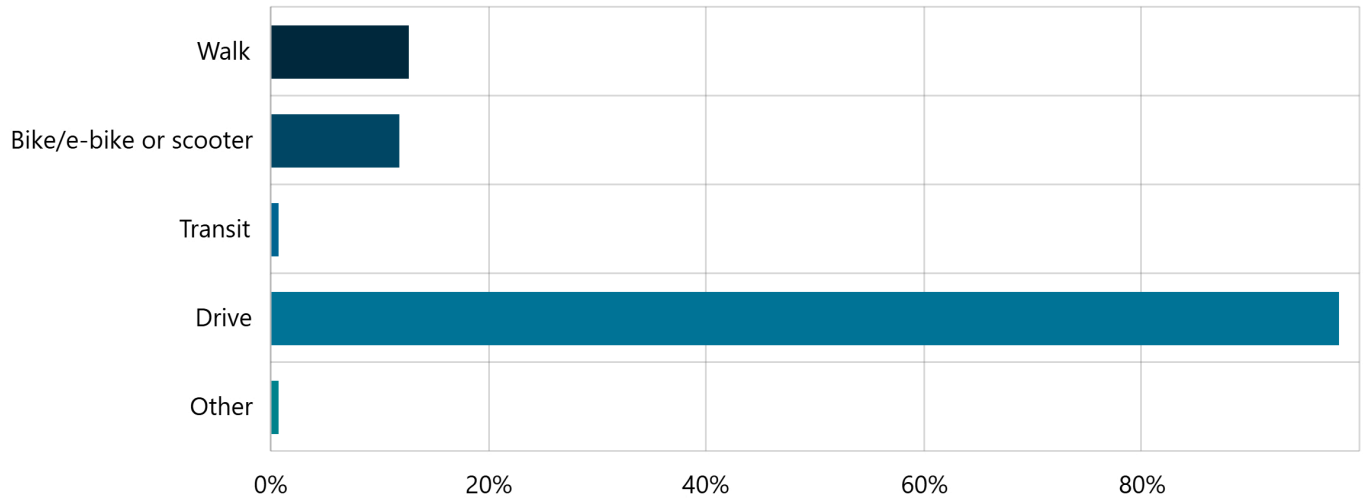
Apr 19, 2025, 01:39 PM	Fewer chains and more small-town businesses. Better traffic accessibility Better landscaping/ community feel
Apr 18, 2025, 10:25 PM	more shops
Apr 18, 2025, 09:35 PM	NO multi housing units, keep it simple,
Apr 17, 2025, 08:11 PM	pedestrian/bike overpass
Apr 17, 2025, 05:05 PM	Bike paths Trees Benches
Apr 17, 2025, 12:03 PM	Growth, development, less government zoning
Apr 16, 2025, 11:30 PM	New business
Apr 16, 2025, 11:22 PM	Bringing in a great business to the old Ben Franklin/Bennion crafts store.
Apr 16, 2025, 09:36 PM	Dining, economic opportunities, refresh
Apr 16, 2025, 09:30 PM	More Restaurants
Apr 16, 2025, 03:46 PM	tear down old crumbly car-centered infrastructure for more housing.
Apr 15, 2025, 04:38 PM	Variety, not just more of the same Better traffic flow on 2nd North and Main Street. Pedestrian friendly
Apr 15, 2025, 12:24 PM	NOT high-desnity or mixed-use housing. More shops and or restaurants A community center possibly
Apr 15, 2025, 12:12 PM	more updated buildings
Apr 14, 2025, 05:21 PM	See above
Apr 12, 2025, 05:43 PM	Less traffic, less people.
Apr 12, 2025, 05:00 PM	Safe travel corridor Easy access to shops and dining for pedestrians and cyclists
Apr 12, 2025, 10:43 AM	Fewer businesses
Apr 12, 2025, 08:34 AM	Love the places like Old Grist Mill and the Red Balloon Toy Shop. Less Fast Food chains and more good food/restaurant options.
Apr 11, 2025, 11:33 PM	No more carwashes or rundown apartment buildings. Must get some green space somehow and a way to cut down on traffic & noise.
Apr 11, 2025, 11:27 PM	Rethink Bennion complex!
Apr 11, 2025, 08:04 PM	Make it fun and enjoyable to go there. It looks run down and crappy.
Apr 11, 2025, 06:51 PM	Leave it alone. Stop commecial encroaching on residential.
Apr 11, 2025, 04:43 PM	Clean up the run down buildings. You should require all the businesses in town to have an exterior color scheme that unites the city...so much more pleasing to the eye. Think charming, not tacky fast food and vape shops.
Apr 11, 2025, 03:36 PM	It has some great businesses in there. More unique things that make Kaysville special, and a couple of sit down restaurants would be really appreciated in that area.
Apr 11, 2025, 03:17 PM	Food, Fun, shopping
Apr 11, 2025, 02:54 PM	less spread out better signs for shops (it can be hard to tell what's there till you're close enough to see the doors)
Apr 11, 2025, 02:23 PM	Property Upgrades (Romney area)
Apr 10, 2025, 02:28 PM	I have never been here.

36. How often do you visit the Flint Street Neighborhood?
Multi Choice | Skipped: 49 | Answered: 472 (90.6%)



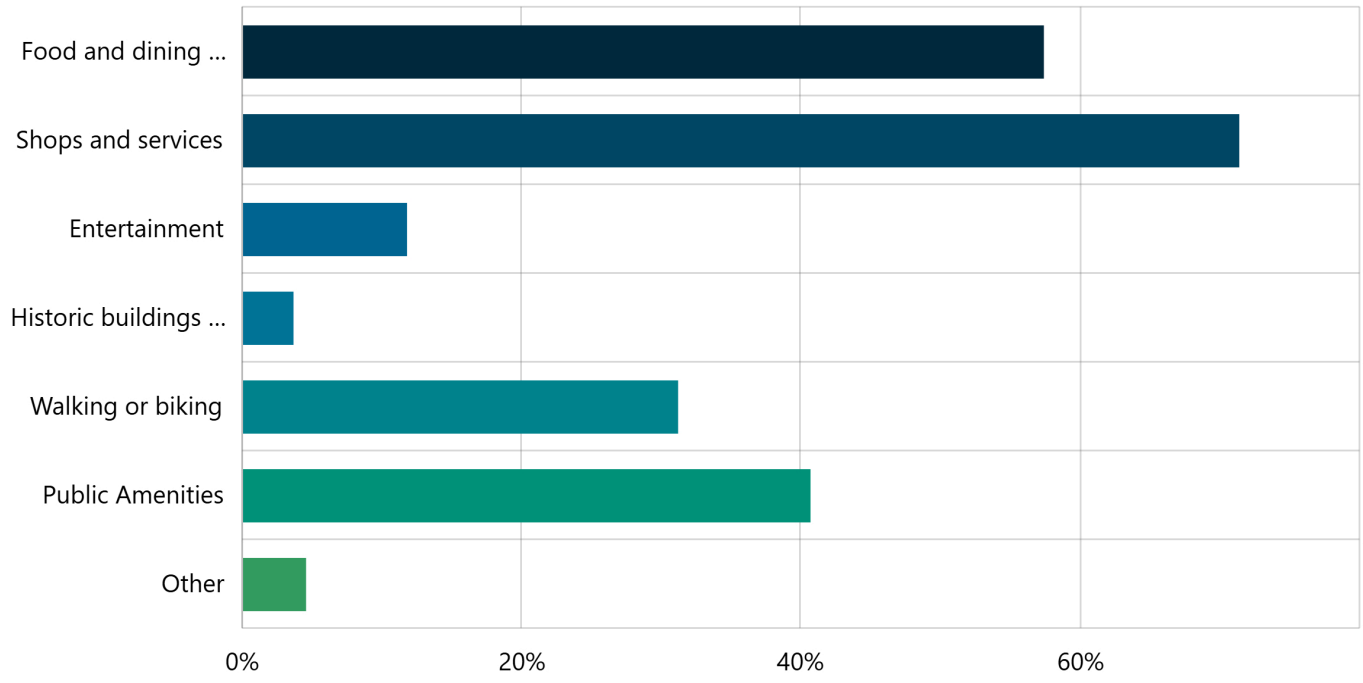
Answer choices	Percent	Count
Every day/several times a week	29.87%	141
1-2 times a week	31.36%	148
Bi-weekly	13.98%	66
Monthly	11.23%	53
Not often	11.02%	52
Not at all	2.54%	12
Total	**100.00%**	**472**

37. How do you typically travel to the Flint Street Neighborhood? Check all that apply.
Multi Choice | Skipped: 61 | Answered: 460 (88.3%)



Answer choices	Percent	Count
Walk	12.61%	58
Bike/e-bike or scooter	11.74%	54
Transit	0.65%	3
Drive	98.04%	451
Other	0.65%	3

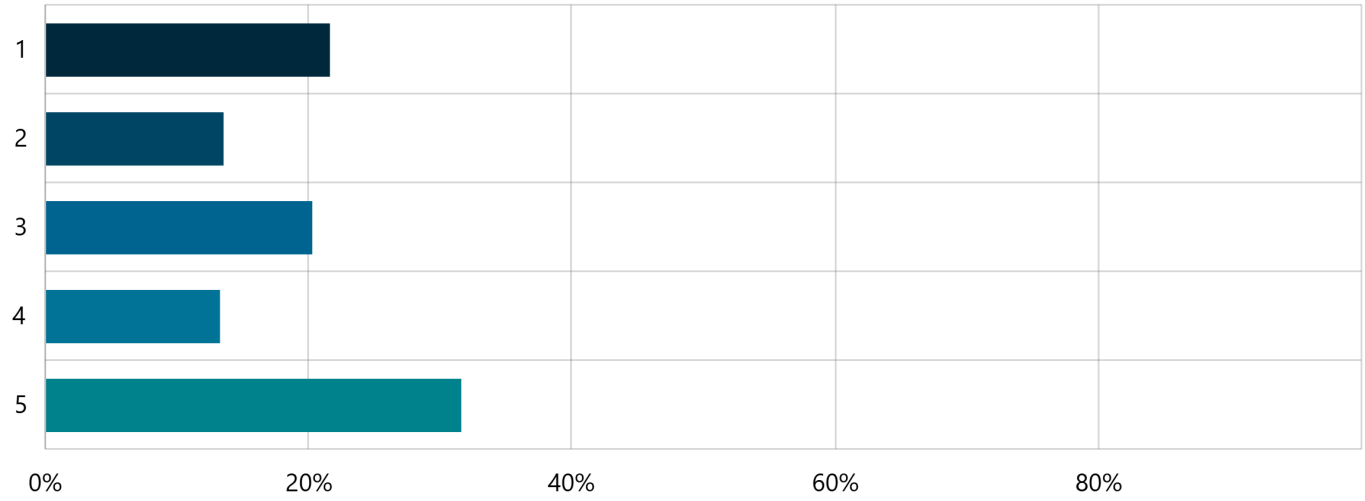
38. What aspects of the Flint Street Neighborhood do you enjoy? Check all that apply.
Multi Choice | Skipped: 78 | Answered: 443 (85%)



Answer choices	Percent	Count
Food and dining options	57.34%	254
Shops and services	71.33%	316
Entertainment	11.74%	52
Historic buildings and landmarks	3.61%	16
Walking or biking	31.15%	138
Public Amenities	40.63%	180
Other	4.51%	20

39. Local shops and services

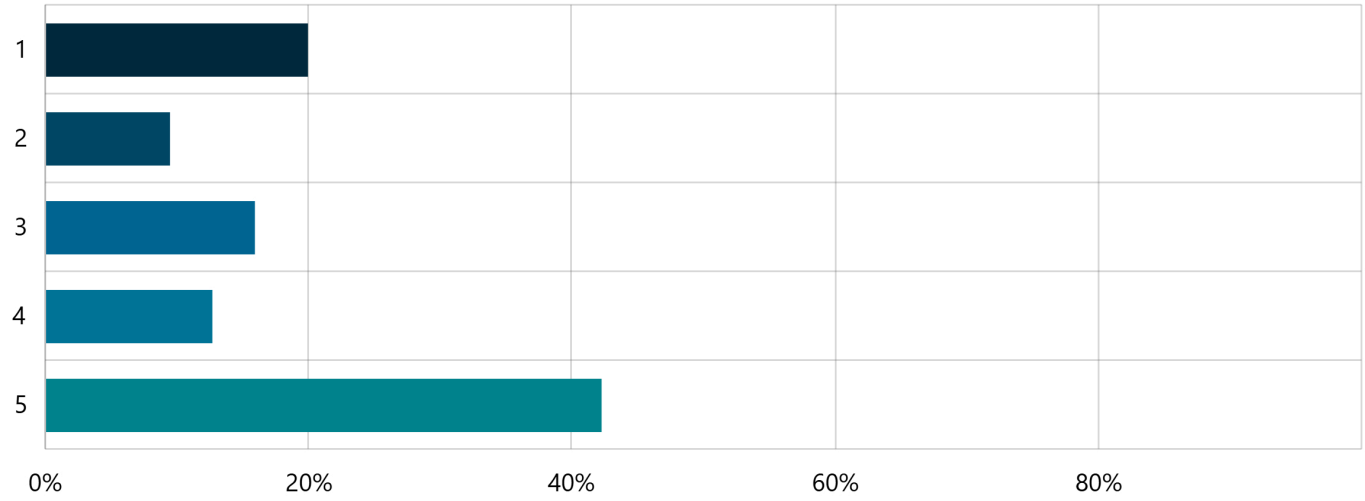
Select Box | Skipped: 150 | Answered: 371 (71.2%)



Answer choices	Percent	Count
1	21.56%	80
2	13.48%	50
3	20.22%	75
4	13.21%	49
5	31.54%	117
Total	**100.00%**	**371**

40. Restaurants

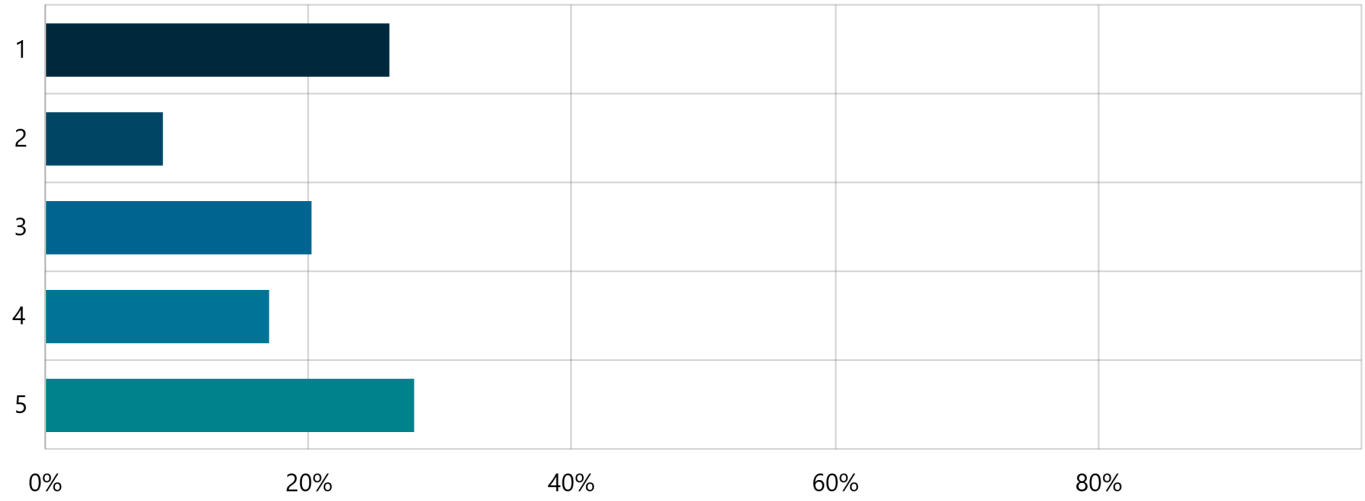
Select Box | Skipped: 149 | Answered: 372 (71.4%)



Answer choices	Percent	Count
1	19.89%	74
2	9.41%	35
3	15.86%	59
4	12.63%	47
5	42.20%	157
Total	**100.00%**	**372**

41. Patio and outdoor spaces

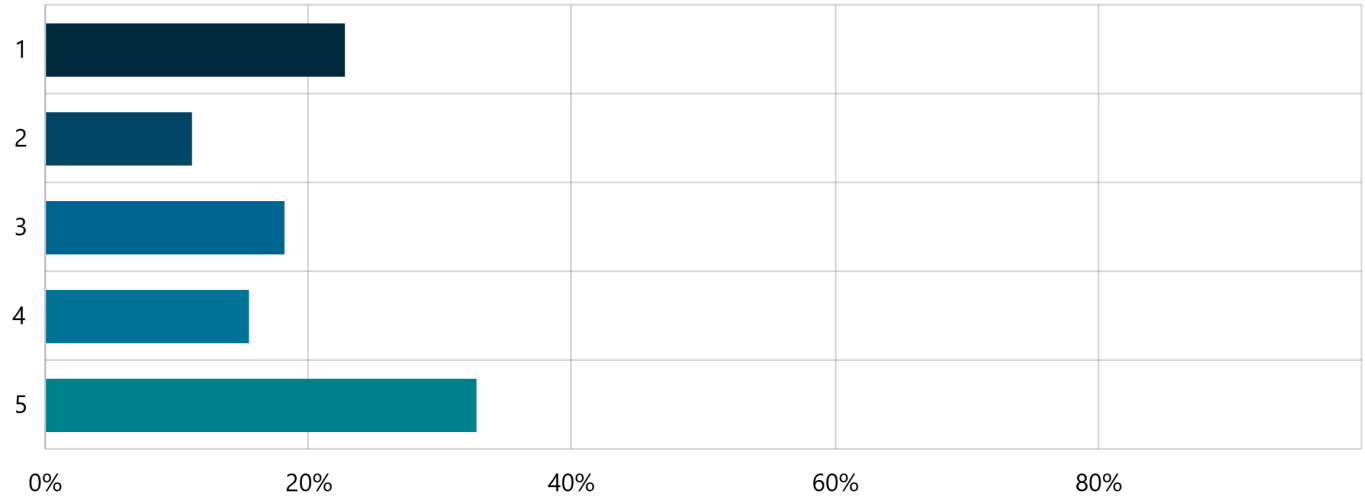
Select Box | Skipped: 149 | Answered: 372 (71.4%)



Answer choices	Percent	Count
1	26.08%	97
2	8.87%	33
3	20.16%	75
4	16.94%	63
5	27.96%	104
Total	**100.00%**	**372**

42. Natural vegetation and/ or professional landscaping

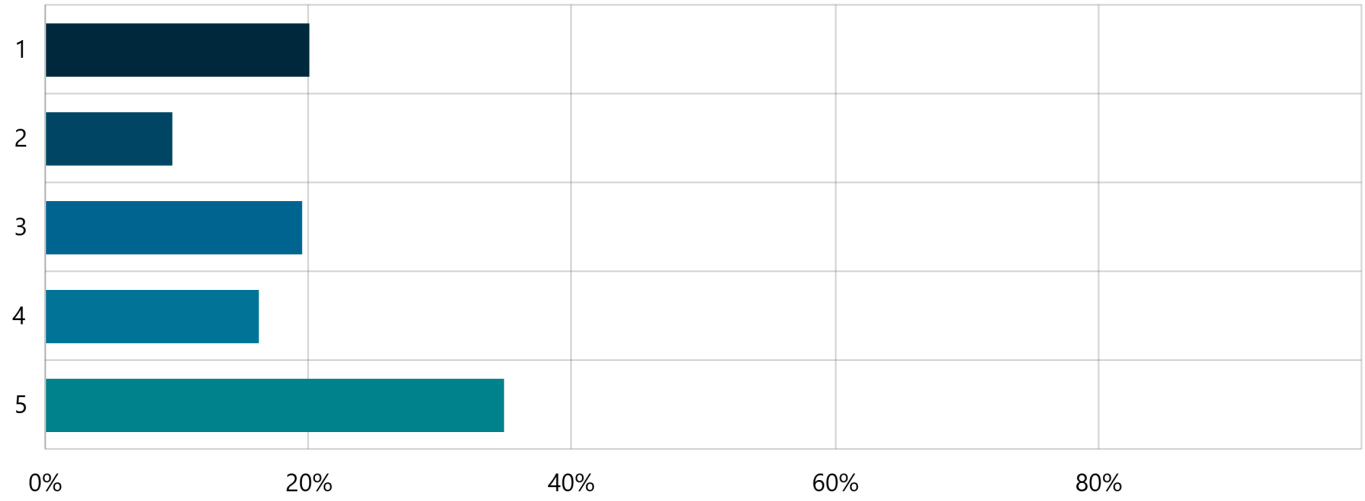
Select Box | Skipped: 151 | Answered: 370 (71%)



Answer choices	Percent	Count
1	22.70%	84
2	11.08%	41
3	18.11%	67
4	15.41%	57
5	32.70%	121
Total	**100.00%**	**370**

43. Pedestrian infrastructure and amenities

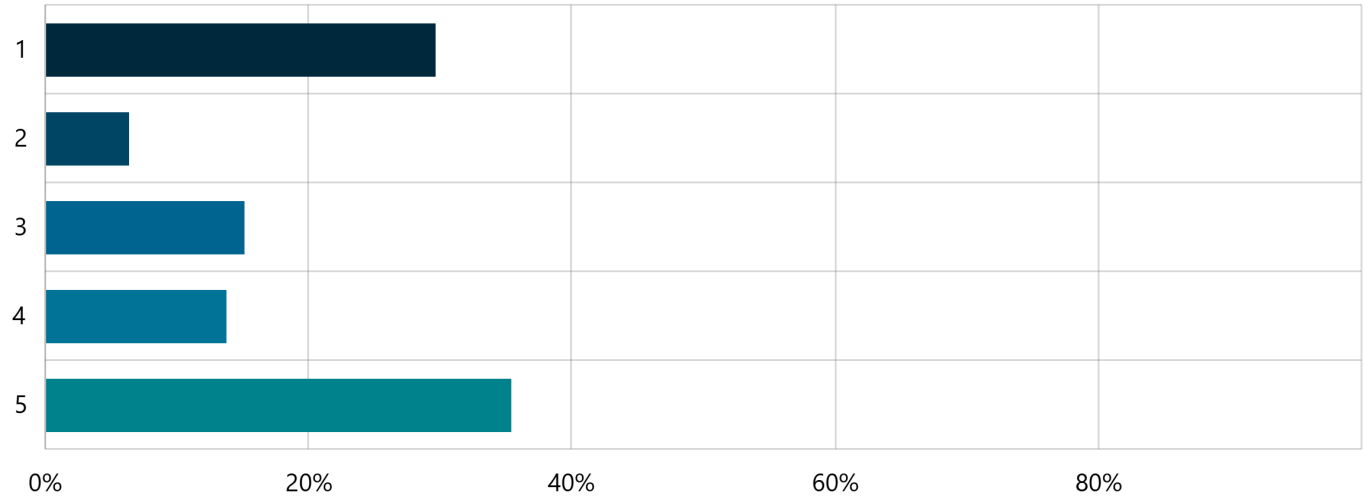
Select Box | Skipped: 156 | Answered: 365 (70.1%)



Answer choices	Percent	Count
1	20.00%	73
2	9.59%	35
3	19.45%	71
4	16.16%	59
5	34.79%	127
Total	**100.00%**	**365**

44. Cycling and trail routes

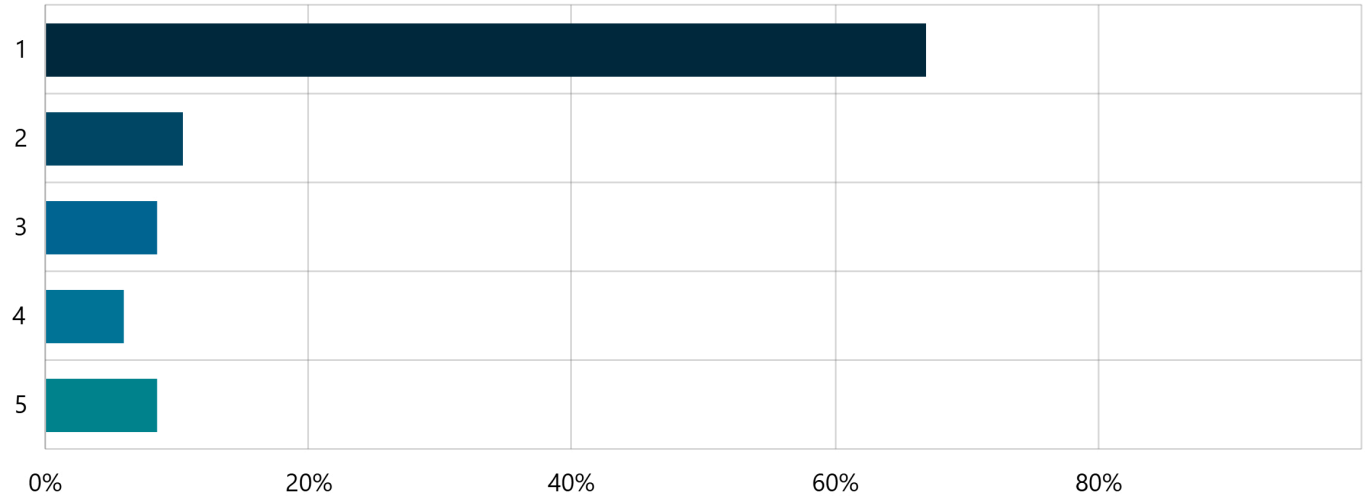
Select Box | Skipped: 156 | Answered: 365 (70.1%)



Answer choices	Percent	Count
1	29.59%	108
2	6.30%	23
3	15.07%	55
4	13.70%	50
5	35.34%	129
Total	**100.00%**	**365**

45. More housing options

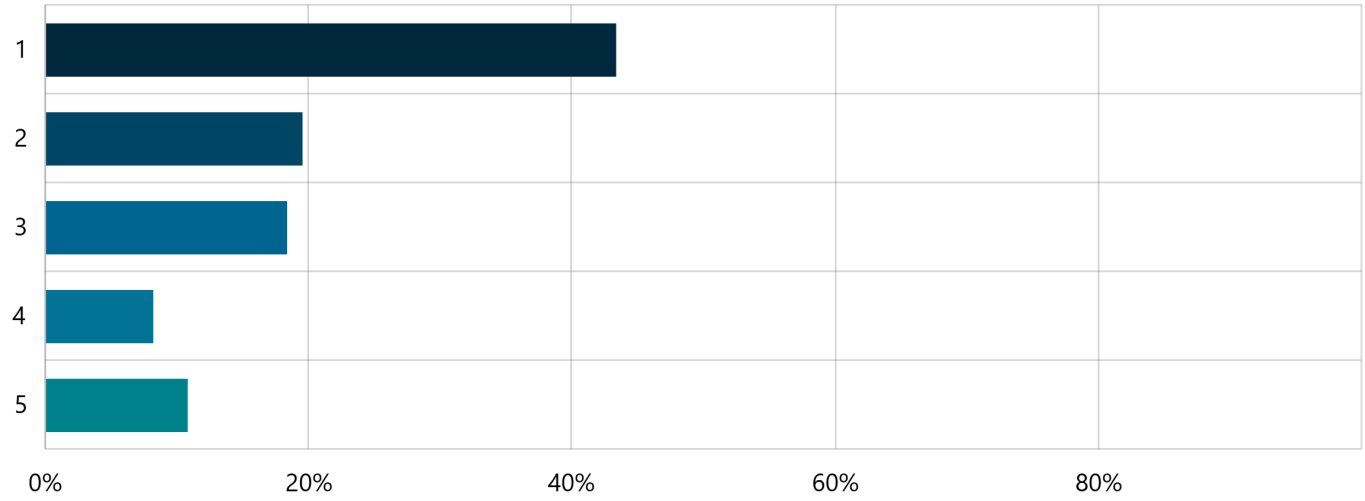
Select Box | Skipped: 165 | Answered: 356 (68.3%)



Answer choices	Percent	Count
1	66.85%	238
2	10.39%	37
3	8.43%	30
4	5.90%	21
5	8.43%	30
Total	**100.00%**	**356**

46. Parking

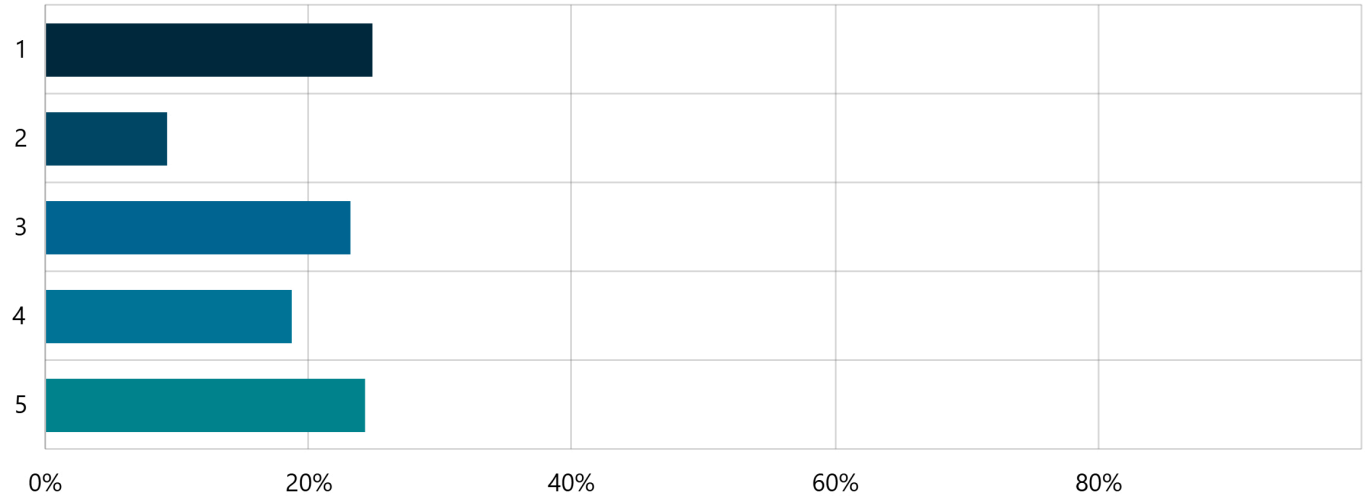
Select Box | Skipped: 177 | Answered: 344 (66%)



Answer choices	Percent	Count
1	43.31%	149
2	19.48%	67
3	18.31%	63
4	8.14%	28
5	10.76%	37
Total	**100.00%**	**344**

47. Community gathering spaces

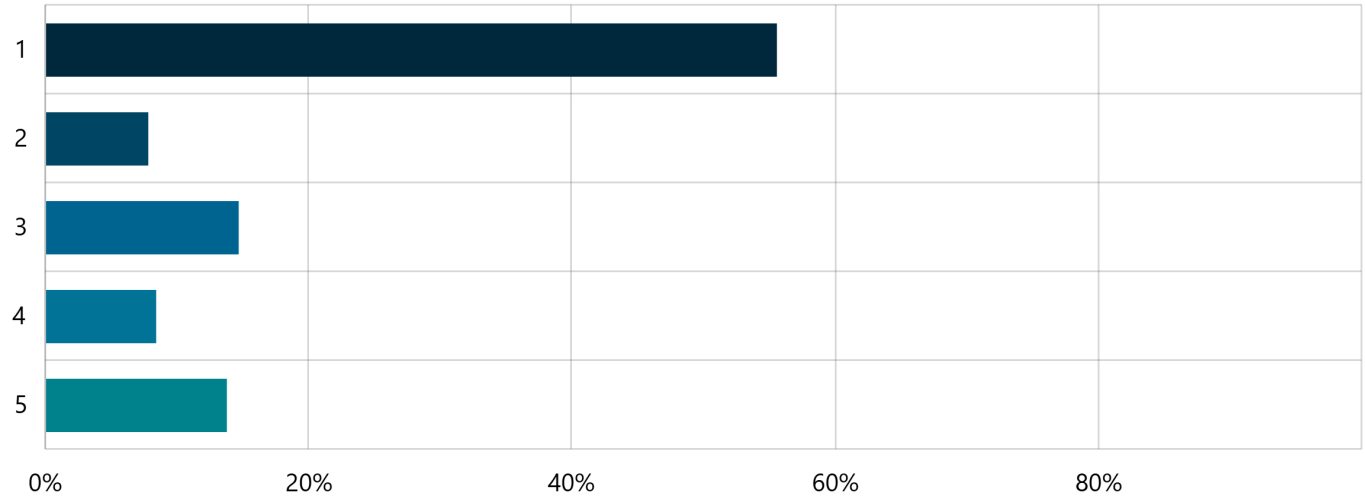
Select Box | Skipped: 162 | Answered: 359 (68.9%)



Answer choices	Percent	Count
1	24.79%	89
2	9.19%	33
3	23.12%	83
4	18.66%	67
5	24.23%	87
Total	**100.00%**	**359**

48. Nightlife opportunities

Select Box | Skipped: 186 | Answered: 335 (64.3%)



Answer choices	Percent	Count
1	55.52%	186
2	7.76%	26
3	14.63%	49
4	8.36%	28
5	13.73%	46
Total	**100.00%**	**335**

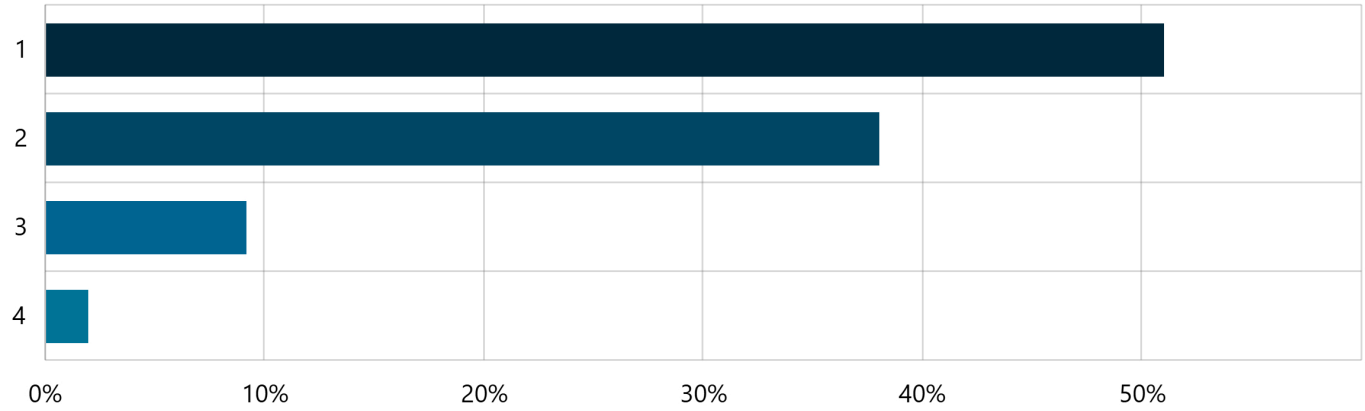
49. Any other improvements you would like to see in the Flint Street Neighborhood?

Short Text | Skipped: 435 | Answered: 86 (16.5%)

Date Submitted	Contribution
May 12, 2025, 01:53 PM	Traffic - you've not spent the "road fees" correctly
May 12, 2025, 12:53 PM	A left turn lane going east from Flint and 200 North.
May 12, 2025, 09:09 AM	No
May 12, 2025, 08:17 AM	swimming pool Kaysville
May 11, 2025, 08:22 AM	I think this area is run well. A good combo of green space and amenities. I do not want park space limited.
May 10, 2025, 09:11 PM	Keep it private.
May 10, 2025, 03:10 PM	No leave it alone. There is enough business there.
May 10, 2025, 02:41 PM	Better sidewalks and pedestrian paths
May 10, 2025, 12:45 PM	Please don't allow large chain businesses in the area. Also no more car washes!!!
May 07, 2025, 11:38 AM	Better traffic alignment at Maverik
May 07, 2025, 12:20 AM	Dog park
May 06, 2025, 07:23 PM	None
May 06, 2025, 05:29 PM	I think Flint Street is fine and fulfills it's function. Main Street needs more done to it.
May 05, 2025, 02:15 PM	Traffic light turning lanes turned on, we deserve a green turning light even when one car is there, especially during heavier traffic times.
May 02, 2025, 11:30 AM	Kaysville is losing its small-town feel with the addition of townhomes, apartments, and more businesses. Don't fill everything up just because there is an opportunity. Our home is on the south side of 2nd north; businesses should not be allowed there.
May 01, 2025, 11:55 PM	A better way to get into the Maverick
May 01, 2025, 08:48 AM	None
Apr 30, 2025, 12:41 PM	Parking by the trail
Apr 29, 2025, 08:34 PM	No
Apr 29, 2025, 08:04 PM	Don't spend a lot of time here
Apr 29, 2025, 05:22 PM	None
Apr 29, 2025, 04:06 PM	More so worry about the crosswalk on 2nd North and Smiths
Apr 29, 2025, 07:58 AM	Improvements in the park: adding trails, adding another playground or expanding the current playground.
Apr 27, 2025, 07:31 PM	A dog park would be nice
Apr 26, 2025, 08:34 PM	Expand Barnes park.
Apr 26, 2025, 02:45 PM	Leave alone, or just listen to the individuals/businesses that live in the area.
Apr 26, 2025, 11:20 AM	More parking
Apr 25, 2025, 10:45 PM	Trail connecting to N Main Street
Apr 25, 2025, 10:28 PM	Move the entrance to Smiths away from the crosswalk, it's not safe. Think about safety before you build. Create infrastructure before you add tons of homes out west! Keep the 1/2 acre rule for homes.
Apr 25, 2025, 10:28 AM	Bridge to get over I-15
Apr 25, 2025, 09:22 AM	Reduced traffic
Apr 25, 2025, 09:21 AM	More park space, leave open spaces. It is constantly used by those who live in the area.
Apr 24, 2025, 07:23 PM	Sit down restaurants
Apr 24, 2025, 06:49 PM	It's about right the way it is.
Apr 24, 2025, 06:43 PM	Sit down restaurant not fast food
Apr 24, 2025, 06:41 PM	Sidewalks on flint Street to improve safety of kids walking to barnes park
Apr 24, 2025, 05:40 PM	Skatepark
Apr 24, 2025, 05:15 PM	Trail tunnel under 200 north
Apr 24, 2025, 03:17 PM	Fewer entitled-feeling people.
Apr 24, 2025, 03:17 PM	No
Apr 24, 2025, 03:13 PM	This area is wonderful as is.
Apr 24, 2025, 02:58 PM	No
Apr 24, 2025, 02:32 PM	Better traffic control on 200N heading west around 4pm -6pm
Apr 24, 2025, 02:31 PM	The park is nice. No more businesses. No more housing. It won't fit. Please stop trying to waste our money
Apr 24, 2025, 12:20 PM	Bike lane or trail connection from D&RG to Barnes Park. More park amenities... pool, ice rink, pump track.
Apr 24, 2025, 11:36 AM	Just a nice place to recreate and enjoy food
Apr 24, 2025, 10:55 AM	Vertical parking structure at the park, a kaysville Recreational center, More comfortable seating around the park and baseball fields.
Apr 24, 2025, 10:42 AM	These area seems more industrial, not a vision I see for a nightly welcoming Main Street.
Apr 24, 2025, 09:28 AM	Increase in speed limits on 200 North
Apr 24, 2025, 09:02 AM	No
Apr 24, 2025, 08:55 AM	Crosswalks on Kay's drive and lower speed limits

Apr 24, 2025, 08:47 AM	More pickleball courts. More parking by south Barnes park field
Apr 24, 2025, 08:22 AM	The exit out of the smiths parking lot going west where and the pedestrian cross walk is very very dangerous. I hate trying to get out there and try to avoid it. That needs to somehow change. We desperately need a car wash down here. WDH is buggy.
Apr 24, 2025, 08:17 AM	More off street parking for rec sport
Apr 24, 2025, 07:33 AM	Skate park
Apr 23, 2025, 09:32 PM	Kaysville needs true affordable housing. Maybe this is a good area for that?
Apr 23, 2025, 06:26 PM	I love Barnes park and the rail trail. I feel like the parking is good, so although i ranked them low, it's more because they don't need improvement, not because i don't like them
Apr 23, 2025, 02:11 PM	no
Apr 23, 2025, 02:08 PM	Improve the crosswalk at 200 North in front of Smith's - pedestrian overpass would be ideal
Apr 22, 2025, 04:40 PM	Minimize business expanion
Apr 22, 2025, 04:00 PM	repair sidewalks
Apr 22, 2025, 03:48 PM	None
Apr 22, 2025, 01:55 PM	more parking for sporting events
Apr 22, 2025, 08:58 AM	No
Apr 21, 2025, 08:32 PM	More traffic enforcement.
Apr 21, 2025, 03:37 PM	A safe way for bikes and pedestrians to get across/under 1-15 and the on/off ramps!!!!!! It's a death wish now.
Apr 19, 2025, 10:32 PM	Less construction
Apr 19, 2025, 10:01 PM	None. Leave it alone.
Apr 19, 2025, 09:00 PM	Not really much to improve.
Apr 19, 2025, 07:36 PM	none
Apr 18, 2025, 10:25 PM	rec center/pool
Apr 17, 2025, 05:05 PM	Bike trails. I live in this area and you cannot bike over the bridge to main street! Too much traffic and now where for bikes or pedestrians that is friendly
Apr 17, 2025, 12:03 PM	Growth!
Apr 16, 2025, 11:22 PM	More affordable housing.
Apr 16, 2025, 05:49 PM	More parking at the park. Haven't gone to fireworks since it was moved
Apr 16, 2025, 03:46 PM	i'm sensing a trend - everywhere you have to drive to get to, and they're all single use spaces... fix that
Apr 15, 2025, 12:24 PM	Nothing -maybe a community center but parking is a problem because that was not taken into consideration
Apr 15, 2025, 12:12 PM	It would be nice to have more features at Barnes park, such as splash pad, another playground near the baseball fields. Would be nice to make the stream useable.
Apr 13, 2025, 07:14 AM	Recreation center with basketball courts
Apr 12, 2025, 05:43 PM	No
Apr 11, 2025, 06:51 PM	No.
Apr 11, 2025, 04:43 PM	Its fine the way it is
Apr 11, 2025, 03:36 PM	Affordable single family homes would be great. And a roundabout on Flint Street and Flint Meadow. It gets dicey leaving the business park area. People drive too fast on Flint.
Apr 11, 2025, 03:33 PM	Make this the center of community gathering.
Apr 11, 2025, 02:54 PM	I only really go to this area for Smith's if I also want to get pizza. Otherwise I go to Fairfield Smith's. Doesn't feel like there's much here, but it doesn't need to be a hub so that's fine
Apr 10, 2025, 02:28 PM	More connections to the Rio Grand Trail!

50. If you visit the Flint Street Neighborhood shops or businesses, how many do you visit in a single trip?
Multi Choice | Skipped: 105 | Answered: 416 (79.8%)



Answer choices	Percent	Count
1	50.96%	212
2	37.98%	158
3	9.13%	38
4	1.92%	8
Total	**100.00%**	**416**

51. List three words or phrases that describe what would make the Flint Street Neighborhood even better:
Long Text | Skipped: 370 | Answered: 151 (29%)

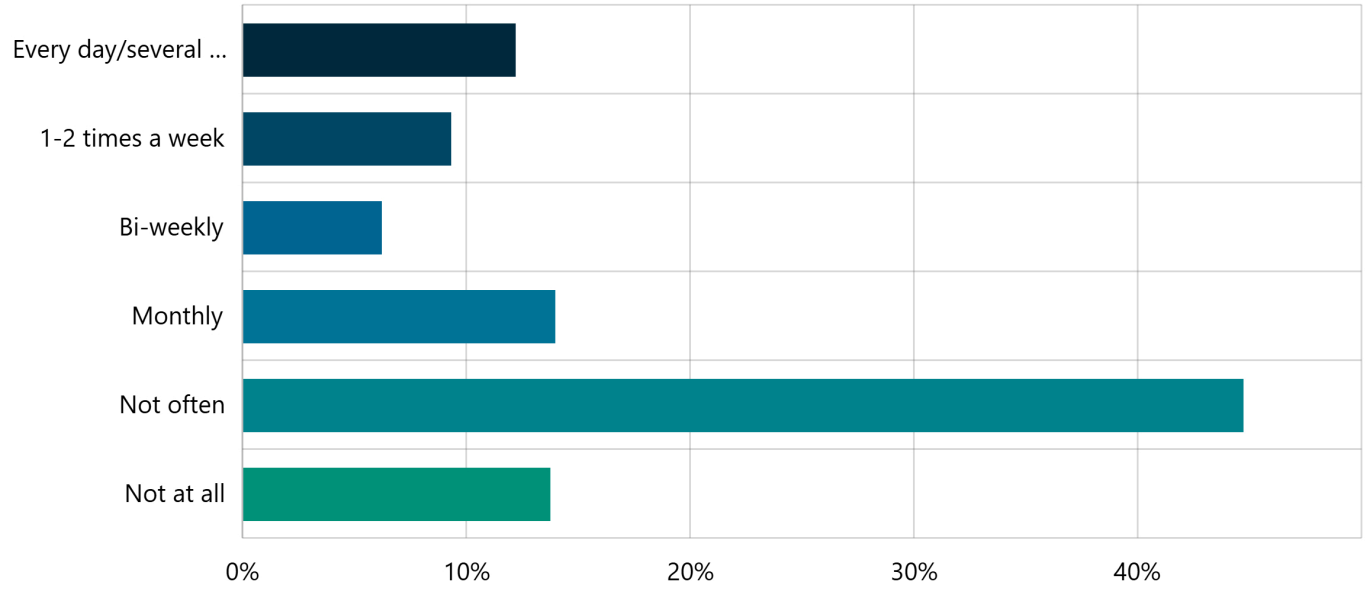
Date Submitted	Contribution
May 12, 2025, 09:50 PM	Restaurants and small busineases
May 12, 2025, 09:30 PM	-- honestly really tough here. I think this area has been really well planned. The parks are so great. Such a great feeling to drive by on summer nights and see the lights of folks out playing softball, .. these types of atmospheres create such a great feeling.
May 12, 2025, 01:53 PM	Traffic having other ways to get to east Kaysville or other access to I-15.
May 12, 2025, 01:01 PM	Consider inclement weather when designing our roads. Round abouts are dangerous and are worse when it snows.
May 12, 2025, 12:53 PM	Better kept yards and public spaces.
May 12, 2025, 09:09 AM	Quit adding congestion
May 12, 2025, 08:17 AM	The swimming pool in Kaysville is very much needed. No high-density housing, No traffic calming.
May 11, 2025, 09:43 PM	No more housing
May 10, 2025, 09:11 PM	Keep it undeveloped.
May 10, 2025, 09:11 PM	No apartment lined main streets please.
May 10, 2025, 06:16 PM	Walkability
May 10, 2025, 05:48 PM	Parking
May 10, 2025, 03:10 PM	Just leave it alone.
May 10, 2025, 12:45 PM	Easier access other than by car.
May 10, 2025, 09:29 AM	Less taxes
May 10, 2025, 03:51 AM	Get a BUS STOP for UTA
May 08, 2025, 05:48 PM	No more pizza places. Bring in high end restaurants. Farmington is kicking your butt. We have to go to Layton or Farmington for entertainment and food. So sad we let stupid things in Kaysville
May 07, 2025, 11:34 AM	Public bathrooms
May 07, 2025, 08:25 AM	Better traffic flow
May 07, 2025, 12:20 AM	Dog park so dog owners can let their dogs roam and play
May 06, 2025, 07:23 PM	None
May 06, 2025, 05:29 PM	Safe bike lanes too access the main bike routes
May 05, 2025, 02:15 PM	More sit down restaurants
May 03, 2025, 09:32 AM	Help the park.
May 02, 2025, 11:30 AM	It feels like Kaysville sees dollar signs and adds whatever they want to add to any available piece of property without concern for what it is doing to the town itself. Don't fill us up any more than you already have! Traffic is as bad as it is in large towns. Please consider the residents that moved to Kaysville because we loved how it felt 35 years ago. When we moved in, we were limited to 1/2 acre lots in west Kaysville. What happened to that? Please draw a line SOMEWHERE. Please create a master plan with some greenspace--and stick with it no matter how enticing the income/taxes look! Also, keep the businesses where they already are and don't ruin the beauty of the park by adding fast food or other such businesses along 2nd north where people already live.
May 01, 2025, 11:55 PM	Add to the park
May 01, 2025, 08:31 PM	Dog park
May 01, 2025, 01:34 PM	Parking for Barnes Park is difficult during tournaments and ballgame nights. Need nice restaurant in industrial park.
May 01, 2025, 08:48 AM	Leave it alone x 3
Apr 30, 2025, 07:45 PM	Walkable, social, nightlife.
Apr 30, 2025, 02:32 PM	mixed use in the industrial area The park is awesome Pickleball is awesome
Apr 30, 2025, 02:28 PM	limit access to 200 North from N 600 W and N 650 W
Apr 30, 2025, 12:41 PM	Need parking by the trail and have trails East to west that link to north/south trail.
Apr 29, 2025, 08:04 PM	Don't have enough input here to be of any use.
Apr 29, 2025, 06:00 PM	Better food
Apr 29, 2025, 05:22 PM	Not using tax payer money
Apr 29, 2025, 05:18 PM	Move the 4th fireworks back to Davis high. It's much easier to get in and around.
Apr 29, 2025, 04:06 PM	Better street crossing
Apr 29, 2025, 03:31 PM	Build a ped/bike trail tunnel under 200 N where the Denver rio grande bike trail crosses that street. Build a Chick fill a restaurant there by Smiths!
Apr 29, 2025, 08:35 AM	Entertainment, Gathering, Events
Apr 29, 2025, 07:58 AM	a better park
Apr 28, 2025, 04:05 PM	Quiet, peaceful
Apr 27, 2025, 07:31 PM	Less fast food, banks, and car washes. More varied local shops.
Apr 27, 2025, 05:47 PM	I like to play pickleball at Barnes Park. I shop at the Kaysville Smiths and get my hair cut nearby. I think keeping up with the traffic in the area would be a good pro-active point.

Apr 27, 2025, 11:05 AM	Keep focused on recreation and larger scale business.
Apr 27, 2025, 09:56 AM	Keep it small, biking areas are great
Apr 26, 2025, 08:34 PM	Make Barnes park bigger. Buy adjacent properties to increase park size and amenities.
Apr 26, 2025, 02:45 PM	Leave it alone? Let those people who live and do businesses there decide?
Apr 26, 2025, 01:51 PM	When growing and developing the area keep whatever new buildings that are built historic...front facades consistent with old town charm. No more national chain ugly dime a dozen buildings I like that the flint street neighborhood feels like the epicenter of the city...groceries, restaurants, sports, trails, etc. We need a carwash and a few more dining options, fire station would be nice and a postoffice branch would be perfect.
Apr 26, 2025, 11:59 AM	More green space Improved park More lighting
Apr 26, 2025, 07:03 AM	We need a community rec center near here!!
Apr 25, 2025, 11:29 PM	Make the roads better. Clear paint lines
Apr 25, 2025, 10:45 PM	Safe pedestrian pathways through the interior of the Smith's shopping complex. More trees & outdoor gathering spaces. Trail connections. (East-West)
Apr 25, 2025, 10:28 PM	Restaurants, restaurants, restaurants. And good ones like Aubergine, In and Out, Santorini's, Zao. Not jack in the box and Taco Bell!
Apr 25, 2025, 07:58 PM	The park and Maverick are the only services available now.
Apr 25, 2025, 07:43 PM	More courts
Apr 25, 2025, 03:27 PM	There needs to be a safer way to ride your bike on this street. I would love to see a pedestrian / bike lane/ overpass going under the freeway and over the train tracks.
Apr 25, 2025, 12:58 PM	We need at least one restaurant that is not fast food
Apr 25, 2025, 10:28 AM	Bridge over I-15 to make it safer. I bike to west Kaysville all the time and have had many cases where cars and intentionally honks or been aggressive to me just because I'm on a bike.
Apr 25, 2025, 09:22 AM	There is too much going on in the west side. Please consolidate commercial.
Apr 25, 2025, 09:21 AM	Maintain parks and recreation area. Businesses in the industrial park float in and out and the area has yet to be completely built out.
Apr 25, 2025, 07:43 AM	more sit down restaurants
Apr 24, 2025, 11:46 PM	Faster service at kneaders
Apr 24, 2025, 09:50 PM	Needs more restaurants
Apr 24, 2025, 07:41 PM	Stiil Got Nothing
Apr 24, 2025, 07:23 PM	Sit down restaurants
Apr 24, 2025, 06:41 PM	Safety, family friendly, fits neighborhood
Apr 24, 2025, 05:40 PM	Skatepark
Apr 24, 2025, 05:15 PM	Events at the park, plaza by smiths, better bike/ped access, farmers market
Apr 24, 2025, 03:13 PM	Love Barnes park. Beautiful neighborhoods. Love how clean the parks and industrial areas are.
Apr 24, 2025, 02:58 PM	Not spending tax money on it.
Apr 24, 2025, 02:32 PM	Better traffic control to get to Barnes park/flint st area from Kaysville Main Street. Congestion after school hours is horrible More restaurant choices
Apr 24, 2025, 02:31 PM	Annoying that you've ruined it. I'm mad at what it's become. You absolutely promised no gas station look what you did. Residential area - not meant for businesses
Apr 24, 2025, 02:13 PM	Skate park More food More shopping
Apr 24, 2025, 01:53 PM	I'd love to see more events at the park.
Apr 24, 2025, 12:44 PM	It's a park, a grocery store, and a big industrial park for businesses.
Apr 24, 2025, 12:20 PM	Redevelopment NE corner of 200 N and Flint. More public park space or amenities.
Apr 24, 2025, 10:55 AM	Vertical parking, Recreational center, comfortable seating.
Apr 24, 2025, 10:21 AM	More vending near the sports fields and center of gathering area with shady tables and chairs
Apr 24, 2025, 10:20 AM	It is good the way it is
Apr 24, 2025, 10:12 AM	More than 3 but: GP motors parking sucks, more road connections around Barnes Park
Apr 24, 2025, 10:08 AM	Probably another maverik
Apr 24, 2025, 09:51 AM	Expand shopping and restaurants. The street is very busy.

Apr 24, 2025, 09:34 AM	Take a few people to go visit Sugar Land, Texas. I think it would help give ideas and maybe help set goals and give some planning vision for the long term.
Apr 24, 2025, 09:28 AM	?
Apr 24, 2025, 09:20 AM	More restaurants and a Trader Joe's
Apr 24, 2025, 09:09 AM	Trader Joe's
Apr 24, 2025, 09:02 AM	Better restaurants
Apr 24, 2025, 08:55 AM	Crosswalks Lower speed limit around park
Apr 24, 2025, 08:47 AM	Give us more options!!! I had no idea as a newer kaysville resident that there is a spa, nail place, and other fun things until I drove around. Could we get a swig or thirst by Barnes park? On the north side? Please look up chicken and pickle. It would be so fabulous to draw something like that to this area. Much more accessible than a top golf and perfect for families. I wish Davis county had something like this.
Apr 24, 2025, 08:37 AM	Another food joint or 2
Apr 24, 2025, 08:26 AM	Non chain restaurants
Apr 24, 2025, 08:22 AM	Like I said. The smiths exit by the trail is super dangerous. We need a car wash. I love love love Kaysville!
Apr 24, 2025, 08:18 AM	Stop turning Kaysville into something it isn't. We don't need nightlife. We don't need more business build infrastructure for those already here.
Apr 24, 2025, 08:17 AM	Parking
Apr 24, 2025, 08:09 AM	Some personal Yards clean up
Apr 24, 2025, 07:57 AM	repair, replace, update lighting inside the park
Apr 23, 2025, 09:32 PM	Trees Green space Maintain bike trails
Apr 23, 2025, 06:26 PM	The commercial areas are very commercial looking.
Apr 23, 2025, 02:30 PM	Promote more local attractions, Food truck roundups, tax payers multifamily units
Apr 23, 2025, 02:11 PM	looking nice like it does, some business improvements would be good
Apr 23, 2025, 02:08 PM	Improve traffic flow
Apr 23, 2025, 11:57 AM	Free activities/events
Apr 22, 2025, 07:23 PM	-focus on pedestrian safety -increase trees/greenery -walking/biking trails to connect to other parts of the city from Barnes Park
Apr 22, 2025, 06:47 PM	Camping, exercise, parks
Apr 22, 2025, 04:40 PM	Slow down expansion
Apr 22, 2025, 03:48 PM	Leave it alone
Apr 22, 2025, 08:58 AM	With the walkway it would seem that you don't need bike or walking trails. I am concerned about the restroom. Smiths, etc., has restrooms and they would be much safer and are not far to walk to.
Apr 21, 2025, 10:43 PM	Keeping it small
Apr 21, 2025, 09:16 PM	Cozy,
Apr 21, 2025, 08:32 PM	More police presence to enforce traffic laws.
Apr 21, 2025, 08:15 PM	Food
Apr 21, 2025, 06:21 PM	We need nightlife Places for teens to hang out Entertainment
Apr 21, 2025, 06:00 PM	Improved ambience
Apr 21, 2025, 04:36 PM	Nice restaurant NE corner property of 200 North/Flint cleaned up!
Apr 21, 2025, 03:37 PM	Safe ped/bike between East and west Kaysville
Apr 21, 2025, 01:16 PM	My business is on the south side of 2nd north in the Flint Street neighborhood. My business was only allowed here because it qualified as "professional business." There should be no businesses on the south side of 2nd north that do not qualify as professional businesses. This is a neighborhood with people who care about their homes and yards--and who have lived in Kaysville for many years. Please don't turn this area into something it doesn't need to be; you will be ruining the reason people have moved to Kaysville. The park is wonderful, but there is no need to add fast food (or anything similar) to this area of Kaysville.

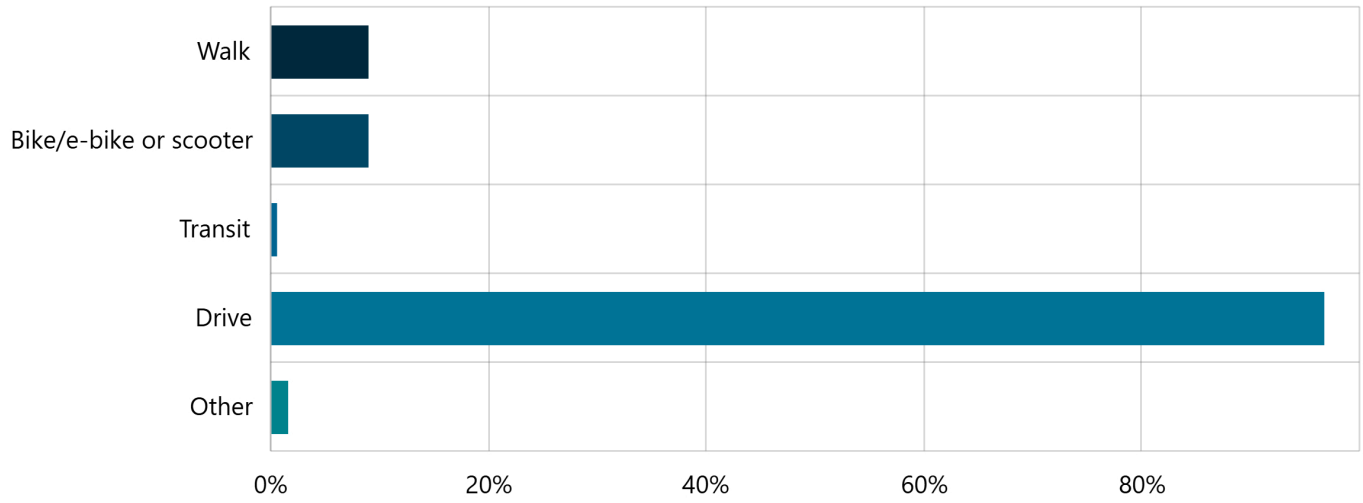
Apr 20, 2025, 11:15 PM	Adding sidewalks would be helpful.
Apr 20, 2025, 07:25 PM	No high density housing Maintain and improve open space, such as with trails Perhaps some additional business
Apr 20, 2025, 05:05 PM	Keeping the park clean and shady and fun. Love the pickleball courts. Keep advertising signs out.
Apr 20, 2025, 11:37 AM	It's already been improved the past 3 or 4 years since Smiths was build , that is why downtown Kaysville has gone nowhere , traffic and mostly fast food and carwashes /gas stations
Apr 19, 2025, 10:32 PM	It's fine.
Apr 19, 2025, 10:01 PM	Not more housing
Apr 19, 2025, 09:00 PM	Not much at all.
Apr 19, 2025, 07:36 PM	can't think of any
Apr 19, 2025, 01:39 PM	landscaping community events pedestrian accessibility
Apr 18, 2025, 10:25 PM	rec center/pool
Apr 18, 2025, 09:35 PM	Keep buildings to a 3 Floor limit
Apr 17, 2025, 08:11 PM	it's good
Apr 17, 2025, 05:05 PM	Bike paths Trials Less cement
Apr 17, 2025, 12:03 PM	Growth, development, less government zoning
Apr 16, 2025, 11:30 PM	More single homes
Apr 16, 2025, 11:22 PM	More affordable housing like condos or townhomes.
Apr 16, 2025, 09:30 PM	Great park
Apr 16, 2025, 06:04 PM	Keep it a neighborhood and not increase the number of businesses there.
Apr 16, 2025, 03:46 PM	food and housing options. MIX USES EVERYWHERE.
Apr 15, 2025, 04:38 PM	More places to bike, walk and enjoy natural spaces More pickleball courts A dog park A community pool
Apr 15, 2025, 12:24 PM	Talking to the residents who live there Parking Possibly a community center or pool
Apr 12, 2025, 05:43 PM	Stop building. Less traffic
Apr 12, 2025, 05:00 PM	Integration to DRGW trail. Connect pedestrian/cycling bridge directly to DRGW trail.
Apr 12, 2025, 10:43 AM	leave it alone
Apr 12, 2025, 08:34 AM	Better drive through for Fizz/ Costa Vida area. It gets messy. I mostly go for Smiths.
Apr 11, 2025, 11:33 PM	Great area for a new movie theatre or something like they have at Farmington Station with cute outdoor shopping and apartments overhead. But we must have architectural standards that follow some theme to avoid the ugly-box-style-strip-mall atmosphere.
Apr 11, 2025, 06:51 PM	Leave it alone.
Apr 11, 2025, 04:43 PM	Most of it is pretty new and really doesn't need to be changed.
Apr 11, 2025, 03:36 PM	This is surrounded by neighborhoods and should be a partner to families. The walking and open aspect is what makes the homes and park and shopping great. It would be nice to see more smaller, single new family homes in this area, since right now there are only big homes, or soon-to-be townhomes and apartments.
Apr 11, 2025, 03:33 PM	Preserve. Protect. Enforce vagrancy/loitering laws.
Apr 11, 2025, 03:33 PM	More restaurants
Apr 11, 2025, 02:54 PM	reasons to go there. Maybe events at Barnes? It's a lovely park, and stays cooler than Heritage
Apr 11, 2025, 02:23 PM	Better signage for parks More/different park amenities More retail (south side of 200 N)
Apr 10, 2025, 02:28 PM	Greenspace Community gathering Placemaking - I couldn't tell this place was Kaysville at all.

52. How often do you visit the Deseret Drive Neighborhood?
Multi Choice | Skipped: 464 | Answered: 57 (10.9%)



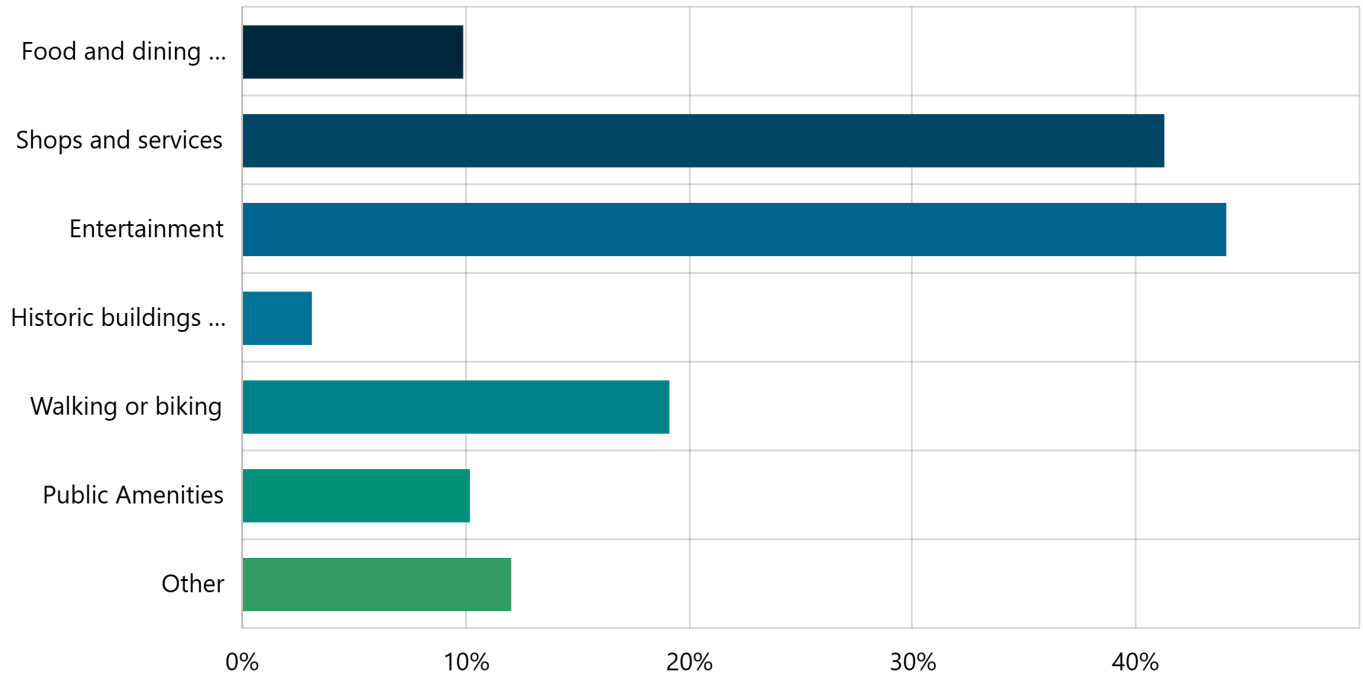
Answer choices	Percent	Count
Every day/several times a week	10.53%	6
1-2 times a week	5.26%	3
Bi-weekly	5.26%	3
Monthly	14.04%	8
Not often	47.37%	27
Not at all	17.54%	10
Total	**100.00%**	**57**

53. How do you typically travel to the Deseret Drive Neighborhood? Check all that apply.
Multi Choice | Skipped: 473 | Answered: 48 (9.2%)



Answer choices	Percent	Count
Walk	12.50%	6
Bike/e-bike or scooter	4.17%	2
Transit	0%	0
Drive	97.92%	47
Other	0%	0

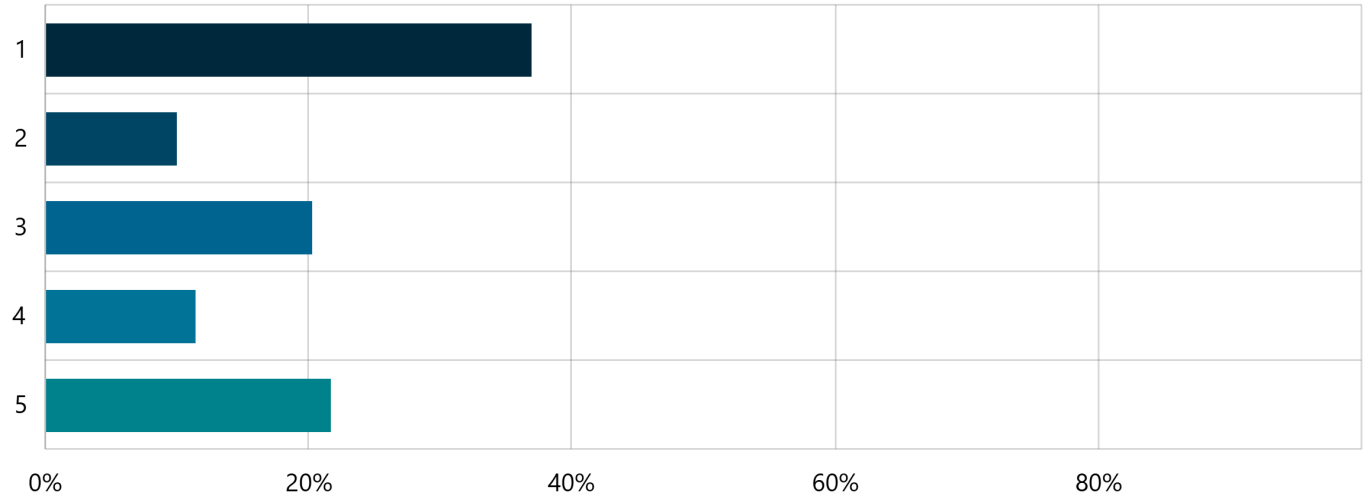
54. What aspects of the Deseret Drive Neighborhood do you enjoy? Check all that apply.
Multi Choice | Skipped: 481 | Answered: 40 (7.7%)



Answer choices	Percent	Count
Food and dining options	17.50%	7
Shops and services	47.50%	19
Entertainment	35.00%	14
Historic buildings and landmarks	7.50%	3
Walking or biking	22.50%	9
Public Amenities	12.50%	5
Other	7.50%	3

55. Local shops and services

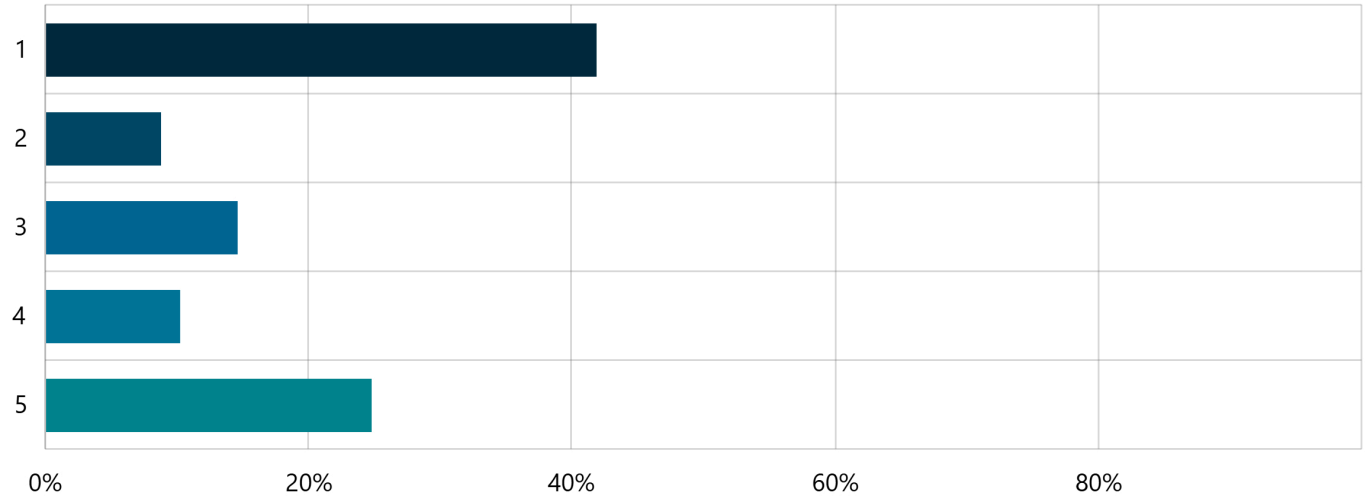
Select Box | Skipped: 486 | Answered: 35 (6.7%)



Answer choices	Percent	Count
1	45.71%	16
2	8.57%	3
3	17.14%	6
4	14.29%	5
5	14.29%	5
Total	**100.00%**	**35**

56. Restaurants

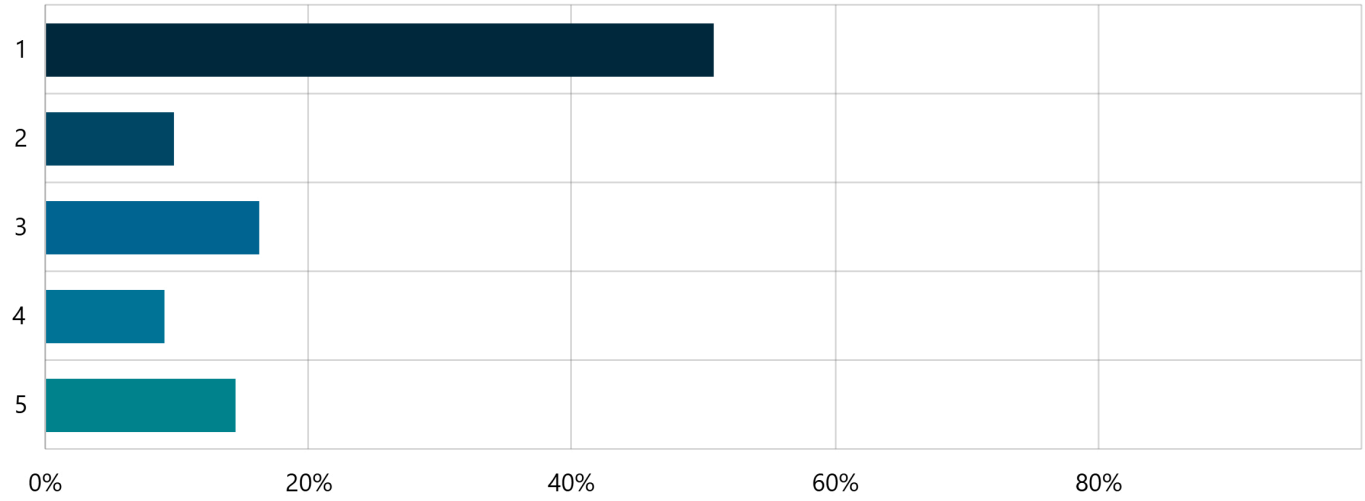
Select Box | Skipped: 486 | Answered: 35 (6.7%)



Answer choices	Percent	Count
1	42.86%	15
2	8.57%	3
3	20.00%	7
4	11.43%	4
5	17.14%	6
Total	**100.00%**	**35**

57. Patio and outdoor spaces

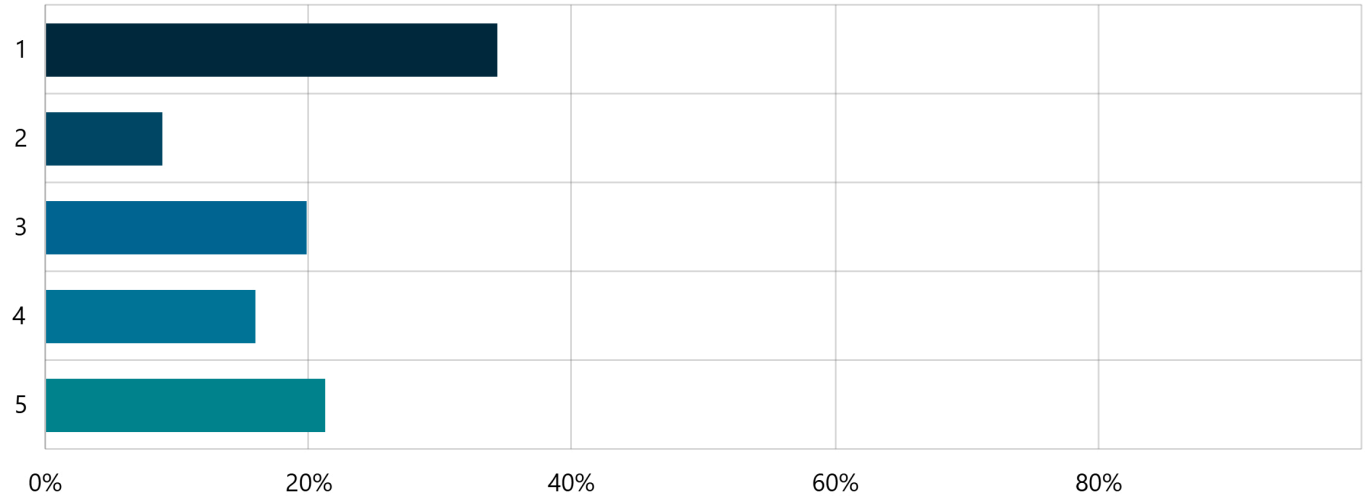
Select Box | Skipped: 486 | Answered: 35 (6.7%)



Answer choices	Percent	Count
1	48.57%	17
2	8.57%	3
3	17.14%	6
4	8.57%	3
5	17.14%	6
Total	**100.00%**	**35**

58. Natural vegetation and/ or professional landscaping

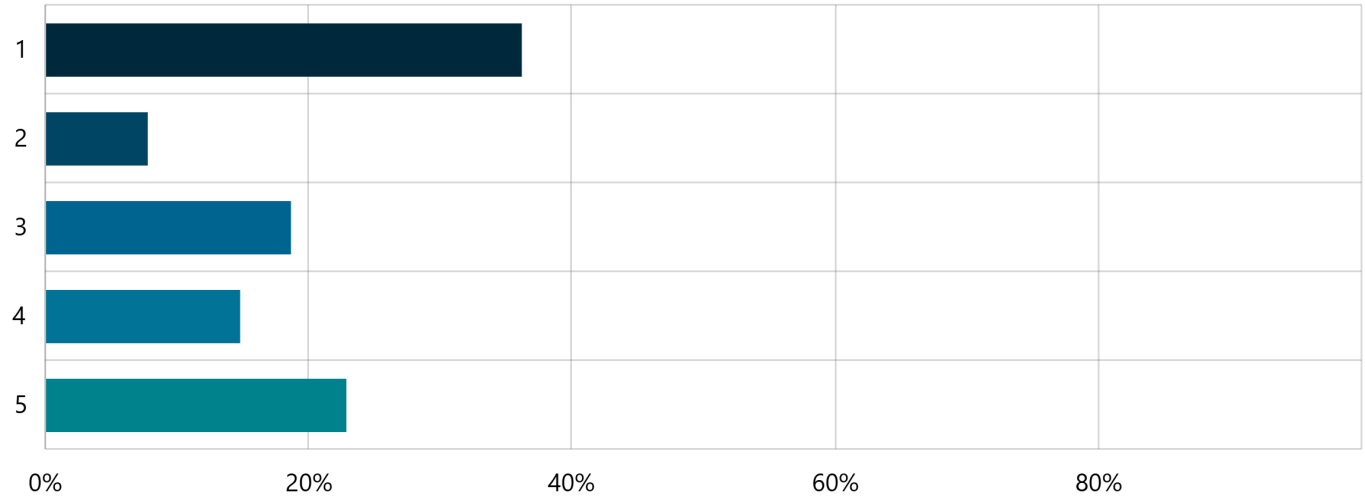
Select Box | Skipped: 484 | Answered: 37 (7.1%)



Answer choices	Percent	Count
1	40.54%	15
2	2.70%	1
3	27.03%	10
4	8.11%	3
5	21.62%	8
Total	**100.00%**	**37**

59. Pedestrian infrastructure and amenities

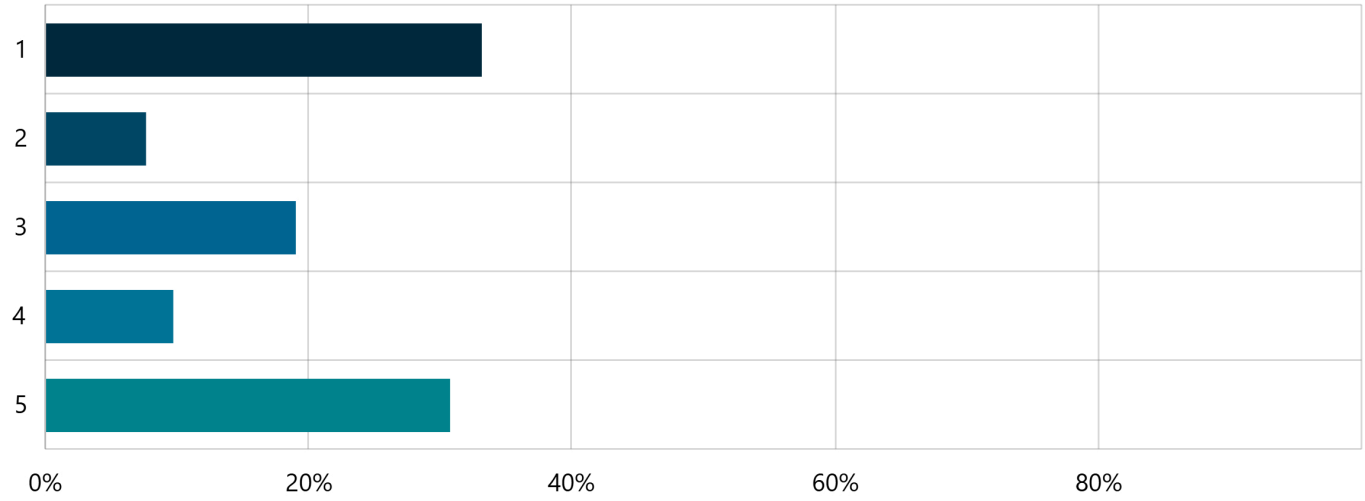
Select Box | Skipped: 484 | Answered: 37 (7.1%)



Answer choices	Percent	Count
1	27.03%	10
2	13.51%	5
3	18.92%	7
4	10.81%	4
5	29.73%	11
Total	**100.00%**	**37**

60. Cycling and trail routes

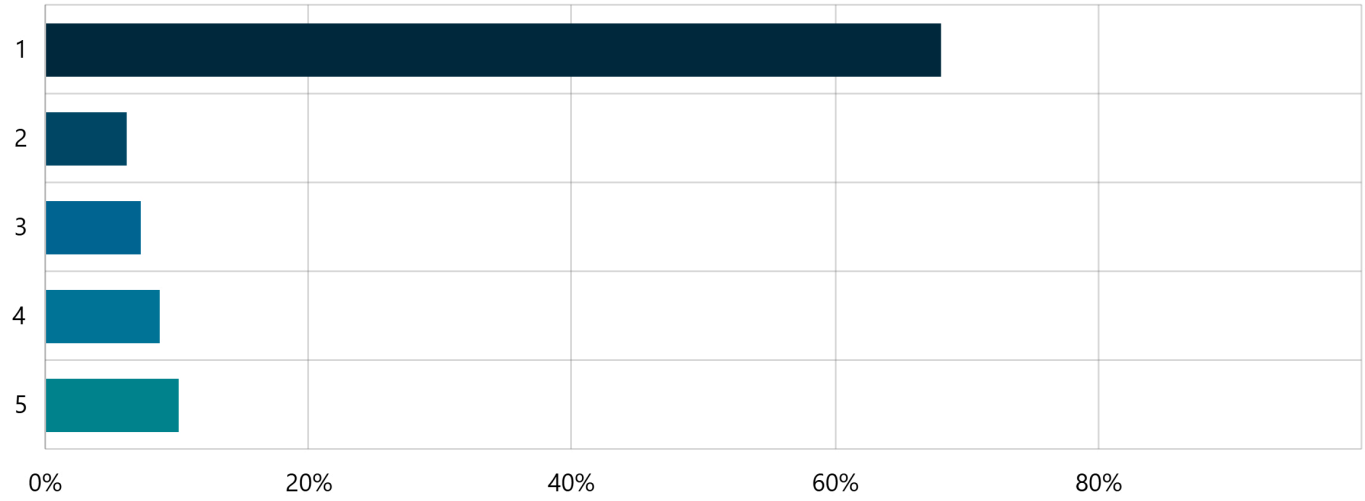
Select Box | Skipped: 486 | Answered: 35 (6.7%)



Answer choices	Percent	Count
1	42.86%	15
2	2.86%	1
3	22.86%	8
4	5.71%	2
5	25.71%	9
Total	**100.00%**	**35**

61. More housing options

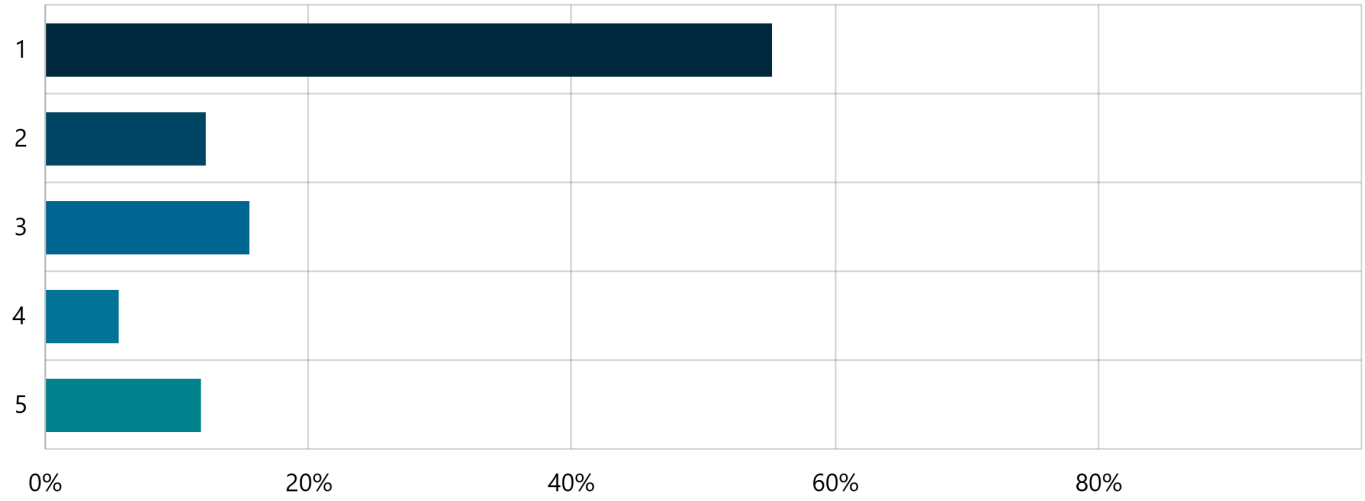
Select Box | Skipped: 483 | Answered: 38 (7.3%)



Answer choices	Percent	Count
1	73.68%	28
2	10.53%	4
3	7.89%	3
4	2.63%	1
5	5.26%	2
Total	**100.00%**	**38**

62. Parking

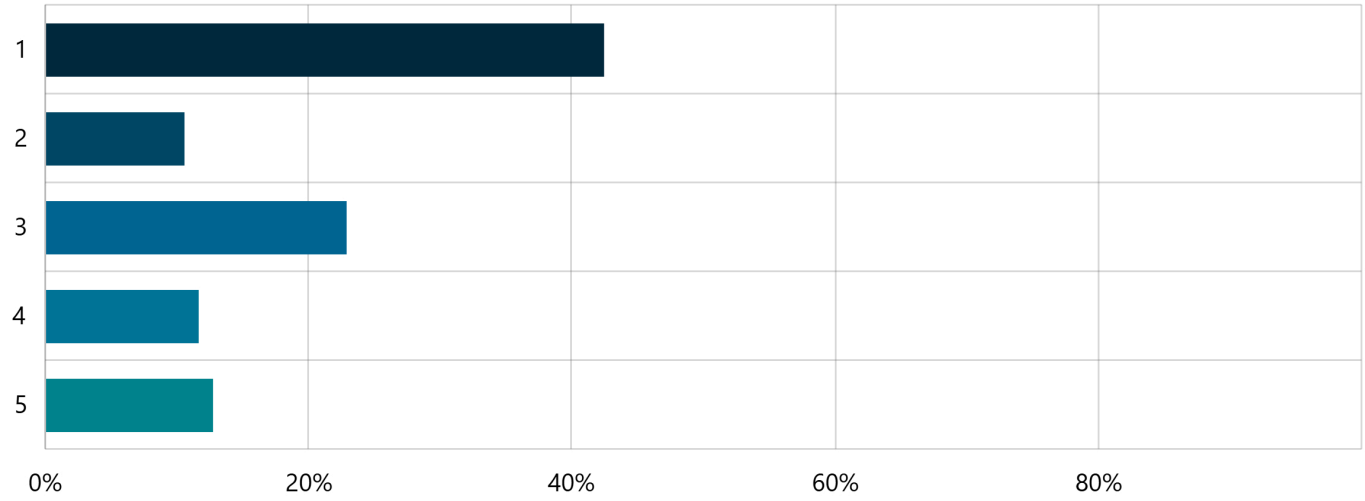
Select Box | Skipped: 486 | Answered: 35 (6.7%)



Answer choices	Percent	Count
1	51.43%	18
2	11.43%	4
3	17.14%	6
4	2.86%	1
5	17.14%	6
Total	**100.00%**	**35**

63. Community gathering spaces

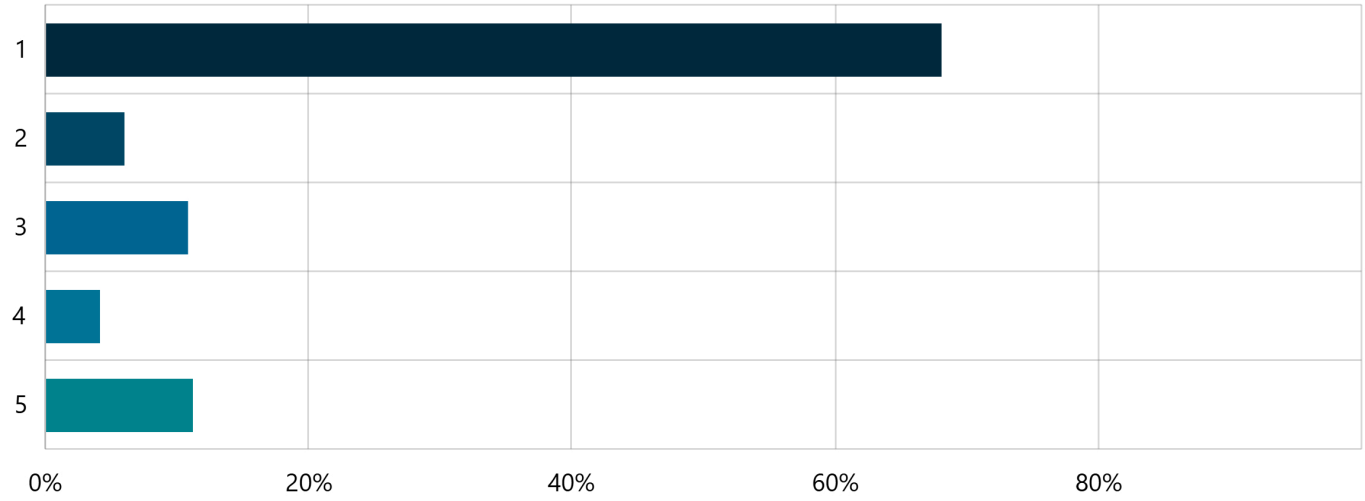
Select Box | Skipped: 487 | Answered: 34 (6.5%)



Answer choices	Percent	Count
1	32.35%	11
2	11.76%	4
3	23.53%	8
4	26.47%	9
5	5.88%	2
Total	**100.00%**	**34**

64. Nightlife opportunities

Select Box | Skipped: 487 | Answered: 34 (6.5%)



Answer choices	Percent	Count
1	61.76%	21
2	8.82%	3
3	8.82%	3
4	8.82%	3
5	11.76%	4
Total	**100.00%**	**34**

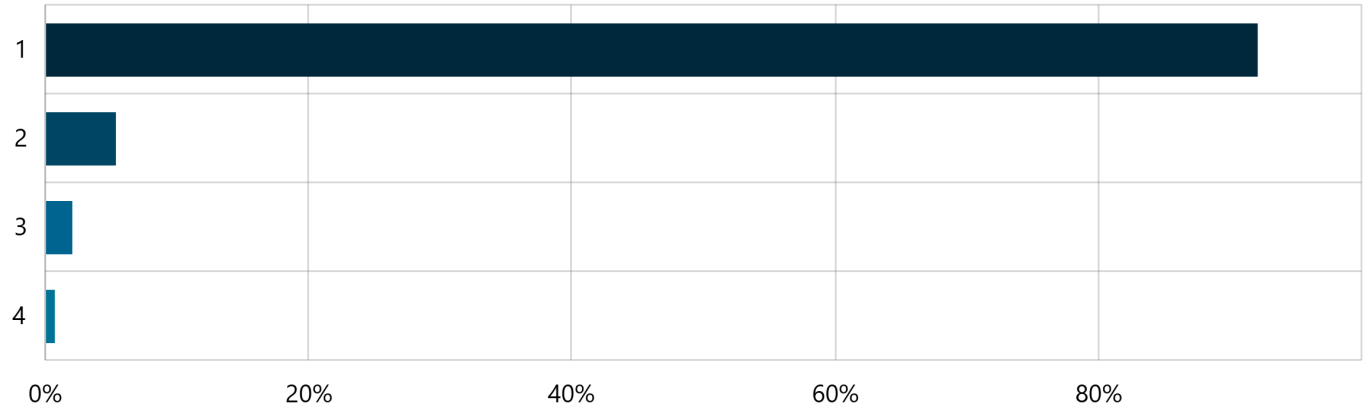
65. Any other improvements you would like to see in the Deseret Drive Neighborhood?

Short Text | Skipped: 446 | Answered: 75 (14.4%)

Date Submitted	Contribution
May 12, 2025, 01:53 PM	Traffic really backs up a rush hour in the evens
May 12, 2025, 09:09 AM	no
May 12, 2025, 08:17 AM	swimming pool Kaysville
May 12, 2025, 06:04 AM	Better access on the road connecting 200 n and old mill road.
May 10, 2025, 09:11 PM	Keep it private.
May 10, 2025, 09:11 PM	Locate a better place to place homeless winter housing.
May 10, 2025, 03:10 PM	Improve the look of the industrial buildings and repave the roads..
May 08, 2025, 05:48 PM	No more housing
May 06, 2025, 07:23 PM	None
May 05, 2025, 08:41 AM	Allowing Boondocks to serve alcohol is start of how negative change starts happening. That has never been part of Kaysville values and the way it can negativing impact our community and children will start to become more apparent in a short amount of time
Apr 29, 2025, 08:04 PM	Not much to weigh in here
Apr 29, 2025, 05:22 PM	None
Apr 29, 2025, 04:06 PM	Parking here is a nightmare.
Apr 29, 2025, 03:31 PM	Kill all the goat heads weeds!! My jogging stroller and bike will thank you! But I guess goat heads do keep Bikers Edge in business...
Apr 27, 2025, 07:31 PM	A dog park would be nice
Apr 27, 2025, 09:56 AM	Keep it small, biking options
Apr 26, 2025, 08:34 PM	Do not improve this area. Do not waste tax payer money in this area. Turn everything over to private companies.
Apr 26, 2025, 11:46 AM	Traffic improvements
Apr 26, 2025, 11:20 AM	Safer parking
Apr 26, 2025, 06:28 AM	The pickle ball court needs to go or get more parking stalls
Apr 26, 2025, 02:32 AM	Train station or trail
Apr 25, 2025, 07:35 PM	Control the street parking for Pickleball!
Apr 25, 2025, 09:21 AM	None
Apr 24, 2025, 07:23 PM	No multi housing
Apr 24, 2025, 06:49 PM	It's ok the way it is. It's a good location for light warehouses.
Apr 24, 2025, 06:41 PM	Safety
Apr 24, 2025, 05:40 PM	More parking by the picklr
Apr 24, 2025, 05:15 PM	Traffic calming, improved bike/ped access, gathering space
Apr 24, 2025, 03:17 PM	No
Apr 24, 2025, 03:13 PM	Great as is. Love Kaysville. Please don't add housing.
Apr 24, 2025, 02:58 PM	No
Apr 24, 2025, 02:31 PM	No one goes here. It's nice to have a way to drive from west to east kaysville/freeway without the overly crowded traffic of 2nd north. Please don't mess that up.
Apr 24, 2025, 12:20 PM	West side of Deseret could include a paved trail to connect to system by Meadow Drive
Apr 24, 2025, 10:55 AM	It's an eye sore currently, improve roads for better traffic, too industrial
Apr 24, 2025, 10:42 AM	This area again seems more industrial would think bringing businesses to Main Street would be better.
Apr 24, 2025, 10:23 AM	None, quit building here please!
Apr 24, 2025, 10:12 AM	Make Deseret connect straight through to 900 W
Apr 24, 2025, 09:31 AM	More parking options
Apr 24, 2025, 09:21 AM	Parking in a lot not on Deseret drive for The Pickler
Apr 24, 2025, 09:09 AM	Sidewalk on other side of bridge
Apr 24, 2025, 08:55 AM	Fix the 600 W intersection on 200 N - it's a nightmare
Apr 24, 2025, 08:30 AM	Hold businesses to their contracts (ie...Boondocks)
Apr 24, 2025, 07:33 AM	Food
Apr 23, 2025, 09:32 PM	It does seem to be a good spot for low income/affordable housing. Also, it would be great if we could add a Frontrunner stop here!
Apr 23, 2025, 02:30 PM	This area should be zoned for more industrial/ Wearhouse businesses
Apr 23, 2025, 02:11 PM	keep it looking good
Apr 23, 2025, 02:08 PM	Traffic flow into adjacent neighborhood - speed concern on Deseret Drive
Apr 23, 2025, 01:51 PM	more entertainment areas
Apr 22, 2025, 06:47 PM	Parking and safety for the pickler
Apr 22, 2025, 04:40 PM	No
Apr 22, 2025, 03:48 PM	None
Apr 22, 2025, 01:55 PM	It;s noisy with the freeway nearby, so outdoor activities and not pleasant
Apr 21, 2025, 08:32 PM	More traffic enforcement.
Apr 21, 2025, 04:36 PM	Code Blue Shelter needs to be moved. Too close to homes

Apr 21, 2025, 03:37 PM	It's kind of circuitous to get anywhere there. The 200N and 600W intersection is just awful. I avoid that side street at all costs.
Apr 21, 2025, 02:11 PM	I'm neutral about this area
Apr 20, 2025, 05:05 PM	Yes I would like to see the promised gates go back on the Boondocks parking lot to shut down the 1-3 am parties on the weekends.
Apr 20, 2025, 11:37 AM	they are doing just fine for business growth
Apr 19, 2025, 10:01 PM	None. Leave it alone.
Apr 19, 2025, 09:00 PM	Nothing.
Apr 19, 2025, 01:39 PM	Overall aesthetic improvement. accessibility to some of the businesses and better parking along Deseret Drive near the Pickleball courts.
Apr 17, 2025, 12:03 PM	Growth!
Apr 16, 2025, 11:22 PM	A community gathering space. There really isn't one here.
Apr 16, 2025, 03:46 PM	I don't even know what to put here - I can't believe you're thinking this is part of your 'town center' concept - it's literally right on the freeway. again, boondocks is the only reason I come here, and it's on the way home so I drive through it.
Apr 16, 2025, 01:21 PM	The Picklr has ruined Deseret Drive for me. I hate that there's not enough parking and they all end up parking on the road.
Apr 15, 2025, 07:39 PM	Parking for the Pikler. It's dangerous and I have almost hit people a few times. Why was it approved without a plan for parking.
Apr 15, 2025, 12:24 PM	Talk to those living right there
Apr 15, 2025, 12:12 PM	Picklr needs to provide more 'off-street' parking
Apr 12, 2025, 05:43 PM	No more growth.
Apr 11, 2025, 11:33 PM	This is just a strange part of the city that is so close to the freeway and really has no room to grow. I would concentrate on clean industrial purposes maybe?
Apr 11, 2025, 06:51 PM	No.
Apr 11, 2025, 03:36 PM	What has come in has been unique and that's helpful.
Apr 11, 2025, 03:33 PM	Eliminate homeless shelter at Emissions Center. No transportation in or out - it's the wrong place.
Apr 11, 2025, 03:33 PM	More off road parking for the Picklr
Apr 11, 2025, 02:54 PM	I only go here for Boondocks, occasionally. Some stores/places that work well with Boon would be nice

66. If you visit the Deseret Drive Neighborhood shops or businesses, how many do you visit in a single trip?
Multi Choice | Skipped: 487 | Answered: 34 (6.5%)



Answer choices	Percent	Count
1	88.24%	30
2	5.88%	2
3	2.94%	1
4	2.94%	1
Total	**100.00%**	**34**

67. List three words or phrases that describe what would make the Deseret Drive Neighborhood even better:
Long Text | Skipped: 421 | Answered: 100 (19.2%)

Date Submitted	Contribution
May 12, 2025, 09:30 PM	-- I was very much in support of conclusions the Kaysville city counsel were communicating with concerns regarding the homeless shelter. I am not anti-helping people, .. I'm just very much into forward thinking. For example, North Temple Salt Lake City (west side) .. I feel is a result of pro-active decisions that should have been made 20-30 years ago. I feel all Kaysville is saying is, we don't want the same thing to happen in our city 20-30 years from now. Lets forward plan now (for how this should be handled), and participate with conclusions friendly to future thinking.
May 12, 2025, 01:53 PM	Traffic flow under I-15
May 12, 2025, 09:09 AM	less development
May 12, 2025, 08:17 AM	The swimming pool in Kaysville is very much needed. No high-density housing, No traffic calming.
May 12, 2025, 06:04 AM	Safety, landscape,
May 10, 2025, 09:11 PM	Keep it undeveloped.
May 10, 2025, 09:11 PM	Preserve historic mill and safety of residents.
May 10, 2025, 08:04 PM	Sqqueeze the County and State to stop the build up of homeless.
May 10, 2025, 03:10 PM	No homeless shelter. Make the businesses look more attractive especially on Old Mill road.
May 10, 2025, 09:29 AM	Lower taxes
May 08, 2025, 04:49 PM	While I know many snobby Kaysvillians say not multi-unit housing, that's a pretty short-sighted stance. We should try to be part of the solution to Utah's housing problems, and having a city full of single-family homes is NOT being part of the solution.
May 07, 2025, 01:50 AM	More restaurants and entertainment.
May 06, 2025, 10:33 PM	The bars at Boozedocks / Boondocks do not make it a family friendly place anymore. The emissions center is an eyesore. The Pickler needs more parking; it is so difficult to drive up and down Deseret Drive, especially on the weekends. I used to take my kids on walks there, but there is so much traffic. More housing in this area shouldn't even be an option until the traffic situation at 200 N just past the overpass gets addressed.
May 06, 2025, 07:23 PM	None
May 05, 2025, 02:15 PM	Better turning onto that road from 200 North
May 05, 2025, 08:41 AM	Bad decision to allow Boondocks to serve alcohol. Take away alcohol from this formerly family friendly establishment.
May 03, 2025, 09:45 PM	Less industrial
May 01, 2025, 08:31 PM	Dog park
May 01, 2025, 08:48 AM	Leave it alone x 3
Apr 30, 2025, 07:45 PM	Walkable, social, nightlife.
Apr 29, 2025, 09:20 PM	Safer pedestrian connections from one side of I-15 to the other
Apr 29, 2025, 08:04 PM	More stores I guess? I've only been overe here for boondocks once or twice.
Apr 29, 2025, 05:22 PM	Not using tax payer money.
Apr 29, 2025, 04:06 PM	Parking No street parking Parking
Apr 29, 2025, 03:31 PM	Less weeds by the trail that runs west of and parallel to I-15. Build a pedestrian and bike path on the Burton Ln bridge over I-15!!!! We want to be able to safely cross the freeway on foot and bikes without worrying about getting run over by cars! I want to run and ride my bike from west Kaysville to east Kaysville more safely.
Apr 29, 2025, 08:35 AM	Recreation, Entertainment, Cycling
Apr 26, 2025, 08:34 PM	Do not develop!
Apr 26, 2025, 02:45 PM	Leave it alone? Let those people who live and do businesses there decide?
Apr 26, 2025, 01:51 PM	Nothing in this neighborhood interests me
Apr 26, 2025, 11:20 AM	Deseret Drive needs better parking
Apr 26, 2025, 06:28 AM	Need to be able to get on to 200 N from the frontage road!!! It often take 10-15 minutes just to get on to 200. We do not need any more traffic coming from this area until that intersection is addressed
Apr 25, 2025, 11:39 PM	I think this Neighborhood is fine the way it is and doesn't need any big improvements. I built my house here because I wanted a family environment with single family units and not surrounded by businesses where I would have to deal with a lot of traffic or other problems that are common with business locations.
Apr 25, 2025, 11:29 PM	Keep it residential
Apr 25, 2025, 10:28 PM	If you need to add homes to Kaysville, this seems like the most logical space.close to the freeway so less people are driving through the city. Close to the park and ride.
Apr 25, 2025, 07:58 PM	not sure....don't go there. no reason to.
Apr 25, 2025, 07:35 PM	Keep it a residential single family home area. Make improvements to support that. The parking for the Pickler is a joke. Curb needs to be painted red on at least the corners into the parking lot area

	so when leaving you can safely see on coming traffic. Or even better don't allow parking on both sides of the street.
Apr 25, 2025, 09:21 AM	Limit high density housing as this area.
Apr 25, 2025, 09:11 AM	welcoming
Apr 25, 2025, 09:02 AM	More stores
Apr 24, 2025, 07:41 PM	Parking Parking Parking
Apr 24, 2025, 06:41 PM	Safe, family focused, in line with community interests
Apr 24, 2025, 05:15 PM	Less industrial, better transition to neighborhoods
Apr 24, 2025, 03:13 PM	Quiet area. I don't use much. Love the existing businesses. Keep as is!
Apr 24, 2025, 02:58 PM	Not spending tax money on it
Apr 24, 2025, 02:31 PM	Nice to be calm Simple but great Leave it alone
Apr 24, 2025, 02:13 PM	More food Nightlife opportunities More housing
Apr 24, 2025, 12:44 PM	Difficult to access unless you live on the west side or near Burton Lane or 200 N.
Apr 24, 2025, 12:20 PM	Screen public works yard.
Apr 24, 2025, 11:09 AM	Literally anything, it's so tacky
Apr 24, 2025, 10:55 AM	Beautification, improve roads for better traffic, too industrial
Apr 24, 2025, 10:42 AM	Sports, Complex, Recreation.
Apr 24, 2025, 10:20 AM	I am not happy with what they did to boondocks. There is no parking at the Pickler.
Apr 24, 2025, 10:12 AM	More than 3 but: 600W/200N sucks, bridge Old Mill under rail tracks
Apr 24, 2025, 09:51 AM	Access is difficult with the road from 2nd no to Deseret drive.
Apr 24, 2025, 09:34 AM	Getting to Desert drive from the East side via 200 North really is bad. This needs some thing to fix the traffic here.
Apr 24, 2025, 09:21 AM	More parking!!
Apr 24, 2025, 09:09 AM	Sidewalk on both sides of bridge
Apr 24, 2025, 09:02 AM	Better parking for new businesses
Apr 24, 2025, 08:55 AM	Keep mostly residential/Neighborhood feel Listen to those most impacted by changes - homeowners in the adjacent area Traffic solution at 600 W and 200 N
Apr 24, 2025, 08:47 AM	I feel like kaysville needs to pick one area to focus on. Barnes park area is so much more accessible to the community.
Apr 23, 2025, 09:32 PM	Trees Green space Bike trails
Apr 23, 2025, 02:11 PM	Needs some cleaning up in areas.
Apr 23, 2025, 02:08 PM	designated bike lane
Apr 22, 2025, 06:47 PM	Community living, sports gathering, trails
Apr 22, 2025, 04:40 PM	Keep as is
Apr 22, 2025, 03:48 PM	Don't sweat it
Apr 22, 2025, 01:55 PM	trees
Apr 21, 2025, 10:43 PM	Let's keep this a nice quiet neighborhood
Apr 21, 2025, 08:32 PM	More police presence for traffic law enforcement.
Apr 21, 2025, 06:00 PM	Lightning signage plants
Apr 21, 2025, 04:36 PM	1. Pickler parking needs a parking lot...overflow onto Deseret is too much 2. City needs to landscape east side of Deseret Drive 3. Gates on Boondocks parking lot to discourage late night horseplay
Apr 21, 2025, 03:37 PM	It seems fine. There are homes, and also industrial businesses by the freeway. Helpful anywhere in Kaysville: zoning for more churches.
Apr 20, 2025, 05:05 PM	Boondocks reinstalling the promised gates on their parking lot and ushering their rowdy crowd(now intoxicated) off of the premises. Kaysville City, you have not protected the citizens from nuisance businesses. You have to do better. Put some protection in the form of ordinances in to protect those who make this community great.
Apr 19, 2025, 10:32 PM	No reason to make this place fancy with a loud I-15 next to it
Apr 19, 2025, 10:01 PM	Nothing. Leave it alone.
Apr 19, 2025, 09:00 PM	Nothing. And I'm sure the local residences don't want anything to get busier there.
Apr 19, 2025, 07:36 PM	none

Apr 19, 2025, 01:39 PM	Community feel (adding community banners, and more attractive lighting) landscaping neighborhood protections from any ill effects of the businesses that operate there.
Apr 17, 2025, 08:11 PM	I don't think the city should be involved in "improving" this area other than putting in bike trails
Apr 17, 2025, 05:05 PM	Less industrial feeling
Apr 17, 2025, 12:03 PM	Growth, development, less government zoning
Apr 16, 2025, 11:30 PM	More variety
Apr 16, 2025, 11:22 PM	Gathering place needed.
Apr 16, 2025, 09:36 PM	Too industrial. Doesn't really feel like a neighborhood.
Apr 16, 2025, 08:38 PM	Pickleball
Apr 16, 2025, 03:46 PM	zoning is stupid here
Apr 15, 2025, 07:39 PM	Parking for businesses Landscaping Fence repair
Apr 15, 2025, 04:38 PM	Biking/ walking path Green space Better access
Apr 15, 2025, 12:24 PM	Talk to the residents Community center (enough parking needs to be ensured)
Apr 15, 2025, 12:12 PM	Parking at the businesses, not on the street. Businesses need to plan for parking when they move into the space. And more monitoring of speed limits! It was a neighborhood first but traffic and speed has significantly increased.
Apr 14, 2025, 05:21 PM	Invite our county to sell the Kaysville emissions property, to a private enterprise/owner
Apr 12, 2025, 05:43 PM	Leave it alone.
Apr 12, 2025, 05:00 PM	Diversity of living and businesses.
Apr 11, 2025, 11:33 PM	?
Apr 11, 2025, 06:51 PM	Leave it alone.
Apr 11, 2025, 03:36 PM	Don't overbuild in any of these areas, or the crowding will make them feel not safe and not useful. Don't push out families and neighborhoods to expand businesses too much.
Apr 11, 2025, 03:33 PM	Protect. Preserve. Continue to work with the county to remove the code blue homeless shelter from the emission center.
Apr 11, 2025, 02:54 PM	Not sure. It feels very separate and cut off from the rest of Kaysville, which kinda fits Boondocks, ie it's "in the boonies" sort of
Apr 11, 2025, 02:23 PM	Accessibility More retail Replace city buildings with retail and relocate city offices
Apr 10, 2025, 02:28 PM	Never been here before

68. What opportunities do you see in this area?

Long Text | Skipped: 320 | Answered: 201 (38.6%)

Date Submitted	Contribution
May 12, 2025, 09:50 PM	Restaurants shops, a great park
May 12, 2025, 09:30 PM	I feel under-educated on this. Consult with other cities and learn from their mistakes and/or benefit from their genius. (I realize this is not overly helpful, .. but I do feel getting info from other cities is at least decent)
May 12, 2025, 07:49 PM	Commercial shopping, etc
May 12, 2025, 07:05 PM	Shops restaurants
May 12, 2025, 01:53 PM	Community gardens. Grow food.
May 12, 2025, 01:01 PM	Open space
May 12, 2025, 12:22 PM	If the Andersons are done farming and want to sell whose offering to buy? It doesn't seem to impact established neighborhoods in the way the other areas do so it may be more suited for high density apartments or a larger retail store.
May 12, 2025, 09:09 AM	none
May 12, 2025, 08:17 AM	no high-density housing, no traffic calming.
May 11, 2025, 10:29 PM	TraderJoe's
May 11, 2025, 09:43 PM	More landscaping Motte business space
May 11, 2025, 08:22 AM	Community Center and pool. If the green space is for sale, there are a lot of options.
May 10, 2025, 08:04 PM	One of best areas for business dev.
May 10, 2025, 05:48 PM	This would be a great area for outdoor activities... Walking and bike trails etc
May 10, 2025, 03:10 PM	Only attractive businesses with landscaping and no loud colors. No high-rise buildings no housing high-rise buildings.
May 10, 2025, 11:04 AM	Business owners providing parking for their employees.
May 10, 2025, 09:29 AM	Outdoor mall
May 08, 2025, 05:48 PM	None
May 08, 2025, 04:49 PM	Multi-unit housing to help our 20-something residents have affordable housing options.
May 07, 2025, 05:48 PM	Ability to support local businesses and farms
May 07, 2025, 04:49 PM	Solve the traffic and business congestion during the day. Parking is horrible and very difficult to visit business. Opportunity to add additional business and maybe even an office/business park.
May 07, 2025, 03:10 PM	Single family housing, parks, historical community farm.
May 07, 2025, 01:03 PM	Unfamiliar with this area
May 07, 2025, 08:25 AM	Night life opportunities.
May 07, 2025, 01:50 AM	more restaurants and entertainment.
May 06, 2025, 11:13 PM	Potential community center/pool
May 06, 2025, 11:03 PM	Could be a good fit for an anchor tenant (manufacturing company or aerospace contractor). Good publicity for a business being right off the freeway. Revitalizing the appearances of the current real estate.
May 06, 2025, 10:33 PM	Lots of open spaces
May 06, 2025, 10:08 PM	Restaurants biking access to other side of I 15
May 06, 2025, 08:57 PM	Restaurants, service shops
May 06, 2025, 04:27 PM	Farm land available for development.
May 05, 2025, 02:15 PM	Maybe a sign letting us know what businesses are there. Could include a sit down restaurant for us to gather.
May 05, 2025, 08:41 AM	Small, single family homes, 1,100-1,400sf, single garage with small yards, no HOA, not all stacked and crammed all on top of each other where your windows like 8 feet away from your neighbors' windows. Affordable. I am single and 43 years old and can't afford a place of my own because they are all massive homes. Born and raised in Kaysville but I can't live here because housing is not compatible for me.
May 03, 2025, 02:23 PM	Skatepark, pickleball courts, picnic areas
May 03, 2025, 09:32 AM	Maybe a park or something for those who don't have cars in the area to go and enjoy being outside.
May 02, 2025, 11:30 AM	Good gosh! Leave it alone!
May 01, 2025, 11:55 PM	More houses. Not townhome. Not apartments.
May 01, 2025, 11:51 PM	Build a rec center with pool and park. Or a nature park
May 01, 2025, 08:31 PM	None
May 01, 2025, 01:34 PM	Do NOT put more high density housing there! I love that there is at least 1 open field left in our city. We have ruined it by getting rid of all open spaces. So don't push the small farmers out. Traffic is already a nightmare. We don't need to squeeze more cars and people in! I like the old homes there... don't push them out. Not everything needs to be "fixed". Just leave it alone.
Apr 30, 2025, 10:32 PM	Commercial and higher density opportunities
Apr 30, 2025, 04:36 PM	Farmer's markets/small business market
Apr 30, 2025, 03:38 PM	Getting all lanes on Main St open.

	Another park or amphitheater Resturants
Apr 30, 2025, 02:32 PM	mixed housing
Apr 30, 2025, 02:28 PM	A prettier scape along Main St? I don't know, it seems like it will always be just what it is.
Apr 30, 2025, 12:41 PM	More housing.
Apr 30, 2025, 10:22 AM	Community garden space
Apr 30, 2025, 07:51 AM	Minimal
Apr 30, 2025, 07:44 AM	mixed use residential, shopping, dining
Apr 29, 2025, 08:04 PM	Anything but housing 🤣
Apr 29, 2025, 05:22 PM	None it it involves tax payer money
Apr 29, 2025, 05:18 PM	Put Costco and Trader Joe's in the giant field
Apr 29, 2025, 04:06 PM	I hope Kaysville City will protect the businesses already there.
Apr 29, 2025, 03:31 PM	No idea
Apr 29, 2025, 08:35 AM	Park, Shopping, Entertainment
Apr 29, 2025, 07:58 AM	A park with a playground and possibly walking or bike trails would be a major improvement. There are two schools nearby with no close parks. The kids play in parking lots or behind the Elementary school. We need a park here, however small.
Apr 27, 2025, 11:05 AM	Large scale business Costco.
Apr 26, 2025, 09:30 PM	Keep the farm land!!!
Apr 26, 2025, 08:34 PM	None. City should stay out of this neighborhood.
Apr 26, 2025, 08:19 PM	No comment
Apr 26, 2025, 07:34 PM	Rec Center
Apr 26, 2025, 07:09 PM	NO more high density housing. Kaysville is too crowded! Roads are so congested.
Apr 26, 2025, 04:15 PM	I'd love to see a smart commercial center in the large field east of the freeway. I wish we had better restaurants and shopping options. We always have to go to layton or Centerville. Find things they don't have and put it here.
Apr 26, 2025, 02:45 PM	I would defer to the people that live and work in this area, and those who own business is there. I don't feel it's my part to tell them what to do with their part of town.
Apr 26, 2025, 01:51 PM	Expand the hometown feel of the historic area of Main Street into this area to give the historic aspect of the city and charm a larger footprint and bigger impact.
Apr 26, 2025, 01:10 PM	Housing
Apr 26, 2025, 11:59 AM	Possible green spaces
Apr 26, 2025, 11:52 AM	PRESERVE OPEN LAND
Apr 26, 2025, 11:20 AM	Ball parks, fields, etc.
Apr 25, 2025, 10:45 PM	More shops & restaurants Bring store fronts out to street There is transit here. Could be a great spot for more dense housing
Apr 25, 2025, 10:33 PM	Housing
Apr 25, 2025, 10:28 PM	A Costco would be amazing!
Apr 25, 2025, 10:14 PM	Restaurants - or good quality store
Apr 25, 2025, 07:58 PM	some good business and stores that don't exist in Kaysville.. like Trader Joes.; Container store. places we have drive to SLC, a nice craft store like Bennions was.
Apr 25, 2025, 06:14 PM	Public Park with walking trails and playground.
Apr 25, 2025, 09:11 AM	This area seems relatively ignored. It doesn't really even seem part of Kaysville. Bringing some uniformity to the area that would connect it to the rest of Kaysville would be great.
Apr 25, 2025, 09:07 AM	Public park
Apr 25, 2025, 09:02 AM	Not much. It is already full of businesses
Apr 25, 2025, 08:55 AM	Potential for future commercial and mixed use development. Potential for pedestrian or auto overpass to take pressure off 200N. Potential for trial along river. Green space. Commercial and industrial space.
Apr 25, 2025, 07:43 AM	Opportunities for growth in the food industry. I think Kaysville needs more sit down restaurants. I also think this could be a great place to have open space and gatherings of people. Not necessarily parks, but a place to go be together and eat and hangout.
Apr 24, 2025, 11:46 PM	Park, Kaysville rec center with a pool, affordable housing (town houses), restaurant options
Apr 24, 2025, 09:50 PM	Could have more shops
Apr 24, 2025, 08:16 PM	No more townhomes!! It would be nice to have patio homes
Apr 24, 2025, 08:06 PM	Costco
Apr 24, 2025, 07:41 PM	Don't know
Apr 24, 2025, 06:49 PM	None that don't already exist. It's a great location for small businesses and light industrial.
Apr 24, 2025, 06:48 PM	Home Depot

Apr 24, 2025, 05:15 PM	Community Rec Center, bike pump track, farmers market
Apr 24, 2025, 05:12 PM	The Anderson family some day selling their farm land. Most likely will have home built on the property, however hope that they will not be cluster home in which you can touch your neighbors home and your home at the same time
Apr 24, 2025, 03:13 PM	I don't use much. To be honest, I have only frequented one auto body shop and Tasty's a few times. Otherwise I pretty much just drive through. But I am ok with this. Keep Kaysville small. Maybe add a business/restaurant/ apartments/townhomes here and there. But to me this is a great area as is. Traffic is awesome. It is never congested, which I appreciate.
Apr 24, 2025, 02:58 PM	None
Apr 24, 2025, 02:32 PM	Restaurants GAS STATION PLEASE!
Apr 24, 2025, 02:31 PM	This is where you could put your high density housing (also since I'm mentioning it, there is land between the new roundabout and sunset Equestrian estates. If you develop that land, absolutely no matter what, DO NOT allow any of that traffic into the sunset Equestrian estates neighborhood. This is so important so please take note somewhere)
Apr 24, 2025, 02:13 PM	Hotels Apartments Lots of housing, time to build up and bring people to our city.
Apr 24, 2025, 12:44 PM	None
Apr 24, 2025, 12:20 PM	Lots of land for future development of housing and businesses. Probably more commercial or flex space.
Apr 24, 2025, 11:46 AM	Restaurants and shops
Apr 24, 2025, 11:36 AM	Minimal.
Apr 24, 2025, 11:28 AM	Please no fast food, car washes, or high density housing!! Let's keep Kaysville small, not like the huge growth in Farmington!
Apr 24, 2025, 11:02 AM	Park, pickleball courts.
Apr 24, 2025, 10:55 AM	Recreational center?
Apr 24, 2025, 10:42 AM	A rec center for our community. We seem to have a little options for our community when it comes to a rec center. We dont have an area dedicated for Kaysville Parks and Recreation for the winter sports. It would be nice to see what Farmington, Bountiful other cities have.
Apr 24, 2025, 10:23 AM	Farming
Apr 24, 2025, 10:22 AM	Business use
Apr 24, 2025, 10:21 AM	I visit for furniture restoration, bookstore, and home improvement projects. I also use Anderson's corn pumpkins etc
Apr 24, 2025, 10:12 AM	Huge commercial opportunity. Please don't allow any type of housing in that big farm field!
Apr 24, 2025, 10:08 AM	Better fast food options like Chick fil A, raising Canes In-n-Out something that is actually good so we don't have to keep driving to Farmington or Layton.
Apr 24, 2025, 09:51 AM	Park or trails.
Apr 24, 2025, 09:37 AM	To bring in more restaurants or entertainment for Kaysville
Apr 24, 2025, 09:34 AM	Take a few people to go visit Sugar Land, Texas. I think it would help give ideas and maybe help set goals and give some planning vision for the long term.
Apr 24, 2025, 09:21 AM	A nice sit down restaurant!
Apr 24, 2025, 09:18 AM	Maintaining empty space
Apr 24, 2025, 09:09 AM	Housing that isn't town house but actual homes
Apr 24, 2025, 09:05 AM	Walking paths
Apr 24, 2025, 09:02 AM	Leave it
Apr 24, 2025, 08:57 AM	Walking and cycling trails Parks & public spaces
Apr 24, 2025, 08:55 AM	Housing Small Business district
Apr 24, 2025, 08:55 AM	Hard to say. It seems that not much could be changed without a massive overhaul/uniform plan for the area. There are already some great businesses there and some nice historic buildings.
Apr 24, 2025, 08:47 AM	Chick fil a.
Apr 24, 2025, 08:37 AM	A lot of undeveloped land that could be critical commercial space for Kaysville. More retail or restaurant business in Kaysville would be great.
Apr 24, 2025, 08:35 AM	Mixed use mall type area with shops, apartments or offices above, open space for gathering and walking and eating
Apr 24, 2025, 08:24 AM	We need a rec center!
Apr 24, 2025, 08:23 AM	I love the farm. We love buying things there.
Apr 24, 2025, 08:18 AM	Put a community botanical garden in so we have something nice to look at and walk through.
Apr 24, 2025, 08:17 AM	Keep the corn lady!!
Apr 24, 2025, 08:09 AM	Leave it alone

Apr 24, 2025, 08:07 AM	Rec center?!
Apr 24, 2025, 08:06 AM	Affordable single family housing.
Apr 24, 2025, 07:33 AM	Gardner Village 2.0 Boutiques Furniture stores Crafting stories Bridal shop
Apr 24, 2025, 07:28 AM	Potential for more commercial properties to help bring tax revenue to our city. I would love to see more retail shopping and restaurants in our area. I think this is also a good location for multi family housing as well.
Apr 23, 2025, 09:32 PM	space for community garden Possible affordable housing
Apr 23, 2025, 06:26 PM	This part of the city looks like it was a forgotten after-thought.
Apr 23, 2025, 05:19 PM	Housing and retail
Apr 23, 2025, 04:44 PM	Potentially some small commercial businesses along Main Street or townhomes.
Apr 23, 2025, 02:30 PM	There is a lot of space for development. I would like to see multifamily unites. The city should build tax payer style appartments in the area to promote more busness sand devolpment.
Apr 23, 2025, 02:11 PM	generate more parking, maintain businesses, could act like they care about the area, and a significant facelift
Apr 23, 2025, 01:51 PM	Maybe change residential to commercial
Apr 23, 2025, 11:57 AM	Parks or family friendly areas with gathering space and local shops to provide services to the gathering space. Maybe an events area for food trucks and free or low cost entertainment. No housing.
Apr 22, 2025, 10:23 PM	Commercial
Apr 22, 2025, 09:50 PM	Shops Restaurants
Apr 22, 2025, 06:47 PM	None
Apr 22, 2025, 06:02 PM	Commercial growth
Apr 22, 2025, 05:04 PM	This is currently a commercial and industrial area. If the farmland ever gets developed, it should be one of those two designations.
Apr 22, 2025, 04:40 PM	Better visual appeal
Apr 22, 2025, 04:00 PM	Housing improved pedestrian walkways better parking
Apr 22, 2025, 03:48 PM	Just let us build houses there
Apr 22, 2025, 01:55 PM	More business to bring in more taxes for the city
Apr 22, 2025, 10:39 AM	Lack of anchor attraction to the area
Apr 22, 2025, 08:58 AM	A park, or I would like to see patio homes. There are a lot of older people in Kaysville that would love to stay in Kaysville and are ready to move to a 1-level home with a small yard. I think people would support a few areas with patio homes. We need to keep in mind how much water we really have and how much density an area can truly handle.
Apr 22, 2025, 07:24 AM	Please god just leave some open space, a park or some trails or something
Apr 22, 2025, 07:17 AM	Development of farmland next to the freeway
Apr 21, 2025, 10:43 PM	Possibly more shops like Farmington station
Apr 21, 2025, 09:16 PM	More local shopping opportunites
Apr 21, 2025, 08:32 PM	More restaurants added.
Apr 21, 2025, 08:15 PM	Farming
Apr 21, 2025, 06:21 PM	Turn the industrial junk into something for the community.
Apr 21, 2025, 06:00 PM	Pretty it up
Apr 21, 2025, 05:53 PM	More housing.
Apr 21, 2025, 05:37 PM	Both sides of Main Street need to be rezoned to be commercial for consistency purposes. The city has not paid much attention to this area and it is so odd that some of it is residential and other parts are commercial. There is one house on the corner of Main Street & Hyde Park Ln. that is an extremely neglected. The house is partially painted and not well taken care of …The owner has trash all over the yard and is always having yard sales and selling pieces of furniture. The owner does not maintain the yard and cars are parked along in front quite a bit- I would like to see Kaysville initiate something to take over that property and re-zone it. (eminent domain?)
Apr 21, 2025, 05:07 PM	More businesses
Apr 21, 2025, 04:36 PM	"The Corn Lady" is the best thing this area has!
Apr 21, 2025, 03:43 PM	Food and shops. Make it inviting with outdoor areas and walkability.
Apr 21, 2025, 03:37 PM	I just don't have a reason to go there, so I don't know what's there or needed.
Apr 21, 2025, 03:32 PM	Restaurants and food options. Housing and open space, parks.

Apr 21, 2025, 01:59 PM	Develop mixed use housing.
Apr 21, 2025, 01:16 PM	Leave it alone. If you fill every available area of Kaysville, you will have ruined the reason people chose to live in Kaysville in the first place.
Apr 20, 2025, 11:15 PM	I see farmland where developers probably want to develop.
Apr 20, 2025, 07:25 PM	This could be a good place for business and high density housing. However, no high density housing without dealing with bad traffic. You CANNOT funnel more traffic to 200 North. It is already too crowded.
Apr 20, 2025, 05:05 PM	The new buildings will help but this is a very transient part of the city with so many apartments or townhomes, rentals. Having some services like a laundrymat or convenience store seems fitting.
Apr 20, 2025, 12:26 PM	I mourn the loss of farm/open space in Kaysville, but this area clearly has opportunities for mixed use commercial/housing. Opportunity for hotel.
Apr 19, 2025, 10:58 PM	Continue the lite industrial on the west side of Main Street with some office and retail on the east side of main
Apr 19, 2025, 10:32 PM	Embracing agriculture, which Kaysville has unfortunately lost
Apr 19, 2025, 10:01 PM	None. It's fine as it is. Leave the Corn Lady's field alone.
Apr 19, 2025, 09:00 PM	No opportunities here. The big field is privately owned and not an opportunity. I hope the city doesn't think we can go in and try and acquire it.
Apr 19, 2025, 07:36 PM	There are some shop that I go to once every few months
Apr 19, 2025, 01:39 PM	The opportunity to preserve agricultural space if possible. Also the oppotrunity to make parking adn accessibility better for Market and Boro street helping the existing businesses and allowing new businesses to thrive there.
Apr 18, 2025, 09:35 PM	Make main street 2 Lanes Both directions!
Apr 17, 2025, 08:11 PM	none
Apr 17, 2025, 05:05 PM	Dog Park!
Apr 17, 2025, 12:03 PM	Growth, development, less government zoning
Apr 16, 2025, 11:22 PM	If that is where the corn lady's property is, please preserve it!!!!
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Apr 15, 2025, 12:24 PM	I need more information about the land there. I have no interest in giving up anymore of our farmland.
Apr 15, 2025, 09:27 AM	More dining options
Apr 12, 2025, 05:43 PM	You see space for shops and housing and restaurants and tax base
Apr 12, 2025, 05:00 PM	I am very excited that a pedestrian / cycling bridge could be considered to cross I-15. I also hope that they can encourage pedestrian and cycling access into and out the neighborhoods maintains safe and connects easily into established routes.
Apr 12, 2025, 10:43 AM	Landscape and beautification, main st. is an ugly street
Apr 12, 2025, 08:34 AM	I don't visit much. Definitely seems like a more industrial area and maybe more run-down.
Apr 11, 2025, 11:33 PM	I see a really nice park with a water feature from the nearby creek maybe. Lot of trees in the park. But, I think we have plenty of light industrial businesses in this area and really don't wish to see more.
Apr 11, 2025, 08:04 PM	Open space. For the love of god please leave SOME open space. DO MOT BUILD ANY MORE CAR WASHES!
Apr 11, 2025, 06:51 PM	An opportunity to maintain what is there.
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Apr 11, 2025, 03:33 PM	Multi use, housing, business
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Apr 11, 2025, 02:29 PM	A park that is friendly to all ages and abilities. I feel like so many parks here cater to older kids and aren't friendly to younger toddler age kids.
Apr 11, 2025, 02:23 PM	Space for large retail adjacent to I-15

Apr 10, 2025, 02:28 PM	Open land that could provide clustered development with greenspace! Smaller streets that could be more walkable than other parts of Kaysville. Connections to Homles Creek and a potential greenway.
May 12, 2025, 09:50 PM	Restaurants shops, a great park
May 12, 2025, 09:30 PM	I feel under-educated on this. Consult with other cities and learn from their mistakes and/or benefit from their genius. (I realize this is not overly helpful, .. but I do feel getting info from other cities is at least decent)
May 12, 2025, 07:49 PM	Commercial shopping, etc
May 12, 2025, 07:05 PM	Shops restaurants
May 12, 2025, 01:53 PM	Community gardens. Grow food.
May 12, 2025, 01:01 PM	Open space
May 12, 2025, 12:22 PM	If the Andersons are done farming and want to sell whose offering to buy? It doesn't seem to impact established neighborhoods in the way the other areas do so it may be more suited for high density apartments or a larger retail store.
May 12, 2025, 09:09 AM	none
May 12, 2025, 08:17 AM	no high-density housing, no traffic calming.
May 11, 2025, 10:29 PM	TraderJoe's
May 11, 2025, 09:43 PM	More landscaping Motte business space
May 11, 2025, 08:22 AM	Community Center and pool. If the green space is for sale, there are a lot of options.
May 10, 2025, 08:04 PM	One of best areas for business dev.
May 10, 2025, 05:48 PM	This would be a great area for outdoor activities... Walking and bike trails etc
May 10, 2025, 03:10 PM	Only attractive businesses with landscaping and no loud colors. No high-rise buildings no housing high-rise buildings.
May 10, 2025, 11:04 AM	Business owners providing parking for their employees.
May 10, 2025, 09:29 AM	Outdoor mall
May 08, 2025, 05:48 PM	None
May 08, 2025, 04:49 PM	Multi-unit housing to help our 20-something residents have affordable housing options.
May 07, 2025, 05:48 PM	Ability to support local businesses and farms
May 07, 2025, 04:49 PM	Solve the traffic and business congestion during the day. Parking is horrible and very difficult to visit business. Opportunity to add additional business and maybe even an office/business park.
May 07, 2025, 03:10 PM	Single family housing, parks, historical community farm.
May 07, 2025, 01:03 PM	Unfamiliar with this area
May 07, 2025, 08:25 AM	Night life opportunities.
May 07, 2025, 01:50 AM	more restaurants and entertainment.
May 06, 2025, 11:13 PM	Potential community center/pool
May 06, 2025, 11:03 PM	Could be a good fit for an anchor tenant (manufacturing company or aerospace contractor). Good publicity for a business being right off the freeway. Revitalizing the appearances of the current real estate.
May 06, 2025, 10:33 PM	Lots of open spaces
May 06, 2025, 10:08 PM	Restaurants biking access to other side of I 15
May 06, 2025, 08:57 PM	Restaurants, service shops
May 06, 2025, 04:27 PM	Farm land available for development.
May 05, 2025, 02:15 PM	Maybe a sign letting us know what businesses are there. Could include a sit down restaurant for us to gather.
May 05, 2025, 08:41 AM	Small, single family homes, 1,100-1,400sf, single garage with small yards, no HOA, not all stacked and crammed all on top of each other where your windows like 8 feet away from your neighbors' windows. Affordable. I am single and 43 years old and can't afford a place of my own because they are all massive homes. Born and raised in Kaysville but I can't live here because housing is not compatible for me.
May 03, 2025, 02:23 PM	Skatepark, pickleball courts, picnic areas
May 03, 2025, 09:32 AM	Maybe a park or something for those who don't have cars in the area to go and enjoy being outside.
May 02, 2025, 11:30 AM	Good gosh! Leave it alone!
May 01, 2025, 11:55 PM	More houses. Not townhome. Not apartments.
May 01, 2025, 11:51 PM	Build a rec center with pool and park. Or a nature park
May 01, 2025, 08:31 PM	None
May 01, 2025, 01:34 PM	Do NOT put more high density housing there! I love that there is at least 1 open field left in our city. We have ruined it by getting rid of all open spaces. So don't push the small farmers out. Traffic is already a nightmare. We don't need to squeeze more cars and people in! I like the old homes there... don't push them out. Not everything needs to be "fixed". Just leave it alone.
Apr 30, 2025, 10:32 PM	Commercial and higher density opportunities

Apr 30, 2025, 04:36 PM	Farmer's markets/small business market
Apr 30, 2025, 03:38 PM	Getting all lanes on Main St open.
Apr 30, 2025, 02:32 PM	Another park or amphitheater Resturants mixed housing
Apr 30, 2025, 02:28 PM	A prettier scape along Main St? I don't know, it seems like it will always be just what it is.
Apr 30, 2025, 12:41 PM	More housing.
Apr 30, 2025, 10:22 AM	Community garden space
Apr 30, 2025, 07:51 AM	Minimal
Apr 30, 2025, 07:44 AM	mixed use residential, shopping, dining
Apr 29, 2025, 08:04 PM	Anything but housing 🤣
Apr 29, 2025, 05:22 PM	None it it involves tax payer money
Apr 29, 2025, 05:18 PM	Put Costco and Trader Joe's in the giant field
Apr 29, 2025, 04:06 PM	I hope Kaysville City will protect the businesses already there.
Apr 29, 2025, 03:31 PM	No idea
Apr 29, 2025, 08:35 AM	Park, Shopping, Entertainment
Apr 29, 2025, 07:58 AM	A park with a playground and possibly walking or bike trails would be a major improvement. There are two schools nearby with no close parks. The kids play in parking lots or behind the Elementary school. We need a park here, however small.
Apr 27, 2025, 11:05 AM	Large scale business Costco.
Apr 26, 2025, 09:30 PM	Keep the farm land!!!
Apr 26, 2025, 08:34 PM	None. City should stay out of this neighborhood.
Apr 26, 2025, 08:19 PM	No comment
Apr 26, 2025, 07:34 PM	Rec Center
Apr 26, 2025, 07:09 PM	NO more high density housing. Kaysville is too crowded! Roads are so congested.
Apr 26, 2025, 04:15 PM	I'd love to see a smart commercial center in the large field east of the freeway. I wish we had better restaurants and shopping options. We always have to go to layton or Centerville. Find things they don't have and put it here.
Apr 26, 2025, 02:45 PM	I would defer to the people that live and work in this area, and those who own business is there. I don't feel it's my part to tell them what to do with their part of town.
Apr 26, 2025, 01:51 PM	Expand the hometown feel of the historic area of Main Street into this area to give the historic aspect of the city and charm a larger footprint and bigger impact.
Apr 26, 2025, 01:10 PM	Housing
Apr 26, 2025, 11:59 AM	Possible green spaces
Apr 26, 2025, 11:52 AM	PRESERVE OPEN LAND
Apr 26, 2025, 11:20 AM	Ball parks, fields, etc.
Apr 25, 2025, 10:45 PM	More shops & restaurants Bring store fronts out to street There is transit here. Could be a great spot for more dense housing
Apr 25, 2025, 10:33 PM	Housing
Apr 25, 2025, 10:28 PM	A Costco would be amazing!
Apr 25, 2025, 10:14 PM	Restaurants - or good quality store
Apr 25, 2025, 07:58 PM	some good business and stores that don't exist in Kaysville.. like Trader Joes.; Container store. places we have drive to SLC, a nice craft store like Bennions was.
Apr 25, 2025, 06:14 PM	Public Park with walking trails and playground.
Apr 25, 2025, 09:11 AM	This area seems relatively ignored. It doesn't really even seem part of Kaysville. Bringing some uniformity to the area that would connect it to the rest of Kaysville would be great.
Apr 25, 2025, 09:07 AM	Public park
Apr 25, 2025, 09:02 AM	Not much. It is already full of businesses
Apr 25, 2025, 08:55 AM	Potential for future commercial and mixed use development. Potential for pedestrian or auto overpass to take pressure off 200N. Potential for trial along river. Green space. Commercial and industrial space.
Apr 25, 2025, 07:43 AM	Opportunities for growth in the food industry. I think Kaysville needs more sit down restaurants. I also think this could be a great place to have open space and gatherings of people. Not necessarily parks, but a place to go be together and eat and hangout.
Apr 24, 2025, 11:46 PM	Park, Kaysville rec center with a pool, affordable housing (town houses), restaurant options
Apr 24, 2025, 09:50 PM	Could have more shops
Apr 24, 2025, 08:16 PM	No more townhomes!! It would be nice to have patio homes
Apr 24, 2025, 08:06 PM	Costco
Apr 24, 2025, 07:41 PM	Don't know

Apr 24, 2025, 06:49 PM	None that don't already exist. It's a great location for small businesses and light industrial.
Apr 24, 2025, 06:48 PM	Home Depot
Apr 24, 2025, 05:15 PM	Community Rec Center, bike pump track, farmers market
Apr 24, 2025, 05:12 PM	The Anderson family some day selling their farm land. Most likely will have home built on the property, however hope that they will not be cluster home in which you can touch your neighbors home and your home at the same time
Apr 24, 2025, 03:13 PM	I don't use much. To be honest, I have only frequented one auto body shop and Tasty's a few times. Otherwise I pretty much just drive through. But I am ok with this. Keep Kaysville small. Maybe add a business/restaurant/ apartments/townhomes here and there. But to me this is a great area as is. Traffic is awesome. It is never congested, which I appreciate.
Apr 24, 2025, 02:58 PM	None
Apr 24, 2025, 02:32 PM	Restaurants GAS STATION PLEASE!
Apr 24, 2025, 02:31 PM	This is where you could put your high density housing (also since I'm mentioning it, there is land between the new roundabout and sunset Equestrian estates. If you develop that land, absolutely no matter what, DO NOT allow any of that traffic into the sunset Equestrian estates neighborhood. This is so important so please take note somewhere)
Apr 24, 2025, 02:13 PM	Hotels Apartments Lots of housing, time to build up and bring people to our city.
Apr 24, 2025, 12:44 PM	None
Apr 24, 2025, 12:20 PM	Lots of land for future development of housing and businesses. Probably more commercial or flex space.
Apr 24, 2025, 11:46 AM	Restaurants and shops
Apr 24, 2025, 11:36 AM	Minimal.
Apr 24, 2025, 11:28 AM	Please no fast food, car washes, or high density housing!! Let's keep Kaysville small, not like the huge growth in Farmington!
Apr 24, 2025, 11:02 AM	Park, pickleball courts.
Apr 24, 2025, 10:55 AM	Recreational center?
Apr 24, 2025, 10:42 AM	A rec center for our community. We seem to have a little options for our community when it comes to a rec center. We dont have an area dedicated for Kaysville Parks and Recreation for the winter sports. It would be nice to see what Farmington, Bountiful other cities have.
Apr 24, 2025, 10:23 AM	Farming
Apr 24, 2025, 10:22 AM	Business use
Apr 24, 2025, 10:21 AM	I visit for furniture restoration, bookstore, and home improvement projects. I also use Anderson's corn pumpkins etc
Apr 24, 2025, 10:12 AM	Huge commercial opportunity. Please don't allow any type of housing in that big farm field!
Apr 24, 2025, 10:08 AM	Better fast food options like Chick fil A, raising Canes In-n-Out something that is actually good so we don't have to keep driving to Farmington or Layton.
Apr 24, 2025, 09:51 AM	Park or trails.
Apr 24, 2025, 09:37 AM	To bring in more restaurants or entertainment for Kaysville
Apr 24, 2025, 09:34 AM	Take a few people to go visit Sugar Land, Texas. I think it would help give ideas and maybe help set goals and give some planning vision for the long term.
Apr 24, 2025, 09:21 AM	A nice sit down restaurant!
Apr 24, 2025, 09:18 AM	Maintaining empty space
Apr 24, 2025, 09:09 AM	Housing that isn't town house but actual homes
Apr 24, 2025, 09:05 AM	Walking paths
Apr 24, 2025, 09:02 AM	Leave it
Apr 24, 2025, 08:57 AM	Walking and cycling trails Parks & public spaces
Apr 24, 2025, 08:55 AM	Housing Small Business district
Apr 24, 2025, 08:55 AM	Hard to say. It seems that not much could be changed without a massive overhaul/uniform plan for the area. There are already some great businesses there and some nice historic buildings.
Apr 24, 2025, 08:47 AM	Chick fil a.
Apr 24, 2025, 08:37 AM	A lot of undeveloped land that could be critical commercial space for Kaysville. More retail or restaurant business in Kaysville would be great.
Apr 24, 2025, 08:35 AM	Mixed use mall type area with shops, apartments or offices above, open space for gathering and walking and eating
Apr 24, 2025, 08:24 AM	We need a rec center!
Apr 24, 2025, 08:23 AM	I love the farm. We love buying things there.
Apr 24, 2025, 08:18 AM	Put a community botanical garden in so we have something nice to look at and walk through.

Apr 24, 2025, 08:17 AM	Keep the corn lady!!
Apr 24, 2025, 08:09 AM	Leave it alone
Apr 24, 2025, 08:07 AM	Rec center?!
Apr 24, 2025, 08:06 AM	Affordable single family housing.
Apr 24, 2025, 07:33 AM	Gardner Village 2.0 Boutiques Furniture stores Crafting stories Bridal shop
Apr 24, 2025, 07:28 AM	Potential for more commercial properties to help bring tax revenue to our city. I would love to see more retail shopping and restaurants in our area. I think this is also a good location for multi family housing as well.
Apr 23, 2025, 09:32 PM	space for community garden Possible affordable housing
Apr 23, 2025, 06:26 PM	This part of the city looks like it was a forgotten after-thought.
Apr 23, 2025, 05:19 PM	Housing and retail
Apr 23, 2025, 04:44 PM	Potentially some small commercial businesses along Main Street or townhomes.
Apr 23, 2025, 02:30 PM	There is a lot of space for development. I would like to see multifamily unites. The city should build tax payer style appartments in the area to promote more busness sand devolpment.
Apr 23, 2025, 02:11 PM	generate more parking, maintain businesses, could act like they care about the area, and a significant facelift
Apr 23, 2025, 01:51 PM	Maybe change residential to commercial
Apr 23, 2025, 11:57 AM	Parks or family friendly areas with gathering space and local shops to provide services to the gathering space. Maybe an events area for food trucks and free or low cost entertainment. No housing.
Apr 22, 2025, 10:23 PM	Commercial
Apr 22, 2025, 09:50 PM	Shops Restaurants
Apr 22, 2025, 06:47 PM	None
Apr 22, 2025, 06:02 PM	Commercial growth
Apr 22, 2025, 05:04 PM	This is currently a commercial and industrial area. If the farmland ever gets developed, it should be one of those two designations.
Apr 22, 2025, 04:40 PM	Better visual appeal
Apr 22, 2025, 04:00 PM	Housing improved pedestrian walkways better parking
Apr 22, 2025, 03:48 PM	Just let us build houses there
Apr 22, 2025, 01:55 PM	More business to bring in more taxes for the city
Apr 22, 2025, 10:39 AM	Lack of anchor attraction to the area
Apr 22, 2025, 08:58 AM	A park, or I would like to see patio homes. There are a lot of older people in Kaysville that would love to stay in Kaysville and are ready to move to a 1-level home with a small yard. I think people would support a few areas with patio homes. We need to keep in mind how much water we really have and how much density an area can truly handle.
Apr 22, 2025, 07:24 AM	Please god just leave some open space, a park or some trails or something
Apr 22, 2025, 07:17 AM	Development of farmland next to the freeway
Apr 21, 2025, 10:43 PM	Possibly more shops like Farmington station
Apr 21, 2025, 09:16 PM	More local shopping opportunites
Apr 21, 2025, 08:32 PM	More restaurants added.
Apr 21, 2025, 08:15 PM	Farming
Apr 21, 2025, 06:21 PM	Turn the industrial junk into something for the community.
Apr 21, 2025, 06:00 PM	Pretty it up
Apr 21, 2025, 05:53 PM	More housing.
Apr 21, 2025, 05:37 PM	Both sides of Main Street need to be rezoned to be commercial for consistency purposes. The city has not paid much attention to this area and it is so odd that some of it is residential and other parts are commercial. There is one house on the corner of Main Street & Hyde Park Ln. that is an extremely neglected. The house is partially painted and not well taken care of ...The owner has trash all over the yard and is always having yard sales and selling pieces of furniture. The owner does not maintain the yard and cars are parked along in front quite a bit- I would like to see Kaysville initiate something to take over that property and re-zone it. (eminent domain?)
Apr 21, 2025, 05:07 PM	More businesses
Apr 21, 2025, 04:36 PM	"The Corn Lady" is the best thing this area has!
Apr 21, 2025, 03:43 PM	Food and shops. Make it inviting with outdoor areas and walkability.

Apr 21, 2025, 03:37 PM	I just don't have a reason to go there, so I don't know what's there or needed.
Apr 21, 2025, 03:32 PM	Restaurants and food options. Housing and open space, parks.
Apr 21, 2025, 01:59 PM	Develop mixed use housing.
Apr 21, 2025, 01:16 PM	Leave it alone. If you fill every available area of Kaysville, you will have ruined the reason people chose to live in Kaysville in the first place.
Apr 20, 2025, 11:15 PM	I see farmland where developers probably want to develop.
Apr 20, 2025, 07:25 PM	This could be a good place for business and high density housing. However, no high density housing without dealing with bad traffic. You CANNOT funnel more traffic to 200 North. It is already too crowded.
Apr 20, 2025, 05:05 PM	The new buildings will help but this is a very transient part of the city with so many apartments or townhomes, rentals. Having some services like a laundrymat or convenience store seems fitting.
Apr 20, 2025, 12:26 PM	I mourn the loss of farm/open space in Kaysville, but this area clearly has opportunities for mixed use commercial/housing. Opportunity for hotel.
Apr 19, 2025, 10:58 PM	Continue the lite industrial on the west side of Main Street with some office and retail on the east side of main
Apr 19, 2025, 10:32 PM	Embracing agriculture, which Kaysville has unfortunately lost
Apr 19, 2025, 10:01 PM	None. It's fine as it is. Leave the Corn Lady's field alone.
Apr 19, 2025, 09:00 PM	No opportunities here. The big field is privately owned and not an opportunity. I hope the city doesn't think we can go in and try and acquire it.
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Apr 10, 2025, 02:28 PM	Open land that could provide clustered development with greenspace! Smaller streets that could be more walkable than other parts of Kaysville. Connections to Homles Creek and a potential greenway.

69. What challenges do you see in this area?

Long Text | Skipped: 337 | Answered: 184 (35.3%)

Date Submitted	Contribution
May 12, 2025, 09:50 PM	Location and parking
May 12, 2025, 09:30 PM	crime magnet unless well planned. It seems to be lacking in classic Kaysville vibe.
May 12, 2025, 07:49 PM	You've already allowed industrial to come into this area.
May 12, 2025, 01:53 PM	The city putting more apartments or car washes.
May 12, 2025, 01:01 PM	Too many homes.
May 12, 2025, 12:22 PM	better traffic control
May 12, 2025, 09:09 AM	congestion
May 11, 2025, 10:29 PM	Crowded roads
May 11, 2025, 09:43 PM	Not a great traffic infrastructure for more people(housing)
May 11, 2025, 08:22 AM	Access. 400 w is right off the 200 n exit, so it is not an easy road to get on to. Nothing in that area is readily visible, so businesses may find it difficult to advertise. I know it has a lot of businesses now, but I rarely visit the area, unless it is to drive through.
May 10, 2025, 05:48 PM	Neighborhoods being disrupted
May 10, 2025, 03:10 PM	No Eminent domain. Keep Kaysville looking hometown. We don't need thousands more people in this town. Do not ruin it! Anything you put in it needs to look beautiful not crowded. You ruined it with car washes! Shame on you!
May 10, 2025, 11:04 AM	Way too many vehicles parked on the street. Always road construction.
May 10, 2025, 09:29 AM	Traffic
May 08, 2025, 05:48 PM	None
May 08, 2025, 04:44 PM	Too much low income housing
May 07, 2025, 05:48 PM	Traffic, safety hazards, over development in housing
May 07, 2025, 04:49 PM	The traffic and business congestion during the day. Parking is horrible and very difficult to visit business.
May 07, 2025, 03:10 PM	Stagnation and lost opportunities.
May 07, 2025, 08:25 AM	Proximity to I15 would make it difficult for residential.
May 07, 2025, 06:44 AM	Entering and exiting businesses is difficult. It could be predominantly due to construction in the area.
May 06, 2025, 11:03 PM	Close to the freeway but doesn't have direct access to the ramps. Housing could be an interesting mix with commercial being on both sides, maybe not the best fit.
May 06, 2025, 10:33 PM	Lots of different zoning
May 06, 2025, 10:08 PM	Traffic
May 06, 2025, 08:57 PM	Parking , constant construction and congestion
May 06, 2025, 05:22 PM	It's very close to the freeway. I have no idea what businesses are even in this area.
May 06, 2025, 04:27 PM	Traffic.
May 05, 2025, 02:15 PM	Traffic, grateful for the traffic light going in.
May 03, 2025, 09:32 AM	Road construction takes forever.
May 02, 2025, 11:30 AM	None.
May 01, 2025, 11:55 PM	Old people not wanting more housing
May 01, 2025, 11:51 PM	Close to freeway, increase in traffic
May 01, 2025, 09:34 PM	Hard to see changes without taking the farm which I would hate to see happen as I live in the neighborhood across the street and a local favorite.
May 01, 2025, 08:31 PM	Don't know
May 01, 2025, 01:34 PM	It's fine the way it is!
Apr 30, 2025, 10:32 PM	Traffic planning and design
Apr 30, 2025, 04:36 PM	People wanting to build houses
Apr 30, 2025, 03:38 PM	Too much multi-family housing exclusivity being built in this area.
Apr 30, 2025, 02:32 PM	I miss the overpass that connected to the west side The area feels industrial
Apr 30, 2025, 02:28 PM	I am not a visionary person. It's hard for me to imagine anything but what's there already. And what I see in this area is a junky commercial part of town that will always be that.
Apr 30, 2025, 12:41 PM	Ugly
Apr 30, 2025, 10:22 AM	Open fields=cookie cutter housing which I think kaysville is tired of
Apr 30, 2025, 07:44 AM	traffic issues getting there
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Apr 21, 2025, 08:15 PM	Housing with no parking or roads to hold the amount of cars on the road
Apr 21, 2025, 06:21 PM	Weird roads and routes
Apr 21, 2025, 06:00 PM	Eclectic mix of architecture plus commercial and residential
Apr 21, 2025, 05:53 PM	Traffic
Apr 21, 2025, 05:37 PM	Past poor city planning has made this area a mess. There are some rentals, some residential, some businesses. There needs to be a plan & consistency!
Apr 21, 2025, 05:07 PM	Taking out someone's farm
Apr 21, 2025, 04:36 PM	If Davis Behavioral Health becomes involved as a code blue homeless resource again the businesses may have a hard time.
Apr 21, 2025, 03:43 PM	It's just not as friendly or inviting
Apr 21, 2025, 03:32 PM	Traffic and congestion with increased options.
Apr 20, 2025, 11:15 PM	Developers wanting to build high density housing.
Apr 20, 2025, 07:25 PM	Traffic is getting really bad here. But apartments close to the freeway is the best place if there are going to be any. KEEP APARTMENTS OUT OF THE RESIDENTIAL NEIGHBORHOODS
Apr 20, 2025, 05:05 PM	The trailer park and other problems with people " hanging out all day" . This part of town is probably the worst in Kaysville.
Apr 19, 2025, 10:32 PM	Growth, almost eternal road construction
Apr 19, 2025, 10:01 PM	None.
Apr 19, 2025, 09:00 PM	I can see why this pointed question is asked here. Leave the fields alone and don't even think about high density housing!
Apr 19, 2025, 07:36 PM	okay as it is
Apr 19, 2025, 01:39 PM	The parking in this area is an absolute nightmare. it's difficult to get to the businesses at any time during normal business hours. This often deters me from going to them. Traffic on Main street in that area can also get frustrating at times making it difficult to visit the businesses like Tasty's. Another challenge is the loss of commercial space where the townhomes were constructed next to Tasty's. It makes for a blind corner and is a lost opportunity.
Apr 18, 2025, 10:25 PM	out of the way
Apr 18, 2025, 09:35 PM	So hard to find parking and space to visit businesses. Need to find more industrial space further west
Apr 17, 2025, 05:05 PM	Treated at thorough fare only. Older not desirable part of town
Apr 17, 2025, 12:03 PM	Top much government involvement
Apr 16, 2025, 11:22 PM	Developers trying to build more low income housing here.
Apr 16, 2025, 09:36 PM	Too industrial feeling. Doesn't feel like a city center it feels like an awkwardly placed industrial park
Apr 16, 2025, 09:30 PM	Older industrial buildings, and closer to a more rundown part of Layton.
Apr 16, 2025, 06:08 PM	Traffic getting on/off 200 N is incredibly frustrating in this area by Arby's and Jack in the Box. I avoid it at all costs, and the companies because of that.
Apr 16, 2025, 05:10 PM	Traffic congestion No sidewalks on the west side Limited shops and restaurants
Apr 16, 2025, 03:46 PM	a lack of planners with the political will to see a vision through
Apr 15, 2025, 04:38 PM	Access to this area is difficult.
Apr 15, 2025, 09:27 AM	Traffic flow
Apr 12, 2025, 05:43 PM	We have no more room for any more cars or people - PLEASE stop ruining what we came here for in the first place.
Apr 12, 2025, 05:00 PM	This area is mostly used appropriately.
Apr 12, 2025, 10:43 AM	traffic, undeveloped weed patches
Apr 12, 2025, 08:34 AM	Should support local businesses in that area, but could definitely see some areas for improvement there.
Apr 11, 2025, 11:33 PM	Layton has becoming a town chalked full of apartments and these buildings bring in a tremendous amount of traffic. MY SINCERE HOPE IS THAT KAYSVILLE DOES NOT DO THE SAME. I sense that state and federal low housing laws are being forced upon small towns all across America. I sincerely hope the leadership of Kaysville can resist this tendency as long as possible. Apartments also bring people into a town that are not vested for the longterm. Eventually, landlords let their maintenance fall behind and property values suffer. Please do not let Kaysville be overrun like Layton is becoming.
Apr 11, 2025, 08:04 PM	Open space just begging for development. LEAVE IT ALONE!
Apr 11, 2025, 06:51 PM	J-walking.
Apr 11, 2025, 03:36 PM	There is NO parking over there except on the street which makes it dangerous, especially since often there are bigger vehicles there. More parking is needed for the businesses. And getting onto Main Street from that area is also often tricky.

Apr 11, 2025, 03:33 PM	off the beaten path
Apr 11, 2025, 03:25 PM	Parking is a nightmare. There are no food service or fuel station options.
Apr 11, 2025, 03:17 PM	In and out of traffic congestion.
Apr 11, 2025, 03:09 PM	Constant road construction
Apr 11, 2025, 02:54 PM	Pretty industrial/mechanical, but it's ok for there to be a district for that. It seems an odd choice to try and bring it into "the city's hub". People don't really go around a city center and decide to get concrete you know?
Apr 11, 2025, 02:29 PM	It's feels very closed off and uninviting. Not very consumer friendly
Apr 11, 2025, 02:23 PM	Development of private land
Apr 11, 2025, 02:06 PM	Better roads
Apr 11, 2025, 02:06 PM	Traffic is heavy in this area. Getting a lot more people in and out might cause more congestion
Apr 10, 2025, 02:28 PM	Next to freeway - pollution and noise. Disconnected from neighborhoods East of I-15.
May 12, 2025, 09:50 PM	Location and parking
May 12, 2025, 09:30 PM	crime magnet unless well planned. It seems to be lacking in classic Kaysville vibe.
May 12, 2025, 07:49 PM	You've already allowed industrial to come into this area.
May 12, 2025, 01:53 PM	The city putting more apartments or car washes.
May 12, 2025, 01:01 PM	Too many homes.
May 12, 2025, 12:22 PM	better traffic control
May 12, 2025, 09:09 AM	congestion
May 11, 2025, 10:29 PM	Crowded roads
May 11, 2025, 09:43 PM	Not a great traffic infrastructure for more people(housing)
May 11, 2025, 08:22 AM	Access. 400 w is right off the 200 n exit, so it is not an easy road to get on to. Nothing in that area is readily visible, so businesses may find it difficult to advertise. I know it has a lot of businesses now, but I rarely visit the area, unless it is to drive through.
May 10, 2025, 05:48 PM	Neighborhoods being disrupted
May 10, 2025, 03:10 PM	No Eminent domain. Keep Kaysville looking hometown. We don't need thousands more people in this town. Do not ruin it! Anything you put in it needs to look beautiful not crowded. You ruined it with car washes! Shame on you!
May 10, 2025, 11:04 AM	Way too many vehicles parked on the street. Always road construction.
May 10, 2025, 09:29 AM	Traffic
May 08, 2025, 05:48 PM	None
May 08, 2025, 04:44 PM	Too much low income housing
May 07, 2025, 05:48 PM	Traffic, safety hazards, over development in housing
May 07, 2025, 04:49 PM	The traffic and business congestion during the day. Parking is horrible and very difficult to visit business.
May 07, 2025, 03:10 PM	Stagnation and lost opportunities.
May 07, 2025, 08:25 AM	Proximity to I15 would make it difficult for residential.
May 07, 2025, 06:44 AM	Entering and exiting businesses is difficult. It could be predominantly due to construction in the area.
May 06, 2025, 11:03 PM	Close to the freeway but doesn't have direct access to the ramps. Housing could be an interesting mix with commercial being on both sides, maybe not the best fit.
May 06, 2025, 10:33 PM	Lots of different zoning
May 06, 2025, 10:08 PM	Traffic
May 06, 2025, 08:57 PM	Parking , constant construction and congestion
May 06, 2025, 05:22 PM	It's very close to the freeway. I have no idea what businesses are even in this area.
May 06, 2025, 04:27 PM	Traffic.
May 05, 2025, 02:15 PM	Traffic, grateful for the traffic light going in.
May 03, 2025, 09:32 AM	Road construction takes forever.
May 02, 2025, 11:30 AM	None.
May 01, 2025, 11:55 PM	Old people not wanting more housing
May 01, 2025, 11:51 PM	Close to freeway, increase in traffic
May 01, 2025, 09:34 PM	Hard to see changes without taking the farm which I would hate to see happen as I live in the neighborhood across the street and a local favorite.
May 01, 2025, 08:31 PM	Don't know
May 01, 2025, 01:34 PM	It's fine the way it is!
Apr 30, 2025, 10:32 PM	Traffic planning and design
Apr 30, 2025, 04:36 PM	People wanting to build houses
Apr 30, 2025, 03:38 PM	Too much multi-family housing exclusivity being built in this area.

Apr 30, 2025, 02:32 PM	I miss the overpass that connected to the west side The area feels industrial
Apr 30, 2025, 02:28 PM	I am not a visionary person. It's hard for me to imagine anything but what's there already. And what I see in this area is a junky commercial part of town that will always be that.
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Apr 21, 2025, 08:15 PM	Housing with no parking or roads to hold the amount of cars on the road
Apr 21, 2025, 06:21 PM	Weird roads and routes
Apr 21, 2025, 06:00 PM	Eclectic mix of architecture plus commercial and residential
Apr 21, 2025, 05:53 PM	Traffic
Apr 21, 2025, 05:37 PM	Past poor city planning has made this area a mess. There are some rentals, some residential, some businesses. There needs to be a plan & consistency!
Apr 21, 2025, 05:07 PM	Taking out someone's farm
Apr 21, 2025, 04:36 PM	If Davis Behavioral Health becomes involved as a code blue homeless resource again the businesses may have a hard time.
Apr 21, 2025, 03:43 PM	It's just not as friendly or inviting
Apr 21, 2025, 03:32 PM	Traffic and congestion with increased options.
Apr 20, 2025, 11:15 PM	Developers wanting to build high density housing.
Apr 20, 2025, 07:25 PM	Traffic is getting really bad here. But apartments close to the freeway is the best place if there are going to be any. KEEP APARTMENTS OUT OF THE RESIDENTIAL NEIGHBORHOODS
Apr 20, 2025, 05:05 PM	The trailer park and other problems with people " hanging out all day" . This part of town is probably the worst in Kaysville.
Apr 19, 2025, 10:32 PM	Growth, almost eternal road construction
Apr 19, 2025, 10:01 PM	None.
Apr 19, 2025, 09:00 PM	I can see why this pointed question is asked here. Leave the fields alone and don't even think about high density housing!
Apr 19, 2025, 07:36 PM	okay as it is
Apr 19, 2025, 01:39 PM	The parking in this area is an absolute nightmare. it's difficult to get to the businesses at any time during normal business hours. This often deters me from going to them. Traffic on Main street in that area can also get frustrating at times making it difficult to visit the businesses like Tasty's. Another challenge is the loss of commercial space where the townhomes were constructed next to Tasty's. It makes for a blind corner and is a lost opportunity.
Apr 18, 2025, 10:25 PM	out of the way
Apr 18, 2025, 09:35 PM	So hard to find parking and space to visit businesses. Need to find more industrial space further west
Apr 17, 2025, 05:05 PM	Treated at thorough fare only. Older not desirable part of town
Apr 17, 2025, 12:03 PM	Top much government involvement
Apr 16, 2025, 11:22 PM	Developers trying to build more low income housing here.
Apr 16, 2025, 09:36 PM	Too industrial feeling. Doesn't feel like a city center it feels like an awkwardly placed industrial park
Apr 16, 2025, 09:30 PM	Older industrial buildings, and closer to a more rundown part of Layton.
Apr 16, 2025, 06:08 PM	Traffic getting on/off 200 N is incredibly frustrating in this area by Arby's and Jack in the Box. I avoid it at all costs, and the companies because of that.
Apr 16, 2025, 05:10 PM	Traffic congestion No sidewalks on the west side Limited shops and restaurants
Apr 16, 2025, 03:46 PM	a lack of planners with the political will to see a vision through
Apr 15, 2025, 04:38 PM	Access to this area is difficult.
Apr 15, 2025, 09:27 AM	Traffic flow
Apr 12, 2025, 05:43 PM	We have no more room for any more cars or people - PLEASE stop ruining what we came here for in the first place.
Apr 12, 2025, 05:00 PM	This area is mostly used appropriately.
Apr 12, 2025, 10:43 AM	traffic, undeveloped weed patches

Apr 12, 2025, 08:34 AM	Should support local businesses in that area, but could definitely see some areas for improvement there.
Apr 11, 2025, 11:33 PM	Layton has becoming a town chalked full of apartments and these buildings bring in a tremendous amount of traffic. MY SINCERE HOPE IS THAT KAYSVILLE DOES NOT DO THE SAME. I sense that state and federal low housing laws are being forced upon small towns all across America. I sincerely hope the leadership of Kaysville can resist this tendency as long as possible. Apartments also bring people into a town that are not vested for the longterm. Eventually, landlords let their maintenance fall behind and property values suffer. Please do not let Kaysville be overrun like Layton is becoming.
Apr 11, 2025, 08:04 PM	Open space just begging for development. LEAVE IT ALONE!
Apr 11, 2025, 06:51 PM	J-walking.
Apr 11, 2025, 03:36 PM	There is NO parking over there except on the street which makes it dangerous, especially since often there are bigger vehicles there. More parking is needed for the businesses. And getting onto Main Street from that area is also often tricky.
Apr 11, 2025, 03:33 PM	off the beaten path
Apr 11, 2025, 03:25 PM	Parking is a nightmare. There are no food service or fuel station options.
Apr 11, 2025, 03:17 PM	In and out of traffic congestion.
Apr 11, 2025, 03:09 PM	Constant road construction
Apr 11, 2025, 02:54 PM	Pretty industrial/mechanical, but it's ok for there to be a district for that. It seems an odd choice to try and bring it into "the city's hub". People don't really go around a city center and decide to get concrete you know?
Apr 11, 2025, 02:29 PM	It's feels very closed off and uninviting. Not very consumer friendly
Apr 11, 2025, 02:23 PM	Development of private land
Apr 11, 2025, 02:06 PM	Better roads
Apr 11, 2025, 02:06 PM	Traffic is heavy in this area. Getting a lot more people in and out might cause more congestion
Apr 10, 2025, 02:28 PM	Next to freeway - pollution and noise. Disconnected from neighborhoods East of I-15.

70. What do you envision for the future of the Mutton Hollow Neighborhood?

Long Text | Skipped: 367 | Answered: 154 (29.6%)

Date Submitted	Contribution
May 12, 2025, 09:30 PM	Not sure, ... I would likely start by driving along I-15 (from Ogden to Provo) and see what is looking like is helping the applicable cities image, etc.
May 12, 2025, 07:49 PM	Commercial, not Industrial.
May 12, 2025, 01:53 PM	Single family homes and gardens.
May 12, 2025, 01:01 PM	Leave it alone.
May 12, 2025, 12:22 PM	Multi use with office/retail and condominiums.
May 12, 2025, 10:01 AM	Don't know why this is called Mutton Hollow Neighborhood. It doesn't even show Mutton Hollow Rd and the homes (actual neighborhood that live on Mutton Hollow Rd) If you were to send out a survey, to the actual neighborhood that uses Mutton Hollow Rd daily, asking how many want the road widened and a full blown stop light at Fairfield and Mutton Hollow Rd and feel it is a negative or a postive, you would be surprised as to how many don't want the wider road or the light. Some have asked cant we just put up flashing red lights before you come to the intersection to remind that it is a full four way stop.
May 12, 2025, 09:57 AM	Less high density housing
May 11, 2025, 09:43 PM	Business growth
May 11, 2025, 08:22 AM	You would need to address the access issues before any development here, I think. If the agricultural land is sold, there are so many options in this area.
May 10, 2025, 03:10 PM	I don't want it envision any changes leave it alone!
May 10, 2025, 11:04 AM	Construction free.
May 10, 2025, 09:29 AM	Something like station park
May 08, 2025, 05:48 PM	None they won't go for it
May 07, 2025, 05:48 PM	Let it be
May 07, 2025, 04:49 PM	Full blown business park - bring in business and tax revenue...enhance opportunities to work closer to home.
May 07, 2025, 03:10 PM	A local mini suburban area. Like an apartment complex for single or newly wed couples, with an outdoor area with a communal feel. Heavy landscaping, and an emphasis on being stewards of the land.
May 07, 2025, 11:38 AM	Farmers' market where the corn lady had her table.
May 07, 2025, 06:44 AM	Parks. Open space, cafes, community gathering, some housing, mixed use- with small shops- on ground level and housing above. It would be nice to have a neighborhood feel for those living there. It would also be nice to expand green space options for the high density housing already in the area.
May 06, 2025, 11:03 PM	I would like to see some light manufacturing that supports range of small light manufacturing companies to a larger manufacturing company.
May 06, 2025, 10:33 PM	???
May 06, 2025, 10:08 PM	More outdoor dining options less industrial
May 06, 2025, 08:57 PM	Road widened and finished, businesses with ample parking
May 06, 2025, 04:27 PM	More small businesses; i.e. coffee place, local restaurant, etc. Walking distance to serve the neighborhood.
May 05, 2025, 02:15 PM	People who care what it looks like, who care about keeping yards nice.
May 03, 2025, 01:27 PM	Keep it as a bedroom community.
May 03, 2025, 09:32 AM	No car washes.
May 02, 2025, 11:30 AM	Please, leave it be!
May 01, 2025, 11:55 PM	New houses
May 01, 2025, 11:51 PM	A safe place for families to enjoy
May 01, 2025, 09:34 PM	No more houses or buildings. Need more landscape or natural vegetation.
May 01, 2025, 08:31 PM	Don't know
May 01, 2025, 01:34 PM	Leave it be!
Apr 30, 2025, 10:32 PM	Growth and change
Apr 30, 2025, 02:32 PM	mixed shops/housing
Apr 30, 2025, 02:28 PM	nothing
Apr 30, 2025, 12:41 PM	Please keep the farming. Don't develop it.
Apr 29, 2025, 08:04 PM	I honestly hate that we're doing anything to Kaysville. Part of its charm is the fact that its a small "bedroom" city. People live here to get away from Layton and Salt Lake
Apr 29, 2025, 05:22 PM	None
Apr 29, 2025, 04:06 PM	Protect the Corn Lady's business and farm. Work to improve the overall look of the are.
Apr 29, 2025, 03:31 PM	Not sure
Apr 29, 2025, 08:35 AM	Park, Shopping, Entertainment
Apr 29, 2025, 07:58 AM	Because of the schools nearby, I'd like to see a park with some kind of path or bike/walk trails, so kids can have a safe place to ride their bikes.
Apr 27, 2025, 11:05 AM	Expand large scale business on west side.

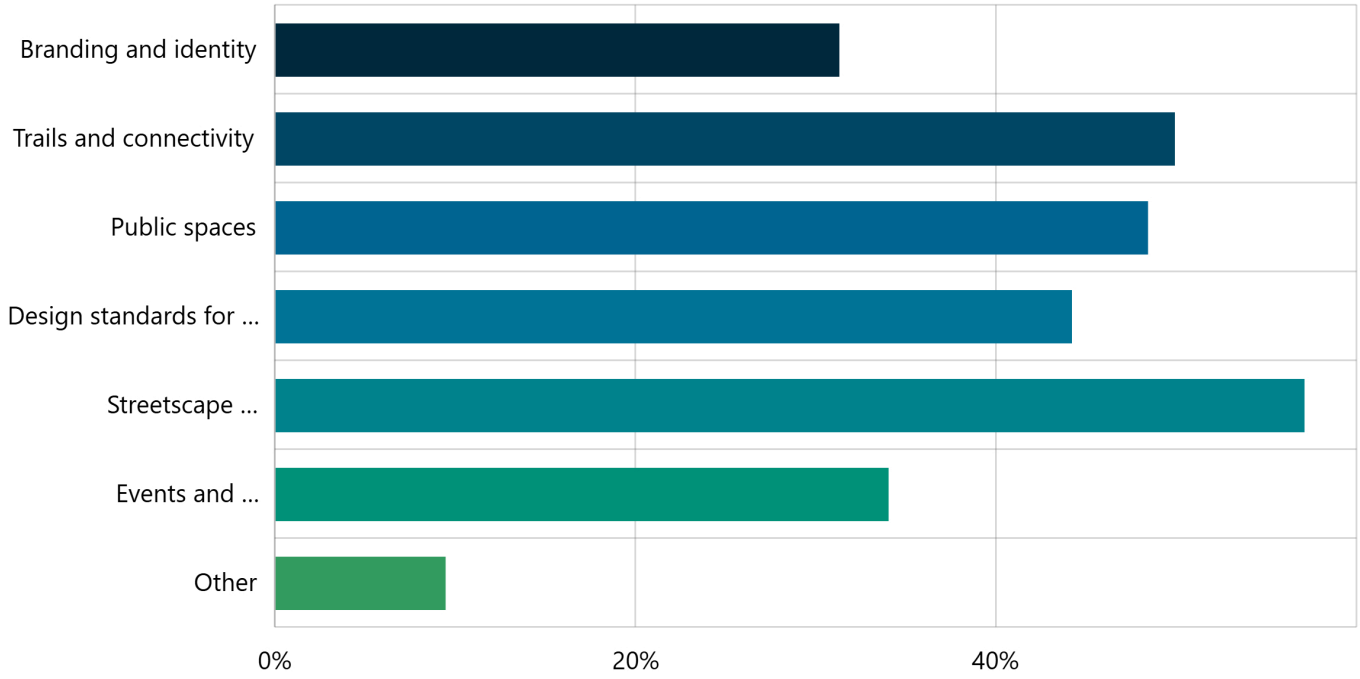
Apr 27, 2025, 09:56 AM	Keep it a neighborhood/fields. It's loo orettt to change that.
Apr 26, 2025, 09:30 PM	More walking paths trees farms
Apr 26, 2025, 08:34 PM	Businesses will continue to develop there according to their needs and customer's needs. The city should stay out of it and leave it alone.
Apr 26, 2025, 08:19 PM	No comment
Apr 26, 2025, 07:34 PM	The street needs to be widened.
Apr 26, 2025, 04:15 PM	Commercial/High Density
Apr 26, 2025, 02:45 PM	Ask the people there, only. One to one. Don't push anything on them that they are not already seeking.
Apr 26, 2025, 01:51 PM	Expand the hometown feel of the historic area of Main Street into this area to give the historic aspect of the city and charm a larger footprint and bigger impact. NO National Chains. Have unique shops and vendors in historic facade buildings along main street
Apr 26, 2025, 01:10 PM	More housing opportunities.
Apr 26, 2025, 11:52 AM	OPEN LAND. NOT DEVELOPED. #HANDSOFFOPENLAND #DEVELOPERSARECORRUPT #DEVELOPERSAREDEMONIC
Apr 26, 2025, 11:20 AM	Community amenities like soccer fields, parks, pool, rec center, or something along those lines
Apr 25, 2025, 10:45 PM	An extension of Main Street & N Main.
Apr 25, 2025, 10:28 PM	Some businesses that will benefit our tax base nicely.
Apr 25, 2025, 10:14 PM	Just better options
Apr 25, 2025, 06:14 PM	I'd like to see more green space in the city, this seems like a good spot for landscaped walking trails and a natural playground.
Apr 25, 2025, 10:28 AM	single family homes (entry level), Park. It is has a lot of potential but currently it is a bit of an eye sore.
Apr 25, 2025, 09:07 AM	Love to see open spaces, walking trails, shade trees, park, a skate park well lit right by the parking and children's playground. Or would love to see an art center and auditorium for recitals and events.
Apr 25, 2025, 09:02 AM	Leave it alone
Apr 25, 2025, 08:55 AM	Mixed use. great chance for the walkable connected type of area that fits future lands use map.
Apr 25, 2025, 07:43 AM	I inviting place to bring people together.
Apr 24, 2025, 09:50 PM	Probably more housing in the area. I wish there could be more but it would require a major coordination and change with Layton city which I'm sure they are less than inclined to do.
Apr 24, 2025, 08:06 PM	Modern signage, Useful space, Variety of serviced and businesses.
Apr 24, 2025, 07:41 PM	More housing, but I don't really know.
Apr 24, 2025, 06:49 PM	Keep it the way it is. Hands off!
Apr 24, 2025, 05:15 PM	Give people a reason to go there!
Apr 24, 2025, 03:13 PM	Keep as is. Love it.
Apr 24, 2025, 02:58 PM	Nothing
Apr 24, 2025, 02:31 PM	You could put businesses but do ones that don't have constant traffic. So ones where you generally stay a but like Dr office, ballet or other activities, not like restaurants.
Apr 24, 2025, 02:13 PM	Lots of apartments and housing for people who want to live in Kaysville!
Apr 24, 2025, 01:53 PM	If whoever owns the farmland decides to sell, I'd love to see a park on part of this land rather then what will likely go in: high-density housing.
Apr 24, 2025, 12:20 PM	If the whole area could be redevelopment over time and not just the vacant land, it could be a great mixed use neighborhood.
Apr 24, 2025, 11:36 AM	Housing.
Apr 24, 2025, 11:00 AM	Leave the wild areas as they are, we love seeing the open fields and horses grazing. We love Kaysville bc it isn't so crowded and over developed. More housing would be great if they fit in to the neighborhoods. No more townhomes. Starter houses with a yard for families and kids.
Apr 24, 2025, 10:55 AM	n/a
Apr 24, 2025, 10:42 AM	Rece Center see above.
Apr 24, 2025, 10:23 AM	Leave it alone
Apr 24, 2025, 10:22 AM	Business
Apr 24, 2025, 10:12 AM	Please stop allowing housing in commercial areas.
Apr 24, 2025, 10:08 AM	Modern little fast food spot
Apr 24, 2025, 09:34 AM	Take a few people to go visit Sugar Land, Texas. I think it would help give ideas and maybe help set goals and give some planning vision for the long term.
Apr 24, 2025, 09:21 AM	Walking trails Nice sit down restaurant
Apr 24, 2025, 09:18 AM	To remain as it is. We do not need to build on every square foot of land in our community.
Apr 24, 2025, 09:09 AM	Housing and local restaurants and cohesive look.

Apr 24, 2025, 09:02 AM	Leave it
Apr 24, 2025, 08:57 AM	Single family dwellings Open space Horse property Sidewalks Walking and bike trails
Apr 24, 2025, 08:55 AM	I think it will largely remain the way it is.
Apr 24, 2025, 08:17 AM	Similar. But maybe more dining
Apr 24, 2025, 08:09 AM	Stop building large building and apartments
Apr 24, 2025, 08:06 AM	Quiet single family starter homes which have largely disappeared in Kaysville.
Apr 24, 2025, 07:57 AM	NOT more housing
Apr 24, 2025, 07:33 AM	Incredible
Apr 23, 2025, 09:32 PM	Community garden Affordable housing or senior housing
Apr 23, 2025, 06:26 PM	More commercial/ industrial and multi- family housing to bring people to the area
Apr 23, 2025, 04:44 PM	Likely more homes on the farmland. Although it would be nice to see some commercial built on there. Kaysville needs the sales tax.
Apr 23, 2025, 02:30 PM	Expansion. I would like the city to finally work on a deal with Davis county to annex the area around mutton hollow to increase our sizes and areas to develop.
Apr 23, 2025, 02:11 PM	Hard one, difficult area
Apr 23, 2025, 01:51 PM	NO MORE RENTALS AND/OR LOW INCOME HOUSING
Apr 23, 2025, 11:57 AM	I envision a commercial area that caters to an open park or gathering area for families. No high rise homes but more availability for businesses and services.
Apr 22, 2025, 10:23 PM	Business area
Apr 22, 2025, 09:50 PM	Parks/genes space with restaurants Bike paths throughout Kaysville No more banks or credit unions
Apr 22, 2025, 06:47 PM	I font know this area very well
Apr 22, 2025, 06:02 PM	Nice-looking and cared-for areas A traffic light at the T intersection of 400 West and Main Street (north end of 400 West)
Apr 22, 2025, 05:04 PM	Not sure at this time.
Apr 22, 2025, 04:40 PM	Visual improvement
Apr 22, 2025, 04:06 PM	Community center. Maybe a pool park area to watch fireworks from. Amphitheater for concerts kind of like the sandy amphitheater
Apr 22, 2025, 04:00 PM	More walking/bike paths, better street parking for the businesses there. More mixed use developement
Apr 22, 2025, 03:48 PM	None
Apr 22, 2025, 01:55 PM	Finish curb and gutter
Apr 22, 2025, 10:39 AM	Not what I want, but probably what will happen is more high density apartment buildings. If we need to have them, then this would be a good space for them.
Apr 22, 2025, 08:58 AM	I hope it stays the way it is, with maybe the addition off patio homes. I truly implore that we do not see high density there.
Apr 21, 2025, 10:43 PM	I hope to keep Kaysville a small quiet place so nothing too busy.
Apr 21, 2025, 08:32 PM	More sit down restaurants, not fast food.
Apr 21, 2025, 08:15 PM	Anything but houses and businesses that can't stay in business.
Apr 21, 2025, 06:21 PM	Entertainment district
Apr 21, 2025, 06:00 PM	Master plan to address whether main st is residential or commercial
Apr 21, 2025, 05:53 PM	Better traffic control/pattern.
Apr 21, 2025, 05:37 PM	Upgraded landscaping and beautification on both sides of the street. No more trashy looking homes or businesses. Create and enforce standards!!!!
Apr 21, 2025, 04:36 PM	Hard to say.... I just view it as pre-Layton lol
Apr 21, 2025, 03:43 PM	Entertainment and good food options. Walkabiliry and inviting outdoor spaces.
Apr 21, 2025, 03:37 PM	??? Mayeb more owner occupied housing that's not mansions. (And not apartments that occupants can't own.)
Apr 21, 2025, 03:32 PM	Updated residences and food options.
Apr 21, 2025, 01:16 PM	NOTHING.
Apr 20, 2025, 11:15 PM	Please do not build high density housing in Kaysville.
Apr 20, 2025, 05:05 PM	Hopefully it will have some revitalization with new businesses maybe even opportunities for jobs close to townhomes and mobile homes.

Apr 19, 2025, 10:32 PM	Embracing agricultural wherever possible, improvement of the stream, possible walking trails near stream
Apr 19, 2025, 10:01 PM	I only thing I envision for this area is NO high density housing.
Apr 19, 2025, 09:00 PM	The future should NOT include adding high density housing. Leave that to the dumpy areas of Clearfield and Layton.
Apr 19, 2025, 07:36 PM	It would be disappointing to have the City destroy all of the small businesses for high density housing. Also it would not be good to destroy any homes and businesses that exist in that area by causing an sharp increase in property taxes. Leave it alone.
Apr 19, 2025, 01:39 PM	The best things that can be done in that area are landscaping, and traffic mitigation. That will do a lot for that area.
Apr 17, 2025, 08:11 PM	Letting the Free Enterprise work
Apr 17, 2025, 05:05 PM	Bring newer businesses and amenity there
Apr 17, 2025, 12:03 PM	Whatever the free market drives
Apr 16, 2025, 11:22 PM	This is one of the few areas of open space probs left in Kaysville. I feel that it should be preserved for future generations to enjoy. It would be wonderful if it didn't turn into what it is surrounded by. If development does happen we need diverse retailers brought in. Not more fast food places, or carwashes!!!! And no more low income housing in this area. IMO it's the scariest part of Kaysville.
Apr 16, 2025, 09:30 PM	More restaurants
Apr 16, 2025, 03:46 PM	NIMBYism
Apr 15, 2025, 12:24 PM	To keep what little farmland we have left. To respect and listen to the residents.
Apr 12, 2025, 05:43 PM	I envision it staying the same. What you'll do is build high density housing and trendy retail
Apr 12, 2025, 05:00 PM	Mostly access to the neighborhoods is maintained and kept safe.
Apr 12, 2025, 10:43 AM	More commercial businesses
Apr 12, 2025, 08:34 AM	Not so run down and industrial?
Apr 11, 2025, 08:04 PM	I expect Kaysville to ruin it with car washes and overpriced apartments or GIANT homes.
Apr 11, 2025, 06:51 PM	The same as usual.
Apr 11, 2025, 03:36 PM	Don't let businesses encroach onto neighborhoods.
Apr 11, 2025, 03:25 PM	no vision for it other than continued business operations.
Apr 11, 2025, 03:17 PM	Create more area for Families to gather eat and shop.
Apr 11, 2025, 03:09 PM	More businesses and apartments
Apr 11, 2025, 02:54 PM	Don't know
Apr 11, 2025, 02:23 PM	Large retail area next to I-15
Apr 11, 2025, 02:06 PM	Additional Parks for gatherings (if possible)
Apr 11, 2025, 02:06 PM	A few mom and pop establishments
Apr 10, 2025, 02:28 PM	A walkable, quiet, and leafy multi family neighborhood with good pedestrian and cycling connections to other parts of the City Center and the Rio Grand Trail.

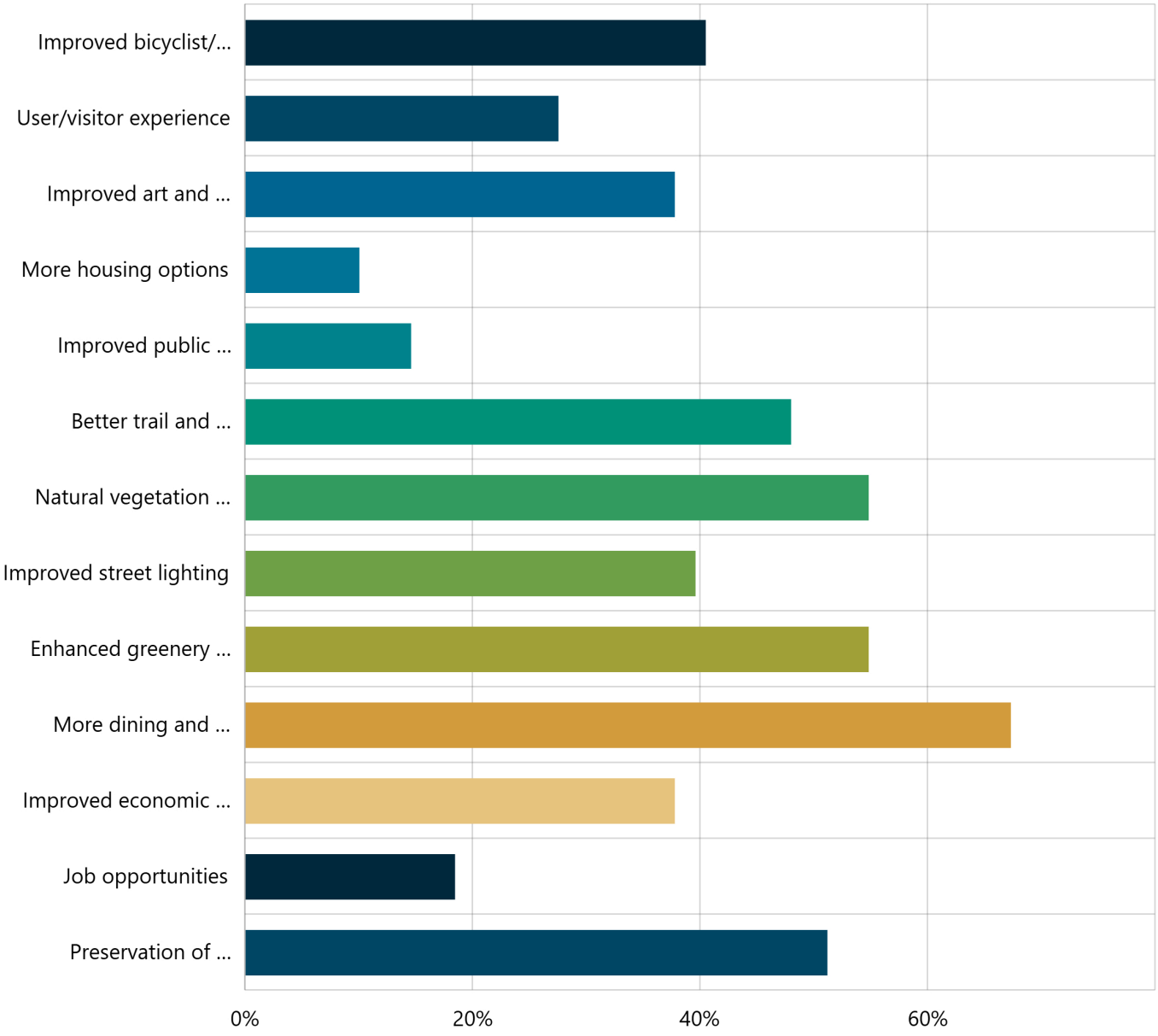
71. How would you tie these areas together to create a cohesive and connected City Center? Check all that apply.

Multi Choice | Skipped: 472 | Answered: 49 (9.4%)



Answer choices	Percent	Count
Branding and identity	34.69%	17
Trails and connectivity	46.94%	23
Public spaces	51.02%	25
Design standards for the City Center or select areas	40.82%	20
Streetscape improvements	53.06%	26
Events and programming	34.69%	17
Other	8.16%	4

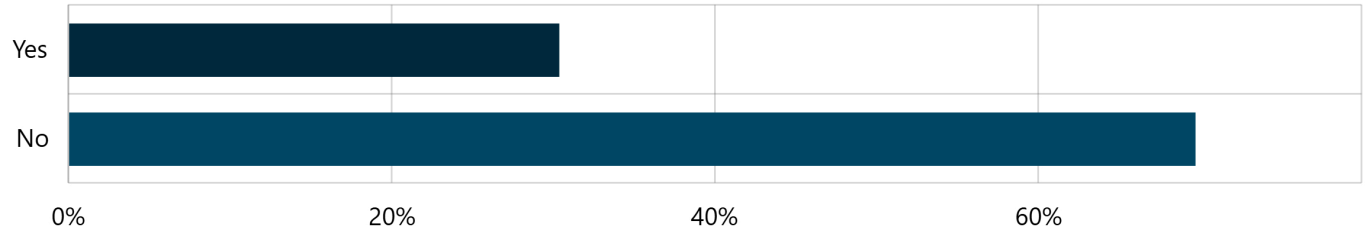
72. What kind of improvements would make Kaysville City Center better? Check all that apply.
Multi Choice | Skipped: 470 | Answered: 51 (9.8%)



Answer choices	Percent	Count
Improved bicyclist/pedestrian safety	41.18%	21
User/visitor experience	27.45%	14
Improved art and community spaces	41.18%	21
More housing options	9.80%	5
Improved public transit options	19.61%	10
Better trail and pedestrian access between neighborhoods	50.98%	26
Natural vegetation and/or professional landscaping	56.86%	29

Improved street lighting	31.37%	16
Enhanced greenery and tree coverage	50.98%	26
More dining and patio options	56.86%	29
Improved economic opportunities for local businesses	39.22%	20
Job opportunities	21.57%	11
Preservation of historic structures	50.98%	26

73. Have you experienced any challenges getting to any of these neighborhoods?
Multi Choice | Skipped: 468 | Answered: 53 (10.2%)



Answer choices	Percent	Count
Yes	39.62%	21
No	60.38%	32
Total	**100.00%**	**53**

74. Please share which neighborhood(s) you have challenges getting to and why.

Long Text | Skipped: 399 | Answered: 122 (23.4%)

Date Submitted	Contribution
May 12, 2025, 09:50 PM	Parking
May 12, 2025, 07:05 PM	Main Street, construction
May 12, 2025, 01:53 PM	Traffic. You know where and when it is bad.
May 12, 2025, 01:01 PM	Construction
May 12, 2025, 09:09 AM	all of Kaysville has serious traffic congestion
May 12, 2025, 06:04 AM	The roads connecting 200 n and old mill can be difficult especially in high traffic times. We do NOT need more homes which create more traffic in these areas. Better access to the freeway needed.
May 11, 2025, 08:22 AM	200 N is very crowded. The current construction on 200 n and main hasn't helped. I live on the west side and usually drive down 50 w to main street, from the Burton over pass. I can bypass 200 N this way and still get to the businesses I like to visit.
May 10, 2025, 03:10 PM	Construction zones are horrendous!
May 10, 2025, 02:41 PM	Deseret Drive area is scary to drive to , the traffic and trying to turn onto the street from 200 North can take several minutes.
May 10, 2025, 01:45 PM	Congestion on mainstreet. Your proposed plan will only worsen that congestion. Cyclists need to obey driving laws. Many cyclists create a hazard when they ignore traffic laws.
May 10, 2025, 01:45 PM	Don't like to ride bike on city roads, drivers don't respect the bike lanes, they try to run the cyclists off the road.
May 10, 2025, 12:45 PM	No walkable, at least not safely. Crossing 200 north as a pedestrian. Very dangerous. Too much speeding in neighborhoods
May 10, 2025, 11:04 AM	Traffic flow sucks. Very short sighted planning especially for the population in West Kaysville.
May 10, 2025, 09:57 AM	Traffic and road construction.
May 10, 2025, 07:16 AM	Traffic flow/parking on main is so congested
May 09, 2025, 10:30 PM	200 is so messed up but it's just a matter of time. The road has needed repair for a decade. I'm glad it's finally getting done.
May 07, 2025, 05:48 PM	Construction on north Main Street
May 07, 2025, 01:03 PM	I love taking walks to the center of town (Main Street) even if there aren't a lot of businesses to frequent. I mainly walk on Crestwood to Main. Often I am walking on the road because there is either no sidewalk or shoulder and crossing streets (specially crossing Main Street) takes some stress and careful consideration to time and run across safely because cars do not stop for pedestrians. My kids bike down to the shops on main but only to the ones on their side (Bowmans, dollar store) because they also don't feel safe crossing on their bikes. I understand Utah is car centric but there should be encouragement for more walking via pedestrian or bike paths. At minimum some safety consideration for the pedestrians or bike riders that live in Kaysville would be nice.
May 07, 2025, 08:25 AM	Road construction
May 07, 2025, 06:44 AM	Deseret Hills- no direct route, right at the freeway exit and occasional train obstruction
May 06, 2025, 10:33 PM	Deseret Mill
May 06, 2025, 10:08 PM	Pulling out onto main street with slight visibility acess
May 06, 2025, 08:57 PM	Mutton hollow, constant construction, single lane , limited parking, needs dedicated turn lanes
May 06, 2025, 06:11 PM	Deseret Drive. Would be great to access it by bike or walking. Would also be great to get to Barnes park via a trail system
May 05, 2025, 09:07 AM	Traffic. Kaysville is a growing city and two lanes each way isn't sufficient anymore. It gets so backed up.
May 01, 2025, 08:31 PM	Getting from east to west on bike or foot near freeway exits is scary as hell
Apr 30, 2025, 07:45 PM	Biking
Apr 30, 2025, 02:39 PM	2nd north gets very busy
Apr 30, 2025, 02:32 PM	The traffic on Main and 200 is busy and Hard to turn North on 400 West
Apr 29, 2025, 09:20 PM	I bike or run/walk to the deseret drive neighborhood and I find each route over/under the freeway nerve wracking, especially when my child is with me.
Apr 29, 2025, 08:34 PM	Traffic at certain times
Apr 29, 2025, 08:04 PM	200 N is insane during the commute rush hours. And the people trying to cross left across 4 lanes of traffic almost cause collisions daily.
Apr 29, 2025, 06:00 PM	Construction on 200 north 👎
Apr 29, 2025, 03:31 PM	Trouble biking and running over Burton Ln because of lack of a pedestrian path. See my above comment and request!!
Apr 29, 2025, 02:43 AM	Access to east side of city through 200 North often bogs down, especially when coming from 600 w.
Apr 28, 2025, 04:37 PM	Historic Main Street traffic is increasingly congested
Apr 28, 2025, 04:05 PM	Getting from the west side over to downtown can be difficult when not in a car!!

Apr 27, 2025, 09:48 PM	Going between the East and West sides of the city on a bike (for exercise, to use public amenities, or for shopping) without traveling through a major intersection is impossible.
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	very ADA accessible. Aside from accessibility problems for those who have mobility issues, the area doesn't have much parking. Generally if I want to do anything on that street I either park at City Hall and cross at the signal, or I find a place in the surrounding neighborhoods. I also, will overlook some of the businesses there like Orlando's because I don't want to deal with parking and going in.
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Apr 12, 2025, 05:43 PM	Traffic around 200 N around the freeway and up onto Main St/the old highway is horrendous - no more people, houses, traffic!
Apr 12, 2025, 05:00 PM	I live just east of the Mutton Hollow Neighborhood. I am a frequent biker just for transportation. Getting across to the Flint Street and Deseret Drive neighborhoods is dangerous with the current set up. I wish it was friendlier to children even feeling safe to travel there.
Apr 12, 2025, 10:43 AM	Main St. downtown is not a pleasant place to visit because of the highway runing through it.
Apr 11, 2025, 04:43 PM	The traffic is terrible on 200 N because you have done so much building, adding fast food, apartments, businesses, etc and you didn't build the bridge with any forthought for growth, nor have you widened 200 N to accomodate for connecting East and West in a way that flows smoothly. Peak traffic hours are awful and adding fast food all right by the freeway on/off ramp creates more clusting. This makes going anywhere in Kaysville miserable. Maybe add more bridges strategically to connect both sides and help ease the traffic flow. I find it interesting that in all the choices in the questions above, there are no options for improving the infrastructure and making the roads better, wider, safer, better maintained, etc. Also maybe the city could focus on picking up trash/litter on the sides of the main roads and killing tall weeds in the sidewalks, etc because that makes the city look so dumpy and poorly maintained. If you started with the simple things and kept what we have in good repair that would be amazing.
Apr 11, 2025, 03:36 PM	Along 200 North, both east and west, traffic can be terrible. It backs up, and turning into or out of any of the businesses becomes sketchy. Downtown it is hard to park to visit some of the fun newer businesses.
Apr 11, 2025, 03:33 PM	historic is terrible to frequent local business because of the lack of parking
Apr 11, 2025, 03:27 PM	Because of the construction! And 200 N is just crazy between 4 and 6 pm
Apr 11, 2025, 03:25 PM	downtown is very crowded with both vehicles and pedestrians. Parking near city hall is often inadequate. Parking in Mutton Hollow area is atrocious.
Apr 11, 2025, 02:54 PM	To get to Boondocks, and that whole area really, you have to turn left near the foot of a bridge. It's a big intersection and hard to see very far, kind of a scary turn.
Apr 11, 2025, 02:06 PM	Any of them at peak traffic hours or lunch time. Turning onto second north from side streets.
May 12, 2025, 09:50 PM	Parking
May 12, 2025, 07:05 PM	Main Street, construction
May 12, 2025, 01:53 PM	Traffic. You know where and when it is bad.
May 12, 2025, 01:01 PM	Construction
May 12, 2025, 09:09 AM	all of Kaysville has serious traffic congestion
May 12, 2025, 06:04 AM	The roads connecting 200 n and old mill can be difficult especially in high traffic times. We do NOT need more homes which create more traffic in these areas. Better access to the freeway needed.
May 11, 2025, 08:22 AM	200 N is very crowded. The current construction on 200 n and main hasn't helped. I live on the west side and usually drive down 50 w to main street, from the Burton over pass. I can bypass 200 N this way and still get to the businesses I like to visit.

May 10, 2025, 03:10 PM	Construction zones are horrendous!
May 10, 2025, 02:41 PM	Deseret Drive area is scary to drive to , the traffic and trying to turn onto the street from 200 North can take several minutes.
May 10, 2025, 01:45 PM	Congestion on mainstreet. Your proposed plan will only worsen that congestion. Cyclists need to obey driving laws. Many cyclists create a hazard when they ignore traffic laws.
May 10, 2025, 01:45 PM	Don't like to ride bike on city roads, drivers don't respect the bike lanes, they try to run the cyclists off the road.
May 10, 2025, 12:45 PM	No walkable, at least not safely. Crossing 200 north as a pedestrian. Very dangerous. Too much speeding in neighborhoods
May 10, 2025, 11:04 AM	Traffic flow sucks. Very short sighted planning especially for the population in West Kaysville.
May 10, 2025, 09:57 AM	Traffic and road construction.
May 10, 2025, 07:16 AM	Traffic flow/parking on main is so congested
May 09, 2025, 10:30 PM	200 is so messed up but it's just a matter of time. The road has needed repair for a decade. I'm glad it's finally getting done.
May 07, 2025, 05:48 PM	Construction on north Main Street
May 07, 2025, 01:03 PM	I love taking walks to the center of town (Main Street) even if there aren't a lot of businesses to frequent. I mainly walk on Crestwood to Main. Often I am walking on the road because there is either no sidewalk or shoulder and crossing streets (specially crossing Main Street) takes some stress and careful consideration to time and run across safely because cars do not stop for pedestrians. My kids bike down to the shops on main but only to the ones on their side (Bowmans, dollar store) because they also don't feel safe crossing on their bikes. I understand Utah is car centric but there should be encouragement for more walking via pedestrian or bike paths. At minimum some safety consideration for the pedestrians or bike riders that live in Kaysville would be nice.
May 07, 2025, 08:25 AM	Road construction
May 07, 2025, 06:44 AM	Deseret Hills- no direct route, right at the freeway exit and occasional train obstruction
May 06, 2025, 10:33 PM	Deseret Mill
May 06, 2025, 10:08 PM	Pulling out onto main street with slight visibility acess
May 06, 2025, 08:57 PM	Mutton hollow, constant construction, single lane , limited parking, needs dedicated turn lanes
May 06, 2025, 06:11 PM	Deseret Drive. Would be great to access it by bike or walking. Would also be great to get to Barnes park via a trail system
May 05, 2025, 09:07 AM	Traffic. Kaysville is a growing city and two lanes each way isn't sufficient anymore. It gets so backed up.
May 01, 2025, 08:31 PM	Getting from east to west on bike or foot near freeway exits is scary as hell
Apr 30, 2025, 07:45 PM	Biking
Apr 30, 2025, 02:39 PM	2nd north gets very busy
Apr 30, 2025, 02:32 PM	The traffic on Main and 200 is busy and Hard to turn North on 400 West
Apr 29, 2025, 09:20 PM	I bike or run/walk to the deseret drive neighborhood and I find each route over/under the freeway nerve wracking, especially when my child is with me.
Apr 29, 2025, 08:34 PM	Traffic at certain times
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Apr 29, 2025, 06:00 PM	Construction on 200 north 👎
Apr 29, 2025, 03:31 PM	Trouble biking and running over Burton Ln because of lack of a pedestrian path. See my above comment and request!!
Apr 29, 2025, 02:43 AM	Access to east side of city through 200 North often bogs down, especially when coming from 600 w.
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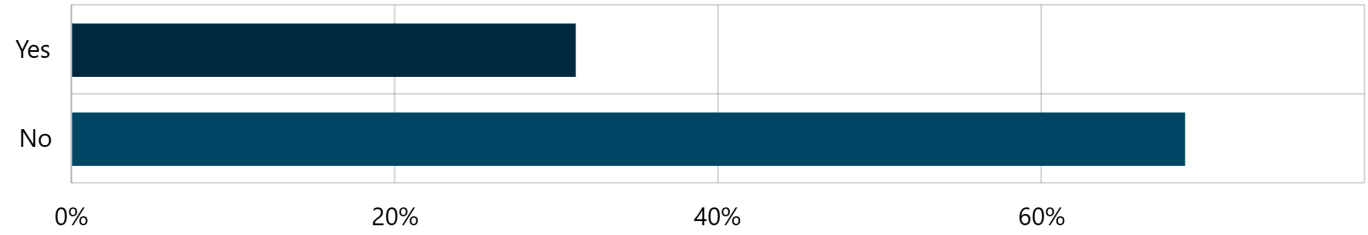
Apr 14, 2025, 09:52 AM	Traffic congestion is horrible
Apr 12, 2025, 05:43 PM	Traffic around 200 N around the freeway and up onto Main St/the old highway is horrendous - no more people, houses, traffic!
Apr 12, 2025, 05:00 PM	I live just east of the Mutton Hollow Neighborhood. I am a frequent biker just for transportation. Getting across to the Flint Street and Deseret Drive neighborhoods is dangerous with the current set up. I wish it was friendlier to children even feeling safe to travel there.
Apr 12, 2025, 10:43 AM	Main St. downtown is not a pleasant place to visit because of the highway runing through it.
Apr 11, 2025, 04:43 PM	The traffic is terrible on 200 N because you have done so much building, adding fast food, apartments, businesses, etc and you didn't build the bridge with any forthought for growth, nor have you widened 200 N to accomodate for connecting East and West in a way that flows smoothly. Peak traffic hours are awful and adding fast food all right by the freeway on/off ramp creates more clusting. This makes going anywhere in Kaysville miserable. Maybe add more bridges strategically to connect both sides and help ease the traffic flow. I find it interesting that in all the choices in the questions above, there are no options for improving the infrastructure and making the roads better, wider, safer, better maintained, etc. Also maybe the city could focus on picking up trash/litter on the sides of the main roads and killing tall weeds in the sidewalks, etc because that makes the city look so dumpy and poorly maintained. If you started with the simple things and kept what we have in good repair that would be amazing.
Apr 11, 2025, 03:36 PM	Along 200 North, both east and west, traffic can be terrible. It backs up, and turning into or out of any of the businesses becomes sketchy. Downtown it is hard to park to visit some of the fun newer businesses.
Apr 11, 2025, 03:33 PM	historic is terrible to frequent local business because of the lack of parking
Apr 11, 2025, 03:27 PM	Because of the construction! And 200 N is just crazy between 4 and 6 pm
Apr 11, 2025, 03:25 PM	downtown is very crowded with both vehicles and pedestrians. Parking near city hall is often inadequate. Parking in Mutton Hollow area is atrocious.
Apr 11, 2025, 02:54 PM	To get to Boondocks, and that whole area really, you have to turn left near the foot of a bridge. It's a big intersection and hard to see very far, kind of a scary turn.
Apr 11, 2025, 02:06 PM	Any of them at peak traffic hours or lunch time. Turning onto second north from side streets.

75. Are there any neighborhoods or areas you tend to avoid because of access or transportation issues?
Multi Choice | Skipped: 471 | Answered: 50 (9.6%)



Answer choices	Percent	Count
Yes	38.00%	19
No	62.00%	31
Total	**100.00%**	**50**

76. Please share which neighborhood(s) or area(s) you avoid and why.

Long Text | Skipped: 397 | Answered: 124 (23.8%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

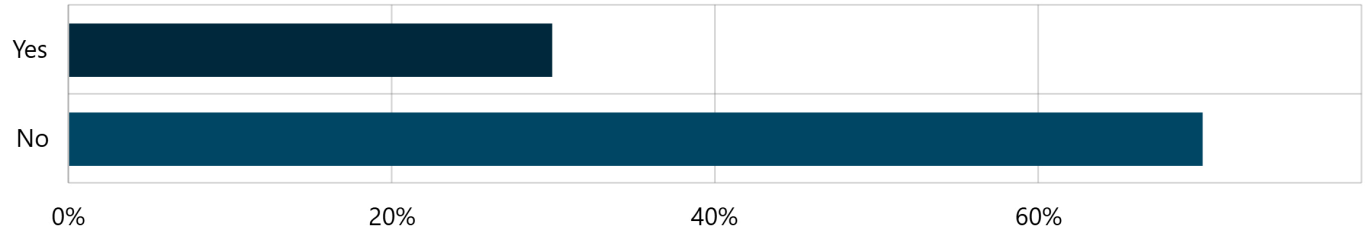
No featured contributions

Date Submitted	Contribution
May 12, 2025, 09:50 PM	Main Street is hard because of parking and traffic in most Areas where restaurants are Present
May 12, 2025, 07:05 PM	200 N Road work
May 12, 2025, 01:53 PM	Everything. Super congested, I just stay at home.
May 12, 2025, 09:09 AM	historic main street and 2nd north to interstate 15 traffic is way over congested several times during the day.
May 11, 2025, 08:22 AM	200 N. I live on the west side and it's a pain to get through the I-15 area on 200 N.
May 10, 2025, 03:10 PM	Main Street and 200 North while on construction are frustrating. Kaysville does not need more businesses that attract hundreds of customers. Our roads are small and narrow. Traffic has become a problem now. It didn't used to be that way.
May 10, 2025, 02:41 PM	Deseret Drive. Sometimes I go all the way down to Burton Lane to gain access
May 10, 2025, 01:45 PM	All city roads.
May 10, 2025, 11:04 AM	Anything to do with 2ND North
May 10, 2025, 09:57 AM	Traffic.
May 09, 2025, 10:01 AM	Deseret Drive
May 08, 2025, 05:48 PM	Sunset drivers drive to fast
May 08, 2025, 04:49 PM	200 North right now just due to construction.
May 07, 2025, 11:34 AM	The sidewalks are tripping hazards
May 07, 2025, 08:25 AM	The neighborhood behind the Police Station
May 07, 2025, 06:44 AM	Main Street - historic
May 06, 2025, 10:08 PM	Mutton hollow to main street
May 05, 2025, 02:15 PM	Angel street, it's impossible to walk or kids to bike to school if they chose to, lack of sidewalks
May 05, 2025, 09:07 AM	Main street during rush hour, as mentioned above its too congested and insufficient for the growing city
May 01, 2025, 08:31 PM	All of them at 5 pm traffic
May 01, 2025, 01:34 PM	Main Street and 200 North at rush hours. They are a mess!
Apr 30, 2025, 07:45 PM	Parking
Apr 30, 2025, 02:39 PM	Main street at peak times
Apr 30, 2025, 02:32 PM	200 N. and Main St. during traffic hours
Apr 30, 2025, 07:51 AM	Main Street and 200 north are a nightmare between 2:45-6:30
Apr 29, 2025, 11:44 PM	Historic downtown
Apr 29, 2025, 09:20 PM	Deseret drive
Apr 29, 2025, 08:04 PM	Everything on 200 N that lies west of Main Street. If you can get past the gauntlet (Vasa to the underpass), it cleara up significantly.
Apr 29, 2025, 06:00 PM	200 north
Apr 29, 2025, 03:31 PM	See above comment about need to connect west to east side for pedestrians and bikers
Apr 28, 2025, 04:37 PM	Historic main street
Apr 28, 2025, 01:37 PM	200N and Main Street for construction and parking pains.
Apr 27, 2025, 11:11 PM	Main Street North Neighborhood - 400 West/200 North is a nightmare - and I think it's going to get worse, trying to get in and out of businesses, cars trying to turn left, it's a mess.
Apr 27, 2025, 09:48 PM	200 north and I-15 walking it on my bike
Apr 26, 2025, 07:34 PM	Deseret Drive neighborhood. People are now using the neighborhood to cut through. Also 600 West is a nightmare and traffic turning right onto 200 is a nightmare. That needs to be address ASAP.
Apr 26, 2025, 07:09 PM	2nd north.
Apr 26, 2025, 01:51 PM	200 north and EVERYTHING east of the freeway!!!!
Apr 26, 2025, 11:20 AM	Main Street
Apr 26, 2025, 06:28 AM	200 n is a nightmare of traffics. Getting from the old mill frontage road to 200 n is awful. I go up to 89 often from the deserted drive neighborhood and it takes 20-30 minutes just to get through Kaysville.
Apr 25, 2025, 11:39 PM	200 North at certain times of the day because of the traffic it makes it difficult to travel and takes a while to get through. The left turn light onto I-15 North bound during busy times can sometimes take 3-5 light changes before you can turn to go which is ridiculous it the timing needs to be fixed or changed. Main Street is another area that can be a problem area, again just due to the amount of traffic. Also, Main Street has a problem with parking that makes it hard to access the area.
Apr 25, 2025, 10:28 PM	The area connect to Deseret Mills to 200 is too crowded.
Apr 25, 2025, 10:14 PM	West Kaysville- only a few ways in and out makes ot difficult- especially if there is heavy traffic like 4th of July
Apr 25, 2025, 09:39 PM	Main street

Apr 25, 2025, 08:08 PM	600 W by park and ride
Apr 25, 2025, 07:58 PM	Actually the historic area of Main street because of the parking situation and the fact that there isn't many good reasons to be there. Get your hair done, take your cleaning, see an attorney....that's about it. Of course, the city bldg is there also. and the theatre and popcorn. But the parking is so bad.
Apr 25, 2025, 07:43 PM	Theatre because of parking and crossing the street
Apr 25, 2025, 06:14 PM	Most of Main St lacks parking
Apr 25, 2025, 10:28 AM	Crossing over I-15 on a bike at 200N
Apr 25, 2025, 09:22 AM	West side on Flint Street
Apr 25, 2025, 09:02 AM	Old main street downtown
Apr 25, 2025, 09:00 AM	200 north and I15 interchange traffic
Apr 25, 2025, 08:55 AM	The mutton hollow area I do not avoid, particularly, but there isn't much in the area to attract activity. Right now it's a single fast road with some industrial space.
Apr 25, 2025, 03:01 AM	Historic Main Street - Too dangerous with people trying to park on the street
Apr 24, 2025, 11:46 PM	Crossing the 200 N Bridge from West Kaysville to East Kaysville. Traffic always feels backed up
Apr 24, 2025, 09:50 PM	Mutton hollow area feels much less safe than others
Apr 24, 2025, 08:23 PM	Main Street
Apr 24, 2025, 07:23 PM	The stop sign on 2 north and mill shadow? Street with the mill on it. Can never turn right, bc someone is waiting to turn left to get on the freeway. A light on the south side would be helpful
Apr 24, 2025, 06:48 PM	Main street
Apr 24, 2025, 06:09 PM	The street Arbys is on and the park and ride road. People trying to turn left get desperate.
Apr 24, 2025, 05:15 PM	Mutton Hollow because there is nothing there. North Main because the stores near Bowmans are all out of business or not interesting.
Apr 24, 2025, 03:18 PM	Main Street north to 600 North
Apr 24, 2025, 02:38 PM	I try and use Burton Lane to get to Deseret Drive neighborhood rather than 200 N because that left turn after the light gets so busy with cars coming over the bridge.
Apr 24, 2025, 02:31 PM	Turning onto 2nd north from 600 W. Also going from southbound freeway to turning lane to turn left onto 600 W is stressful
Apr 24, 2025, 11:28 AM	Main Street and Around Davis High at lunch time!! Haha! So many students driving distracted with too many kids in cars, going fast to get to wherever they are going and then back again!
Apr 24, 2025, 10:55 AM	200 N always too busy from I80 to Angel street.
Apr 24, 2025, 10:42 AM	200 North. I feel like the whole area is off for Kaysville. 2 car washes, bra fitting, tire store, jack in the box, oil changing area? What is the vision for Kaysville seems very off.
Apr 24, 2025, 10:21 AM	City center parking
Apr 24, 2025, 10:20 AM	Downtown, and second north. Too much traffic.
Apr 24, 2025, 10:13 AM	5th east Jr. high and high school and DATC (not necessarily Main Street but 2nd thru 5th east is a mess)
Apr 24, 2025, 10:12 AM	Market St and Main/Mutton Hollow
Apr 24, 2025, 10:03 AM	400 w 200 n
Apr 24, 2025, 09:51 AM	Avoid 200 north to flint and Deseret drive from 3-6 pm daily. Congested and difficult to navigate.
Apr 24, 2025, 09:21 AM	Flint street
Apr 24, 2025, 09:05 AM	West side the traffic is bad most of the time
Apr 24, 2025, 08:55 AM	Parking and accessibility on main Street. Only go if there's no other options in town ie movie theater.
Apr 24, 2025, 08:26 AM	I live in west Kaysville and don't go to Main Street often due to traffic or limited biking.
Apr 24, 2025, 08:22 AM	Sometimes going east under the freeway is too busy. There seems to be a lot of construction going on there by tastys. I wish getting east was a little more seamless.
Apr 24, 2025, 08:17 AM	200 n
Apr 24, 2025, 07:28 AM	I try and plan my trips during times I know it's easier to get between the East and west sides of the city. I also plan trips to businesses on me side or the other together to limit my need to travel on 200 N.
Apr 23, 2025, 04:44 PM	I will typically go the long way around so I don't have to pull onto Main Street downtown. I don't like to go to the Marketboro area because of all of the cars parked on the streets. I avoid 600 West at all costs because it's horrible to try to pull onto or off of.
Apr 22, 2025, 09:50 PM	Any of them around rush hour and school start/ends
Apr 22, 2025, 04:40 PM	Areas north of Main Street on Second North
Apr 22, 2025, 04:00 PM	I avoid walking/biking in north Main Street area
Apr 22, 2025, 01:55 PM	Any area along main street
Apr 21, 2025, 11:02 PM	Main St and 200 N late afternoon and early evening
Apr 21, 2025, 08:15 PM	Flint, Angel, bottom of 2nd north. Only one lane for thousands of cars
Apr 21, 2025, 06:21 PM	Deseret area is a pain with train tracks. Mutton hollow is always a mess driving over there.

Apr 21, 2025, 06:00 PM	Main st south of 200 n
Apr 21, 2025, 05:37 PM	Mutton Hollow - not safe
Apr 21, 2025, 04:36 PM	Historic Main Street Parking is awful! Traffic is difficult
Apr 21, 2025, 04:34 PM	Main Street traffic
Apr 21, 2025, 03:37 PM	I avoid deseret drive, because I feel like I need maps every time, and I hate the 600W/200N turn. Plus, there's not much a need there.
Apr 21, 2025, 02:32 PM	Anything on the West side is difficult to bike/walk to.
Apr 21, 2025, 02:11 PM	I avoid Desert drive area because access back to 200 north is hard, especially east of the overpass.
Apr 21, 2025, 01:59 PM	Traffic turning onto and off of 600 West at 200 North.
Apr 20, 2025, 05:05 PM	200 N high school traffic
Apr 20, 2025, 07:54 AM	Not enough parking for historic main street
Apr 19, 2025, 10:32 PM	200 N east of Main, because of construction
Apr 19, 2025, 01:39 PM	See previous note.
Apr 18, 2025, 09:35 PM	50 west to the overpass at ponds park
Apr 17, 2025, 08:11 PM	Deseret Dr neighborhood - trying to get from 2nd north to the road the park & ride on
Apr 16, 2025, 08:38 PM	West from the East. But I still go anyway.
Apr 16, 2025, 06:08 PM	Historic main and mutton hollow
Apr 16, 2025, 05:49 PM	200 N east of Main St. need off roads suspension to drive there.
Apr 16, 2025, 05:10 PM	The mutton hollow area. I honestly don't know what shops if any are there. There's no good signage telling me what places to visit.
Apr 15, 2025, 08:36 PM	200 N to Barnes park
Apr 15, 2025, 07:39 PM	200 north
Apr 15, 2025, 05:19 PM	Entering 200 N. From Deseret neighborhood. Changing lanes on 200 N. To access businesses.
Apr 15, 2025, 12:27 PM	I avoid Flint street neighborhood because I hate 200 North between Main street and Flint street.
Apr 15, 2025, 12:12 PM	Main Street
Apr 15, 2025, 09:27 AM	600 west and 200 north
Apr 14, 2025, 05:21 PM	See above. 300 West. 400 West.
Apr 14, 2025, 12:16 PM	main street because parking is difficult
Apr 14, 2025, 09:52 AM	200 north 15 entrance
Apr 12, 2025, 05:43 PM	The above
Apr 12, 2025, 05:00 PM	Deseret Drive. Historic Main Street is not the best block to bike through .
Apr 11, 2025, 07:54 PM	Businesses right off near the off ramp. Difficult to get out of going west bound
Apr 11, 2025, 04:14 PM	Only in front of the theater. People stop in the roadway. But this isn't an upgrade issue, it's an enforcement issue.
Apr 11, 2025, 03:36 PM	Stated above.
Apr 11, 2025, 03:27 PM	See ☝
Apr 11, 2025, 03:09 PM	Turning into the Deseret Drive area from 200 N is a nightmare
Apr 11, 2025, 02:54 PM	Boondocks for the reason above. Getting out of Bowman's and back onto main Street is a bit tricky. I usually go out the back by Ace and through a neighborhood to Fairfield. Not sure if the homeowners appreciate my shortcut... Main street there is much wider than necessary so it feels imposing to cross
Apr 11, 2025, 02:23 PM	Historic Main Street due to parking issues and Ped crossing.
Apr 10, 2025, 02:28 PM	I would not walk around or visit visit Historic Main street again until traffic calms. It was very unpleasant and noisy.

77. Are there neighborhoods or areas where you feel unsafe when walking or biking?
Multi Choice | Skipped: 474 | Answered: 47 (9%)



Answer choices	Percent	Count
Yes	42.55%	20
No	57.45%	27
Total	**100.00%**	**47**

78. Please share which neighborhood(s) or area(s) you feel unsafe in and why.
Long Text | Skipped: 403 | Answered: 118 (22.6%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

78. Please share which neighborhood(s) or area(s) you feel unsafe in and why.

Long Text | Skipped: 403 | Answered: 118 (22.6%)

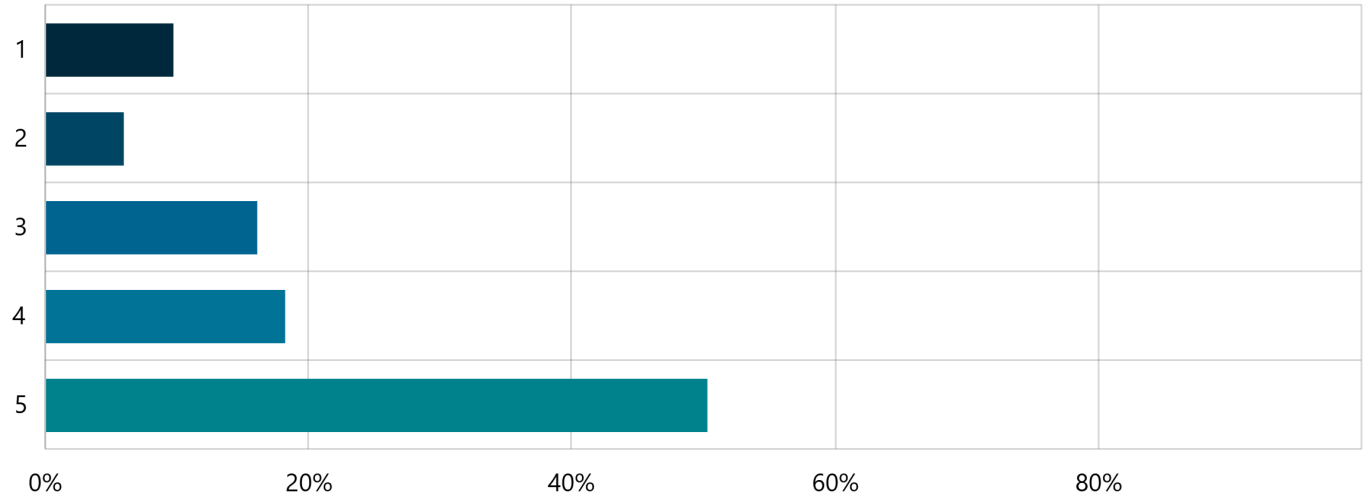
Date Submitted	Contribution
May 12, 2025, 10:34 PM	200 N around the freeway underpass.
May 12, 2025, 07:05 PM	Main Street, in the alley behind the businesses . I worry every day about those little girls waiting for rides or walking down the alley.
May 12, 2025, 01:53 PM	Under I-15 and where the code blue homeless shelter has been moved to Kaysville.
May 11, 2025, 09:43 PM	2nd North
May 11, 2025, 08:22 AM	Burton road overpass. Though, I don't think that one is part of this survey. I do not walk/ bike in the city center neighborhoods. I have attempted to bike, once down 200 N and would not try that again. There is not enough driver awareness of bikers. You would need dedicated lanes for bikers to make it work and the area already has so much traffic that would be difficult.
May 10, 2025, 06:16 PM	Walking on 200 n from the west side crossing the freeway to the East side. Walking and running on flint St
May 10, 2025, 03:20 PM	2nd north is terrible. Kids are using golf carts and electric scooters and bikes on main roads
May 10, 2025, 02:41 PM	Main street north. Too much travel and drivers not paying attention to bikers and walkers
May 10, 2025, 01:45 PM	Any neighborhood for cyclists, cars make it too dangerous
May 10, 2025, 12:45 PM	All of them. There seems to be tolerance for speeding in our neighborhoods, along with running stop signs. I've called the police and told to complete a survey and be patient.
May 10, 2025, 09:57 AM	Some concern on the bike trail now that homeless people are bussed here.
May 10, 2025, 09:29 AM	The bike trail from smiths to Burton is starting to become a race track for kids on electric bikes and motorcycles riding wheelies and racing riding in packs I almost hit a group going between the streets
May 09, 2025, 10:59 PM	All of Kaysville, except the rail trail.
May 09, 2025, 10:01 AM	Deseret Drive, Flint Street, Mutton Hollow. No pedestrian infrastructure and high speed vehicles
May 08, 2025, 05:48 PM	Sunset angel street flint street …
May 07, 2025, 05:48 PM	Mutton hollow, people drive way too fast and cyclists like to use the road. I live just east of historic Main Street, near the DTC. My house is next to what feels like a major highway now. Our neighborhood has become noisy and extremely unsafe for the many pedestrians and cyclists. Aldo, I think ordinances should be put in place(or enforced) to keep children from driving golf carts and side-by-sides. People run stop signs daily I've seen so many near misses already this year.
May 07, 2025, 01:03 PM	Main Street, crestwood For reasons mentioned previously. Pedestrian walkways are needed.
May 07, 2025, 11:34 AM	The sidewalks especially at night are tripping hazards
May 07, 2025, 10:51 AM	Downtown
May 06, 2025, 11:03 PM	Both 200n and main st
May 06, 2025, 10:33 PM	The homeless wandering through our neighborhood at nighttime with grocery carts full of belongs was disconcerting. Government officials said it wouldn't happen, but it did.
May 06, 2025, 10:08 PM	Anywhere along main street or accessing west side of I 15 by bike
May 06, 2025, 08:57 PM	Mutton hollow- lack of sidewalks
May 06, 2025, 06:11 PM	Crossing 200 N or going under/over the freeway. Burton is too narrow for bikes. 200 N is way too busy.
May 06, 2025, 06:01 PM	Everywhere there are kids riding fast electric bikes illegally
May 06, 2025, 05:22 PM	200 north is not a walkable street. Crossing Main Street to get to the corn lady area is also not feasible.
May 05, 2025, 02:15 PM	Attending the movies or the Kaysville Creamery. I usually avoid it because of the lack of concern drivers have for people crossing. I love the things that have happened so far. Needs to be more lights that indicate someone is crossing.
May 01, 2025, 11:51 PM	Biking on main street
May 01, 2025, 08:31 PM	From main area to flint area- not great for bike and pedestrians
Apr 30, 2025, 07:45 PM	Due to traffic
Apr 30, 2025, 04:36 PM	I don't bike, but I wouldn't want to because of how people drive
Apr 30, 2025, 02:28 PM	Mutton Hollow Neighborhood on the west side of Main feels a little scary because it is mainly industrial and run down.
Apr 30, 2025, 07:44 AM	200 N
Apr 29, 2025, 11:44 PM	Mutton hollow
Apr 29, 2025, 09:20 PM	Over/under the freeways for biking/walking (limited sidewalks, narrow bike lanes, busy and fast moving traffic).
Apr 29, 2025, 08:34 PM	Low lit areas in evenings..
Apr 29, 2025, 06:00 PM	Crestwood. All the way up to 89. So dangerous. No sidewalks half way up.
Apr 27, 2025, 09:56 AM	Biking 200 north east to main st is scary. Biking anywhere on Main Street is scary.
Apr 26, 2025, 09:30 PM	Most!
Apr 26, 2025, 01:51 PM	Barnes park
Apr 26, 2025, 08:08 AM	Getting from east to west is tricky
Apr 26, 2025, 06:59 AM	Around the library where there are more homeless hanging around. I wouldn't feel comfortable letting my kids of any age be there without an adult supervising
Apr 26, 2025, 06:28 AM	200. Too much traffic. Main Street is sketchy.
Apr 26, 2025, 06:11 AM	All of them that don't have a bike path
Apr 26, 2025, 12:13 AM	Main street north/mutton hollow neighborhoods , certain housing areas and the Vasa Gym parking lot.
Apr 25, 2025, 11:18 PM	It feels dangerous crossing the road at 200 N and Main St., mostly because drivers are so impatient.

Apr 25, 2025, 10:45 PM	Too many cars. Not enough pedestrian safe walkways in ALL neighborhoods
Apr 25, 2025, 10:28 PM	The intersection at Western Drive and Sunset needs a light.
Apr 25, 2025, 10:14 PM	Anywhere that is missing sidewalks
Apr 25, 2025, 07:58 PM	Parking on Main street and getting safely out of the carcwithout being bit by the traffic whizzing by.
Apr 25, 2025, 06:17 PM	It's difficult to bike in the area around 200 North and Main Street. 200 North doesn't feel safe from the library (Fairfield Road) to Smith's on the west side.
Apr 25, 2025, 06:14 PM	Drivers are going too fast and there are no protected pedestrian lanes, also Boynton Rd feels pretty sketchy.
Apr 25, 2025, 03:27 PM	There needs to be a safer way to ride your bike on this street. I would love to see a pedestrian / bike lane/ overpass going under the freeway and over the train tracks.
Apr 25, 2025, 12:58 PM	Parking for Orlando's is tricky. If you have to park across the street, it's sketchy to cross.
Apr 25, 2025, 10:28 AM	Crossing over I-15 on a bike at 200N
Apr 25, 2025, 09:11 AM	Main street.
Apr 25, 2025, 09:07 AM	200 N feels too busy.
Apr 25, 2025, 09:00 AM	200 north and i15 interchange is dangerous for pedestrians and bikers
Apr 25, 2025, 08:55 AM	Freeway underpass
Apr 24, 2025, 11:46 PM	Webb lane, lack of side walk and poor street lighting
Apr 24, 2025, 09:50 PM	Mutton hollow area seems almost more industrial. We will drive to Dairy Queen or tastys if we are inclined but it's an in then out kind of experience not a stay and enjoy.
Apr 24, 2025, 07:23 PM	Biking/walking by the freeway overpass
Apr 24, 2025, 06:49 PM	Along 200 North
Apr 24, 2025, 06:41 PM	Mutton hollow neighborhood, deseret drive neighborhood
Apr 24, 2025, 05:15 PM	North Main and Mutton Hollow because of the industrial feel and lack or walking and biking options.
Apr 24, 2025, 11:36 AM	Usually walking or riding a bike over the tight overpass on button lane. I see kids going over all the time. It would be nice to see a waking/biking bridge adjacent
Apr 24, 2025, 11:28 AM	The rail trail between Burton lane and western because it seems to be slightly hidden.
Apr 24, 2025, 10:08 AM	Industrial districts
Apr 24, 2025, 09:51 AM	Anywhere on 200 north.
Apr 24, 2025, 09:37 AM	Some of the roads don't have enough space for bikes and drivers don't realize what the speed limit is in some areas
Apr 24, 2025, 09:34 AM	Crossing 200 North or trying to navigate. This is a primary arterial street. It is the only thoroughfare that goes completely East/West, it also connects the three freeways, (US-89, I-15, and UT-177) together. There are large sections of 200 North where property owners have put chain link fences up against the roadway. I think the community would be well served by having wide sidewalks along the entirety of 200 North from US89 to UT177. It also to give this a boulevard fill with Street lamps and trees along its entirety.
Apr 24, 2025, 09:21 AM	Mutton Hollow
Apr 24, 2025, 09:09 AM	The bridge by the freeway doesn't have sidewalk on both sides.
Apr 24, 2025, 09:06 AM	Many of these areas I would not take my children on a bike ride to go to different activities like I would on the green belt in Boise. I know we don't have a river and city planning developed to the point to do something like that but if you want less cars and more people on bikes and pedestrians paths, study how they do it with the green belt in Boise. Really easy access via bike to most of Boise and surrounding cities that is away from car traffic for the most part.
Apr 24, 2025, 08:57 AM	Mutton Hollow area lacks sidewalks and biking trails City center if a homeless center is put there
Apr 24, 2025, 08:55 AM	Flint area not enough crosswalks around the park
Apr 24, 2025, 08:32 AM	All of them - people speeding, not watching for pedestrians, aggressive driving
Apr 24, 2025, 08:26 AM	Main street
Apr 24, 2025, 08:24 AM	By the grain mill
Apr 24, 2025, 08:22 AM	The bugs. They can be bad. 😂 Laughing a little. But for reals. We don't use the trails at night simply because of the bugs.
Apr 24, 2025, 08:02 AM	Crestwood between 89 and up to Crestwood farms. Sidewalks are not connected and pedestrians and cyclists (mostly kids) are frequently on the road
Apr 23, 2025, 04:44 PM	The Marketboro/Mutton Hollow area.
Apr 23, 2025, 02:30 PM	Mutton hollow area.
Apr 22, 2025, 09:50 PM	There are no bike paths to
Apr 22, 2025, 07:23 PM	Everywhere really, but especially the north of main neighborhood. We have the lovely Heritage Park & Library which is amazing but it's hard to get to them on foot/bike and feel safe. 200 N and main + 200 N and Fairfield would be great intersections to start with—prioritize pedestrians there. Something like how the light is on Main & Center.
Apr 21, 2025, 08:32 PM	Crossing 200 N even on the crosswalk at the light. People do not pay attention when turning and is not safe. Neighborhood crosswalks around Kaysville Elementary can be dangerous for the kids as people do not stop fully or will move close into the crosswalk area when people are crossing. There are a lot of safety issues around Kaysville due to how people drive and speed. We need more traffic enforcement to help keep the streets safer.
Apr 21, 2025, 08:15 PM	Crossing 2nd north. Too busy
Apr 21, 2025, 06:21 PM	Mutton hollow.

Apr 21, 2025, 06:00 PM	Main st in particular and 200 n
Apr 21, 2025, 05:53 PM	Mutton Hollow
Apr 21, 2025, 05:37 PM	Mutton Hollow Road Not enough lighting or police presence
Apr 21, 2025, 03:58 PM	I won't bike on roads because of the aggressive drivers. I used to bike on roads but Kaysville has grown too much. When I bike on the rail trail in Kaysville, autos rarely stop for bikers....even when crossing lights are blinking. When I bike the rail trail through Farmington, autos immediately stop for bikers at crossings.
	As a pedestrian/biker near I-15 on 200 N. Stopping at cross walks is barely a suggestion to drivers. We also feel unsafe getting over Burton Ln to get to the rail trail. No real shoulder and kind on blind for drivers coming over the bridge. Homeless shelter and also seeing homeless belongings outside the library makes me feel unsafe as a woman and mom.
Apr 21, 2025, 03:37 PM	Otherwise we feel very safe and send our kids out alone, and we HIGHLY value safety in a place we live.
Apr 21, 2025, 03:18 PM	Unsafe biking all areas
Apr 21, 2025, 02:32 PM	Getting to the West side
Apr 21, 2025, 01:59 PM	Near the intersection of 600 West at 200 North.
Apr 20, 2025, 05:05 PM	I would say Mutton Hollow and Main
Apr 19, 2025, 10:32 PM	I personally don't fear anywhere in Kaysville, however my wife states that the Francis Peak "Mercy Housing" area makes her feel very unsafe because the "people are sketchy" (her words).
Apr 19, 2025, 01:39 PM	Any neighborhood that requires crossing 200 N. or Main I will avoid crossing simply because cars are moving too quickly. The signal on historic Main Street helps. I use it when I want to visit the businesses there and have felt generally safe doing so.
Apr 17, 2025, 08:11 PM	North Main St - at certain times of day there is a lot of traffic Deseret Dr - access from 2nd north
Apr 17, 2025, 05:05 PM	Most. Not bike friendly especially 200 North. We avoid that road if possible on bikes
Apr 16, 2025, 11:22 PM	In the low income areas of the Mutton Hollow area East of Tasty's donuts.
Apr 16, 2025, 09:36 PM	I wouldn’t feel great walking my dog in the deseret mill area. Maybe only unsafe in that it’s very industrial and just feels sketchy
Apr 16, 2025, 08:48 PM	Just while construction is going on on 200n
Apr 16, 2025, 08:38 PM	Underpass on 200 n. Overpass by ponds parks
Apr 16, 2025, 05:10 PM	Mutton hollow area due to a lack of sidewalks
Apr 16, 2025, 03:46 PM	I wouldn't dream of riding a bike or walking around anything between Dylan's and Barnes Park. so many driveways, I'd get killed.
Apr 15, 2025, 07:39 PM	200 North and Main Street
Apr 15, 2025, 05:19 PM	Area around train tracks, city service vehicle area fenced off on Deseret Dr. Continuing vandalism on white vinyl fence in neighborhood.
Apr 15, 2025, 04:38 PM	2nd north is horrible on a bike! Main Street isn’t much better. I would like to be able to rid and feel safe.
Apr 15, 2025, 12:27 PM	Just at night because I don't like walking in the streets and the sidewalks are such a mess.
Apr 15, 2025, 12:12 PM	Deseret because there is so much traffic and people speed so much. It's a neighborhood, but it's not safe.
Apr 15, 2025, 09:27 AM	Old mill lane next to the railroad tracks
Apr 14, 2025, 05:21 PM	Close to the emissions center during code blue season.
Apr 12, 2025, 05:00 PM	Historic Main Street - the parking forces me to take the whole lane. Flint Street - The overpass especially scares me on 200 N while cycling. But it continues all the way from Flint Street until 400 W in the Main St North Neighborhood. This is discouraging because it is the primary access to the DRGW trail unless you want to go up to a mile out of your way. It is also nearly impossible to safely bike into the Deseret Drive neighborhood coming from the Flint Street area. If I am heading North, through this neighborhood, I don't mind cutting through the industrial park. North Main Street - While Main Street is wide enough to safely bike, it is hard to turn left across two lanes of traffic.
Apr 11, 2025, 06:51 PM	In my own neighborhood because of the customers driving though 30w.
Apr 11, 2025, 02:54 PM	Main street and 2nd north are messy with cars so I wouldn't dare bike on the road there. The intersections could use some pedestrian islands or something too, the intersections are rather big, and with the mess of cars still.
Apr 10, 2025, 02:28 PM	Every neighborhood I visited in Kaysville has issues with large roadways, high traffic speeds, and a lack of pedestrian friendly infastructre.

79. Local craft/farmers' market

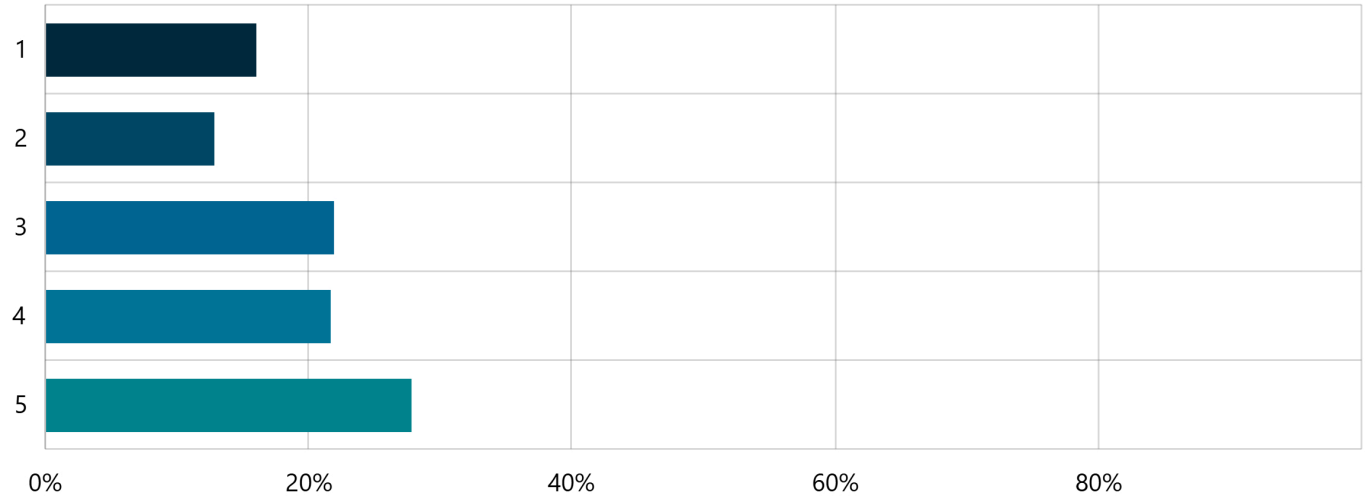
Select Box | Skipped: 469 | Answered: 52 (10%)



Answer choices	Percent	Count
1	11.54%	6
2	3.85%	2
3	25.00%	13
4	21.15%	11
5	38.46%	20
Total	**100.00%**	**52**

80. Regular food truck day

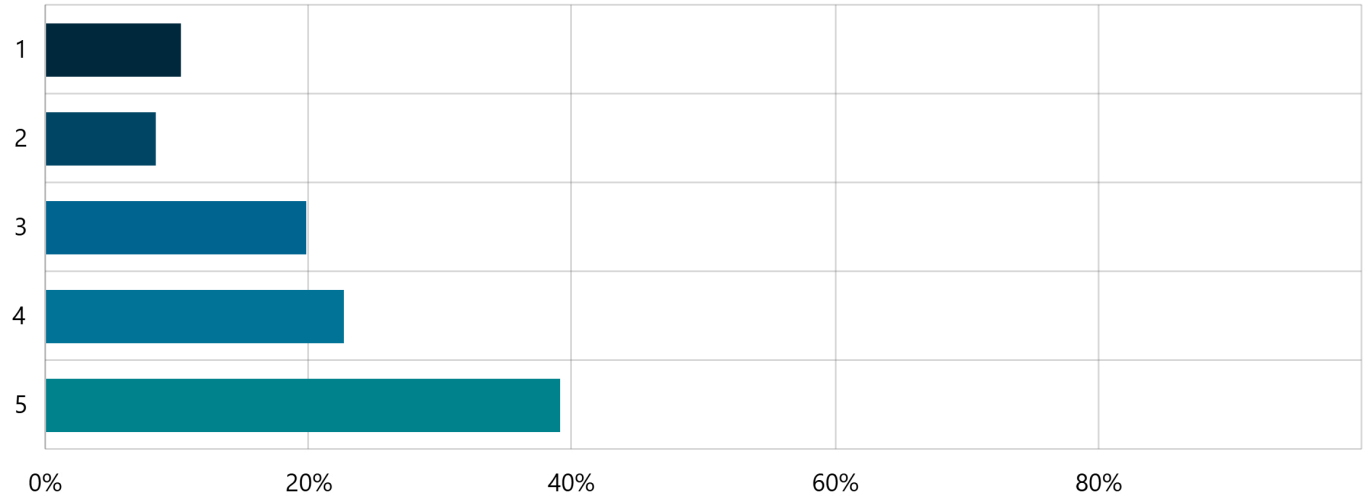
Select Box | Skipped: 473 | Answered: 48 (9.2%)



Answer choices	Percent	Count
1	27.08%	13
2	10.42%	5
3	27.08%	13
4	10.42%	5
5	25.00%	12
Total	**100.00%**	**48**

81. Community celebrations/street fairs

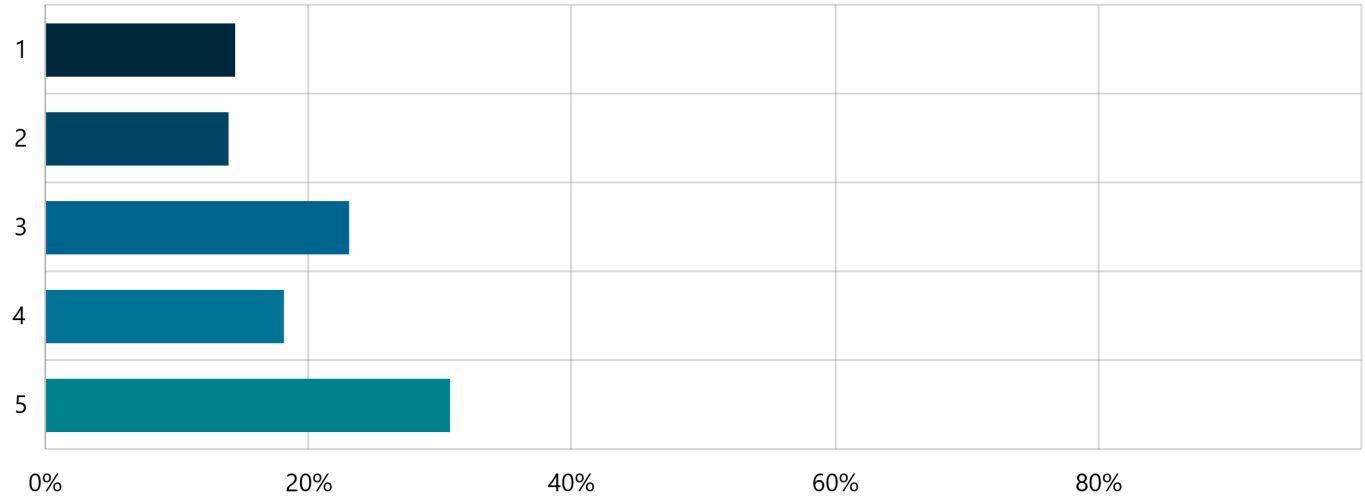
Select Box | Skipped: 471 | Answered: 50 (9.6%)



Answer choices	Percent	Count
1	24.00%	12
2	6.00%	3
3	14.00%	7
4	22.00%	11
5	34.00%	17
Total	**100.00%**	**50**

82. Sidewalk/plaza concerts

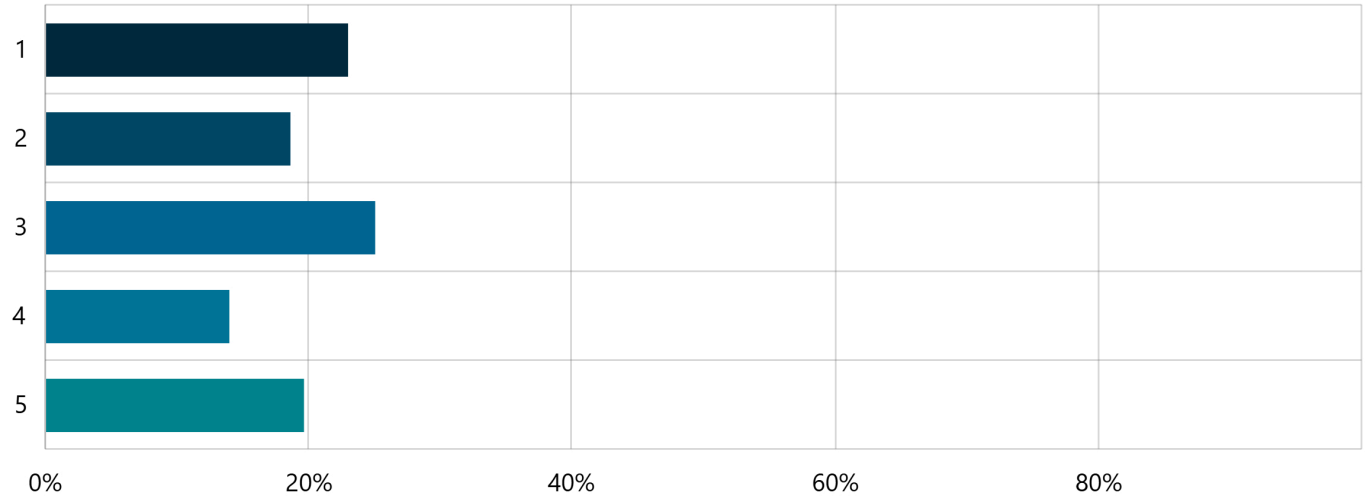
Select Box | Skipped: 472 | Answered: 49 (9.4%)



Answer choices	Percent	Count
1	24.49%	12
2	6.12%	3
3	30.61%	15
4	12.24%	6
5	26.53%	13
Total	**100.00%**	**49**

83. Business Stroll

Select Box | Skipped: 475 | Answered: 46 (8.8%)



Answer choices	Percent	Count
1	28.26%	13
2	13.04%	6
3	19.57%	9
4	13.04%	6
5	26.09%	12
Total	**100.00%**	**46**

84. Any other improvements you would like to see in Kaysville's City Center?

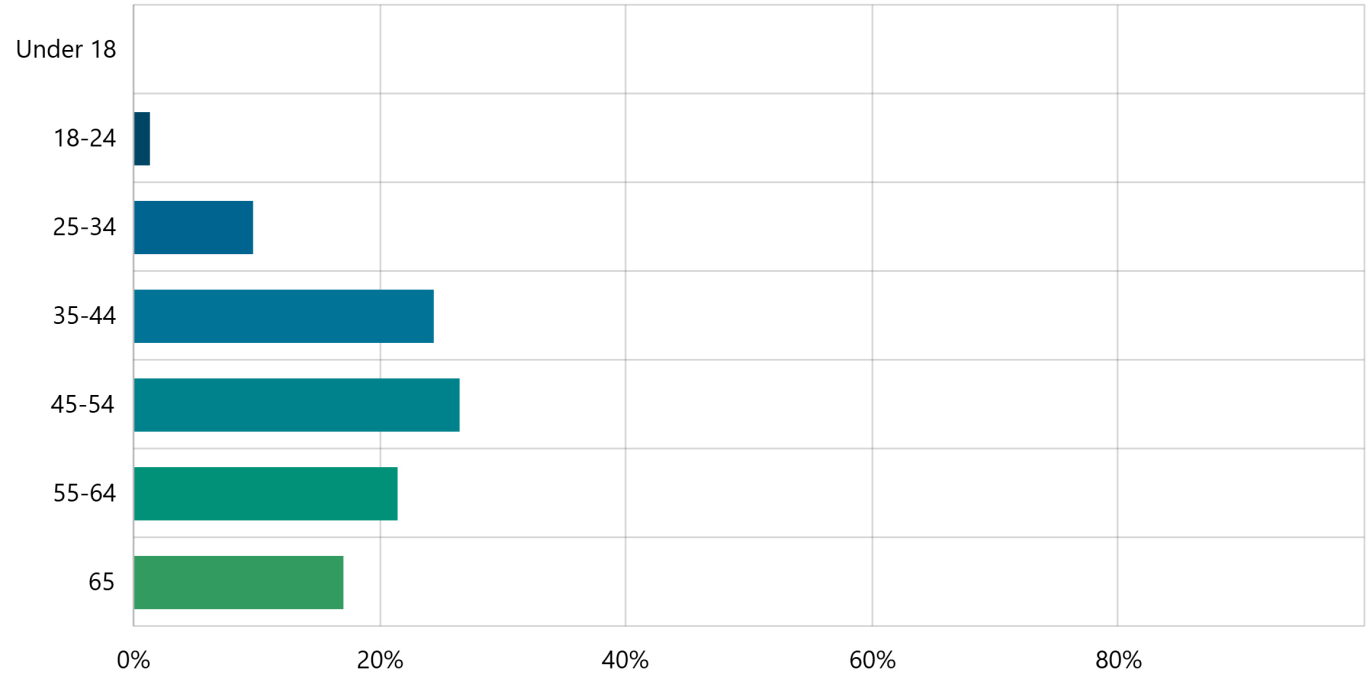
Short Text | Skipped: 398 | Answered: 123 (23.6%)

Date Submitted	Contribution
May 12, 2025, 07:05 PM	Clean it up. Take care of the businesses that are trying to make the community better!
May 12, 2025, 01:53 PM	Traffic, and removal of some car washes.
May 12, 2025, 01:01 PM	Better parking
May 12, 2025, 12:53 PM	Old buildings occupied, better planning of commercial spaces.
May 12, 2025, 09:09 AM	you are extremely limited
May 11, 2025, 09:43 PM	Parking off street
May 11, 2025, 08:22 AM	I think the biggest issue is access. There is just not a good way to get to a lot of the City Center places. I rarely visit the historic center because of lack of parking.
May 10, 2025, 09:11 PM	Please preserve the history
May 10, 2025, 09:11 PM	Kaysville is nice, small. Please leave it like it is.
May 10, 2025, 08:04 PM	1-2 signs Kaysville Historic Center (date), Keep Historic Kaysville low key but only more kept up, no high apartments, no major business improvement and above all keep the flow of traffic as high as it is. 2 lane is ludicrous. stop the car wash prolifer
May 10, 2025, 06:16 PM	Fewer car washes and repair shops and in the center of the city
May 10, 2025, 05:48 PM	Think main Street has enough congestion and between Flint or Barnes and main Street North there are a lot of community gathering areas to do a variety of activities. Don't turn into salt lake... That's why most of us live here... For the small town feel
May 10, 2025, 01:45 PM	Restore historical building facades.
May 10, 2025, 07:16 AM	Stop trying to compete with salt lake... There's a reason we live in a smaller town
May 09, 2025, 11:47 AM	Breweries
May 08, 2025, 05:48 PM	How can you? There are no buildings for new restaurants or entertainment
May 07, 2025, 11:38 AM	Make 2nd north an entry boulevard which welcomes people to the city and frames Francis Peak. Right now it looks like it's trying to be Riverdale Road, the ugliest in the state.
May 06, 2025, 10:08 PM	I have visited other towns with quaint town squares with cute boutiques and coffee shops shops, donut shops a place to gather and have quality evening activities with families
May 05, 2025, 02:15 PM	More parking options
May 02, 2025, 11:30 AM	You call all these areas "Kaysville's City Center" and wonder how to connect them. There is no need to connect them. The city center is historic main street only. Focus on that instead of spreading congestion everywhere in Kaysville.
May 01, 2025, 01:34 PM	Yes. We need a children's bike park like the one in Herriman. It is truly fabulous! People would come from miles around to use it and would spend their money here and then leave. We have almost nothing to attract visitor dollars.
May 01, 2025, 08:48 AM	No more fast food and car washes
Apr 30, 2025, 10:09 PM	Pub/Brewery
Apr 30, 2025, 03:38 PM	Increase its beauty
Apr 29, 2025, 09:20 PM	Bike infrastructure
Apr 29, 2025, 08:34 PM	More surveys such as this. Community feedback is great
Apr 29, 2025, 08:04 PM	Don't destroy the old town charm of historic main street.
Apr 29, 2025, 06:00 PM	Better food options
Apr 29, 2025, 05:22 PM	None
Apr 29, 2025, 07:58 AM	Historic preservation, historic restoration, landscaping
Apr 27, 2025, 11:05 AM	Maintain historical preservation
Apr 26, 2025, 09:30 PM	Keep the old historic houses and trees! Need more open green spaces
Apr 26, 2025, 08:34 PM	No
Apr 26, 2025, 04:15 PM	It's not in the city center, but I'd love to see more options for trails. I hate that Nichols trail doesn't continue west of main. After the money spent on wilderness parking lot, the trails need some help.
Apr 26, 2025, 02:45 PM	Food truck day and already happened in the park by the library. Or in Barnes Park. Why put it in a hyper congested area?
Apr 26, 2025, 01:10 PM	Fun runs
Apr 26, 2025, 08:08 AM	More restaurants
Apr 26, 2025, 06:11 AM	Dog parks, community pool, pickleball courts
Apr 25, 2025, 11:29 PM	All beautification. Update business exteriors.
Apr 25, 2025, 10:45 PM	A place for young people to get together regularly
Apr 25, 2025, 10:28 PM	Get rid of ugly strip malls
Apr 25, 2025, 10:12 PM	I think it's finehow it is
Apr 25, 2025, 09:39 PM	More family activities
Apr 25, 2025, 09:05 PM	None
Apr 25, 2025, 07:35 PM	Bring back the fun small town activities like the Christmas light parade!
Apr 25, 2025, 06:14 PM	More green space
Apr 25, 2025, 11:52 AM	Get rid of parallel parking
Apr 25, 2025, 09:22 AM	Instead of building new buildings and remodeling and doing all the vegetation, how about putting money into fixing the roads?

Apr 25, 2025, 09:11 AM	Someplace to get a drink with alcohol.
Apr 24, 2025, 07:23 PM	To actually have a farmers market again
Apr 24, 2025, 07:11 PM	Patio sitting
Apr 24, 2025, 06:49 PM	It isn't a city center. It's a ballet school. Move it.
Apr 24, 2025, 06:41 PM	Follow resident interests, not political or corporate.
Apr 24, 2025, 05:40 PM	Skatepark
Apr 24, 2025, 05:15 PM	Make Kaysville feel more cohesive. Right now there is a strong divide between East and West.
Apr 24, 2025, 02:58 PM	No
Apr 24, 2025, 02:32 PM	Parking
Apr 24, 2025, 02:31 PM	No
Apr 24, 2025, 12:44 PM	Tear down the buildings on the west side of Main Street. Rebuild the entire thing. Modernize it for shops, pedestrians, and parking.
Apr 24, 2025, 11:36 AM	Just more events and community activities. I used to love a lot of them that are no longer done. It was family fun. Now we go elsewhere.
Apr 24, 2025, 11:28 AM	No parking on the west side of main in front of the businesses. Or reduce the speed through that area. It's so congested and with people trying to parallel park is creates a hazard.
Apr 24, 2025, 11:02 AM	Better dining! It's unbelievable that the only food available is fast food, and terrible fast food at that. We have to drive to surrounding cities for decent food.
Apr 24, 2025, 10:55 AM	The pond by Hods Hollow - I would like to see it open to the public to allow people to enjoy the water, fish, paddleboard, etc. just like the Farmington pond. Build a deck over the water for us to use, picknick area, trails, etc.
Apr 24, 2025, 10:23 AM	Parking
Apr 24, 2025, 10:21 AM	Kaysville celebrations..Christmas, 4th of July are getting pretty puny; that made here the place to be…for example the parade water fight and the taco time jewelry, throwing candy all gone not small town even the big green lawns with shady trees…
Apr 24, 2025, 10:08 AM	The exit off I-15 southbound needs help. People turning left immediately after exiting causes huge back up for people turning right and going straight.
Apr 24, 2025, 09:51 AM	Walkable area. It's so traffic heavy and congested.
Apr 24, 2025, 09:51 AM	Not city center but I would love a park with a playground close to the new highway by the new Perry Homes community in west Kaysville. Would love to see it in the open space with the pavilion where it's mostly just weeds!
Apr 24, 2025, 09:31 AM	I would love a renovation of the City Center similar to what Holladay did to their Main Street.
Apr 24, 2025, 09:02 AM	Leave it alone
Apr 24, 2025, 08:47 AM	Love the chalk art festival in bountiful--what about a color run? Or Kay's creek run?
Apr 24, 2025, 08:39 AM	Dark sky lighting. It's simple to implement- just choosing a light fixture.
Apr 24, 2025, 08:26 AM	Parking and restaurants
Apr 24, 2025, 08:24 AM	Better roads for one. Traffic is terrible and a one lane road with a fancy median is NOT going to help that. We need a rec center. A place we can have our teams practice and can hang out
Apr 24, 2025, 08:23 AM	Parking
Apr 24, 2025, 08:09 AM	In the area a little south of Kaysville center the Street lights need to be a different type. They are so bright they light the whole house up at night.
Apr 24, 2025, 08:02 AM	We have enough fast food and car washes
Apr 23, 2025, 06:26 PM	I loved the last Friday events last year. It's hard to see growth when it only happens for a year, and gets forgotten.
Apr 23, 2025, 02:11 PM	We can always be better
Apr 23, 2025, 02:08 PM	Decision on the Kaysville Library building already ughhhh
Apr 23, 2025, 01:51 PM	Old library torn down to make room for public space or restaurants
Apr 22, 2025, 06:47 PM	Entertainment
Apr 22, 2025, 06:02 PM	Route transportational bike lanes parallel to Main Street but NOT ON Main Street
Apr 22, 2025, 05:04 PM	See an actual plan or at least a proposed concept plan rather than just general ideas and thoughts.
Apr 22, 2025, 04:40 PM	Please very cautious about expansion. We don't want to become overcommercialized like Layton and Farmington. And at some point, we need to stop building homes on land that was once part of nature. We have already signficantly encroached on wetland habitat
Apr 22, 2025, 04:06 PM	There's no good bike path from the east side to the west side to get to the bike path traveling north and south
Apr 22, 2025, 04:00 PM	improve street side pulblic parking. It is hard to parallel park with increasing traffic on main street
Apr 22, 2025, 03:48 PM	Please don't do anything. Kaysville just needs to be a bedroom community and don't dump a bunch of money into things that don't matter.
Apr 22, 2025, 08:58 AM	I truly hope that we stay true to the first principle on your list, keeping the hometown feel of this city. This is why people want to move here. The survey questions are concerning. So many of those questions are principles of walkable cities.
Apr 22, 2025, 07:04 AM	I'd love to see zoning for churches other than just LDS! It opens up Kaysville to other religious demographics
Apr 21, 2025, 11:02 PM	Restricted traffic or traffic diverted off Main St
Apr 21, 2025, 10:43 PM	I would like to maintain the cute small town feel while improving the buildings and landscaping
Apr 21, 2025, 08:15 PM	Restaurants

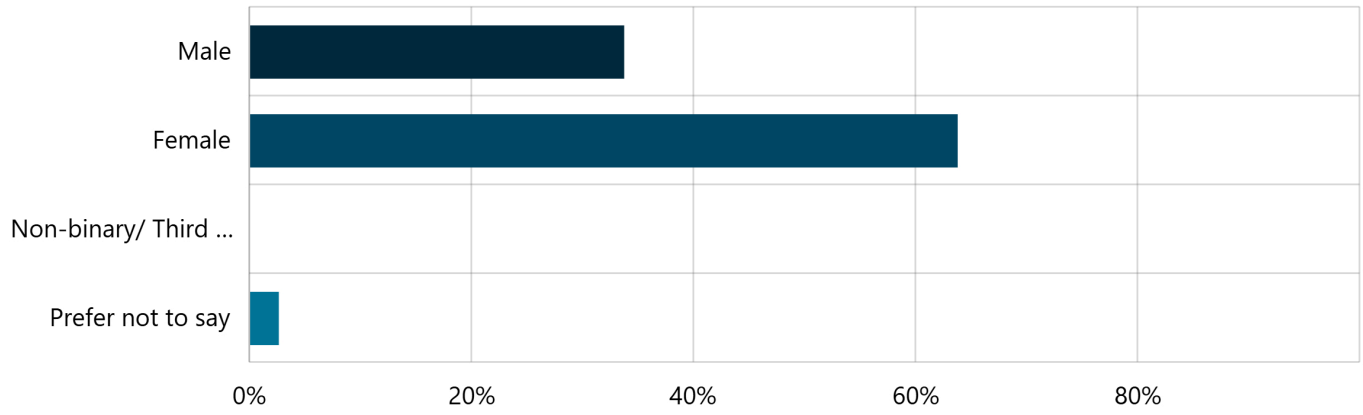
Apr 21, 2025, 04:36 PM	Property owners need to step up taking care of the businesses around town. Look at Black Bow Chocolates how they have renovated and made it so inviting! Wish our other businesses would care as much as they do by cleaning, updating, and restoring
Apr 21, 2025, 03:37 PM	Just keep taxes low and the town bike/ped safe. The govt doesn't need to do everything. Oh, don't let foreigners or investment groups own residential property. Help get the housing prices and taxes down.
Apr 21, 2025, 02:32 PM	Close main street and make into a true community space.
Apr 20, 2025, 07:25 PM	No more fast food. No high density housing
Apr 20, 2025, 05:05 PM	Parking
Apr 20, 2025, 01:57 PM	Stop adding apartment buildings t
Apr 19, 2025, 10:58 PM	More parking
Apr 19, 2025, 10:32 PM	Painted lines for parellel parking on both sides of Main
Apr 19, 2025, 10:01 PM	Beautify what we already have. And whatever you do… no high density housing!
Apr 19, 2025, 09:00 PM	No. And in the gender question below, there are only 2 genders. Try to remember that.
Apr 19, 2025, 07:36 PM	Don't destroy Ray's shoe shop.
Apr 18, 2025, 10:25 PM	rec center/pool
Apr 18, 2025, 09:35 PM	Historic plans in all sections of Kaysville.
Apr 17, 2025, 08:11 PM	biking/walking overpass
Apr 17, 2025, 05:05 PM	Be more business friendly. Why are there not more businesses and restaurants???
Apr 17, 2025, 12:03 PM	Less control and zoning.
Apr 16, 2025, 11:22 PM	Bring back the New Years Eve party!!!!
Apr 16, 2025, 08:38 PM	Love the community gatherings.
Apr 16, 2025, 03:46 PM	actually make it a center. It's half a street, and if the theater left, you'd be screwed.
Apr 12, 2025, 05:43 PM	Stop tearing down the historic structures
Apr 12, 2025, 05:00 PM	I want it to provide lots of
Apr 11, 2025, 11:33 PM	We really need more restaurant options, but they should be a mix of quaint cafes and mom and pop varieties. We especially need restaurants that serve breakfast. And some quaint coffee / tea shops.
Apr 11, 2025, 08:04 PM	Make it walkable and green. Make it so people enjoy walking around. Outdoor patios and more SIT DOWN restaurants. Less car washes and Jack in the Boxes.
Apr 11, 2025, 06:51 PM	Kaysville
Apr 11, 2025, 04:43 PM	Most people entertain themselves and don't need taxes going towards stupid activities funded by the city. The daddy daughter dances and easter egg stuff is a total waste of taxpayer funds, for example.
Apr 11, 2025, 03:36 PM	We need more sit down restaurants, less fast food.
Apr 11, 2025, 03:33 PM	Please no "traffic calming" or "smart city" initiative features. Preserve peoples' ability to arrive by car AND on foot.
Apr 11, 2025, 03:33 PM	quit trying to force people to an area of the city that can't handle the traffic. Use other areas of the city that have more space and paring available.
Apr 11, 2025, 03:17 PM	another restaurant
Apr 11, 2025, 02:54 PM	I don't know what a business stroll is. Food trucks are kinda loud and polluting, but a food/treat fair would be cool, or food as part of a fair. All-ages events are good. I feel like we have a lot of new families, and empty nesters. Chalk art day

85. What is your age group?
Select Box | Skipped: 462 | Answered: 59 (11.3%)



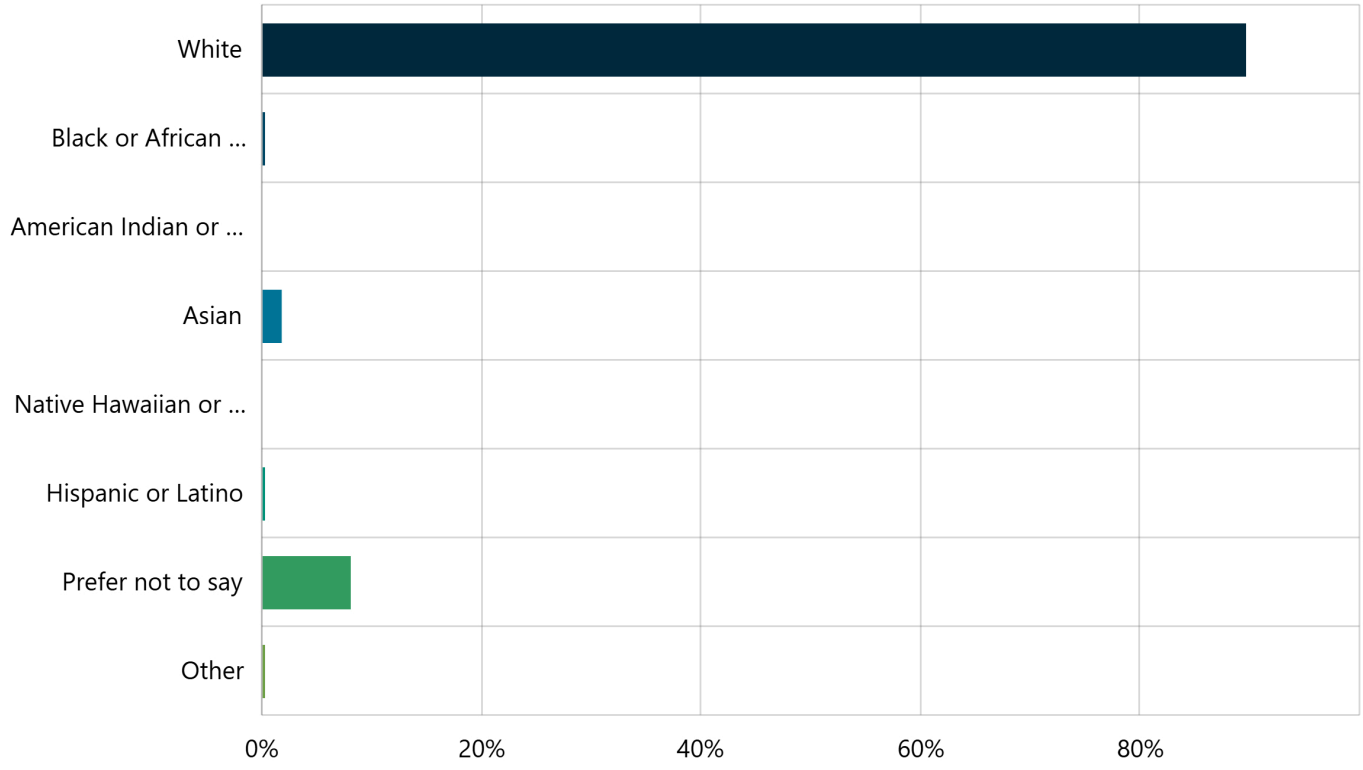
Answer choices	Percent	Count
Under 18	0%	0
18-24	0%	0
25-34	6.78%	4
35-44	16.95%	10
45-54	25.42%	15
55-64	23.73%	14
65	27.12%	16
Total	**100.00%**	**59**

86. What is your gender?
Select Box | Skipped: 464 | Answered: 57 (10.9%)



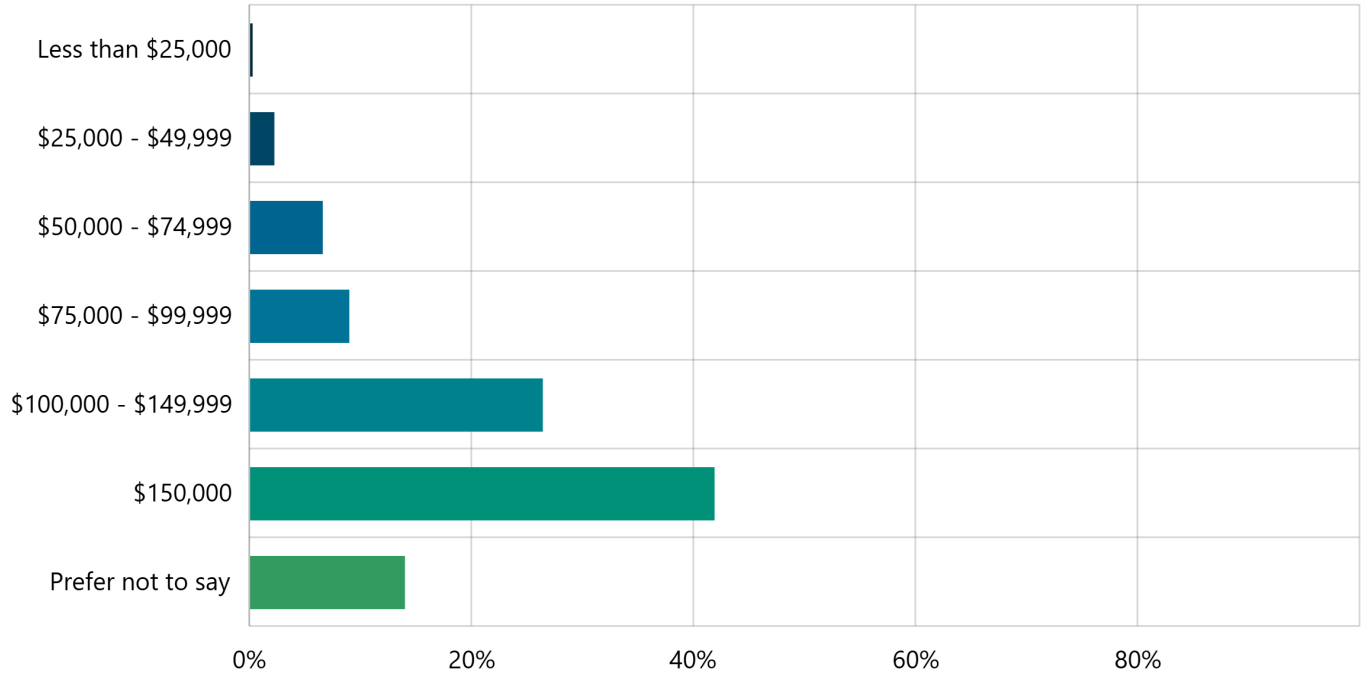
Answer choices	Percent	Count
Male	35.09%	20
Female	56.14%	32
Non-binary/ Third gender	0%	0
Prefer not to say	8.77%	5
Total	**100.00%**	**57**

87. What is your race/ethnicity?
Select Box | Skipped: 463 | Answered: 58 (11.1%)



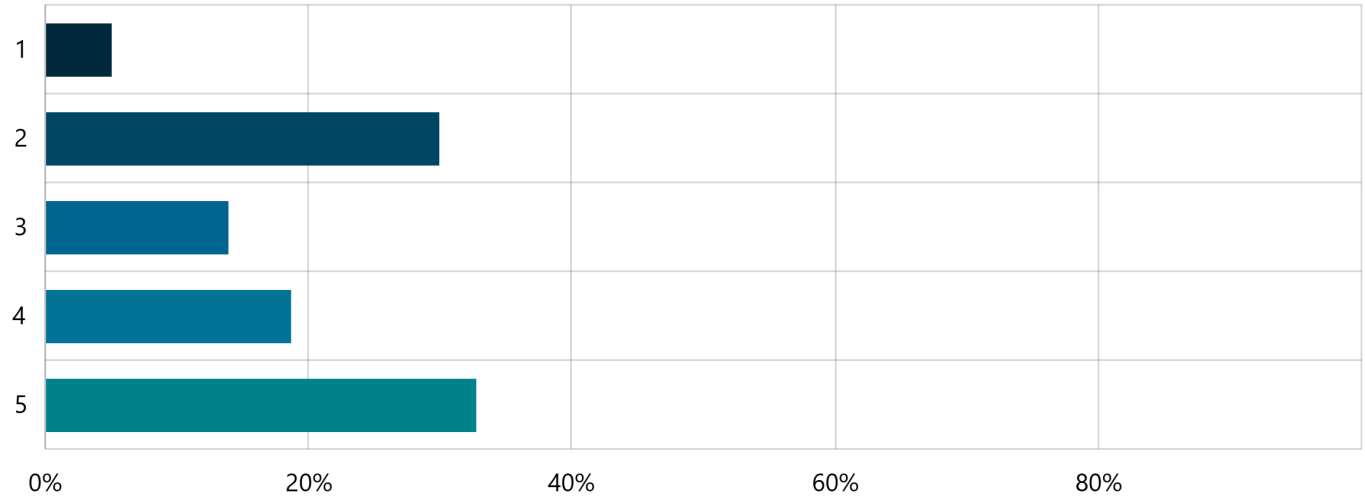
Answer choices	Percent	Count
White	86.21%	50
Black or African American	0%	0
American Indian or Alaska Native	0%	0
Asian	1.72%	1
Native Hawaiian or Other Pacific Islander	0%	0
Hispanic or Latino	0%	0
Prefer not to say	12.07%	7
Other	0%	0
Total	**100.00%**	**58**

88. What is your household income level?
Select Box | Skipped: 463 | Answered: 58 (11.1%)



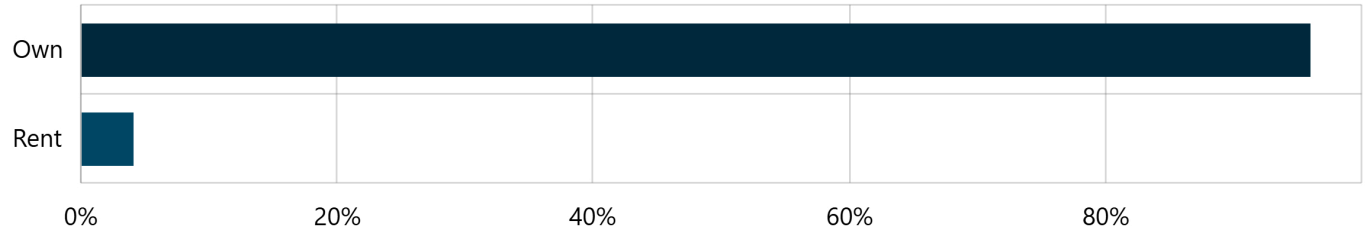
Answer choices	Percent	Count
Less than $25,000	1.72%	1
$25,000 - $49,999	1.72%	1
$50,000 - $74,999	6.90%	4
$75,000 - $99,999	13.79%	8
$100,000 - $149,999	25.86%	15
$150,000	29.31%	17
Prefer not to say	20.69%	12
Total	**100.00%**	**58**

89. How many people live in your household?
Select Box | Skipped: 466 | Answered: 55 (10.6%)



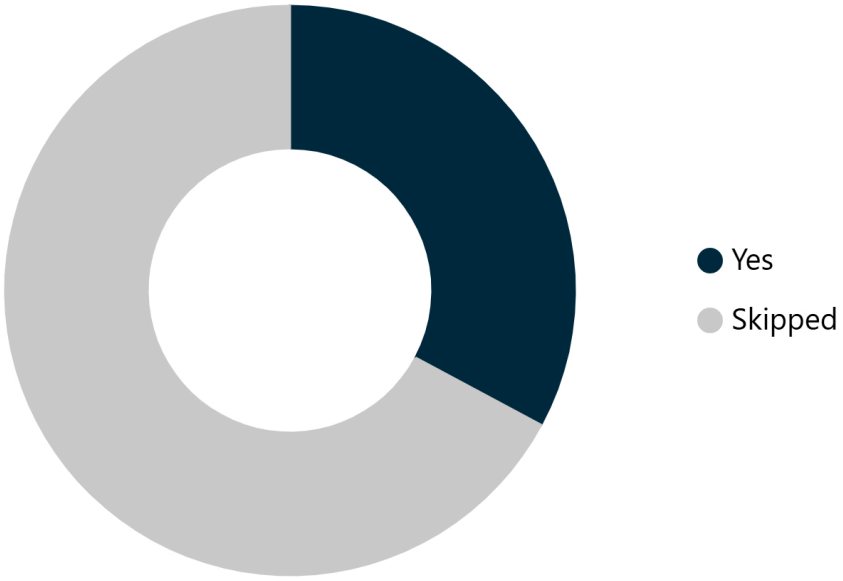
Answer choices	Percent	Count
1	7.27%	4
2	34.55%	19
3	23.64%	13
4	10.91%	6
5	23.64%	13
Total	**100.00%**	**55**

90. Do you rent or own your home?
Select Box | Skipped: 464 | Answered: 57 (10.9%)



Answer choices	Percent	Count
Own	96.49%	55
Rent	3.51%	2
Total	**100.00%**	**57**

91. Would you like to receive email updates about the Kaysville City Center Small Area Plan?
Single Checkbox | Skipped: 499 | Answered: 22 (4.2%)



Answer choices	Percent	Count
Yes	100.00%	22
Total	**100.00%**	**22**

Engage GSBS

Form Results Summary

Jul 17, 2025 - Aug 18, 2025

Project: Kaysville City Center Plan

Form: Kaysville City Center Vision Survey

Tool Type: Form

Activity ID: 61

Exported: Sep 16, 2025, 02:19 PM

Exported By: GStone

Filter By: No filters applied.

Closed

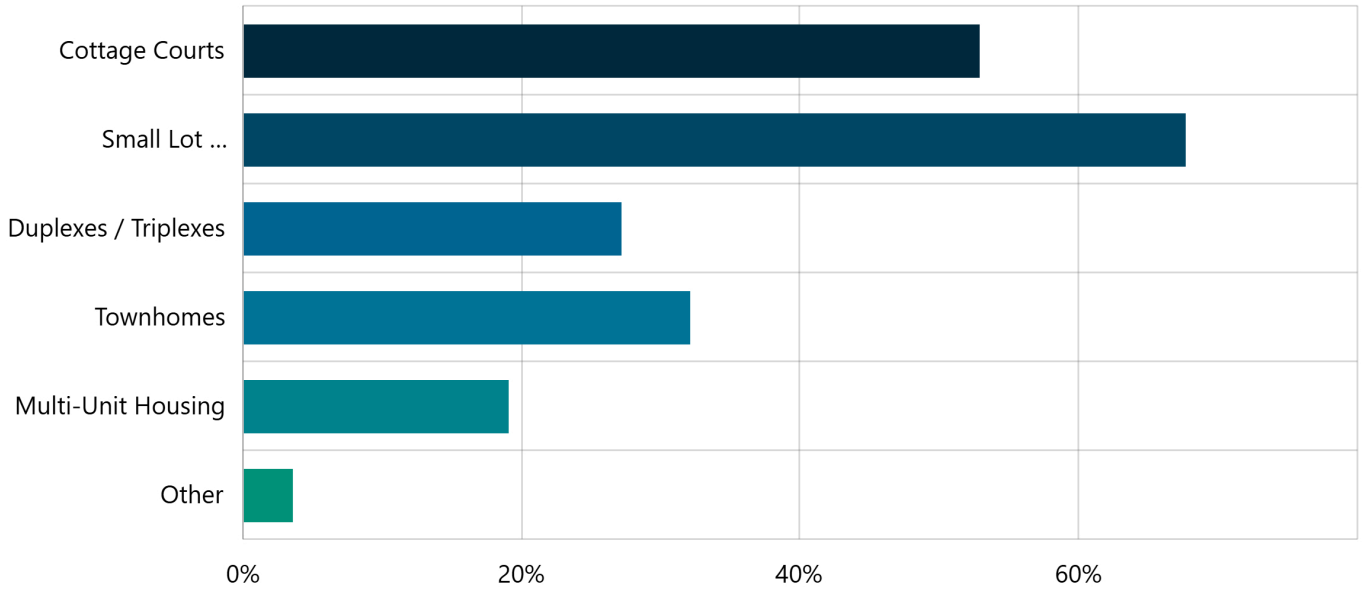
Kaysville City Center Vision Survey
Kaysville City Center Plan

227 Contributors	302 Contributions

Contribution Summary

1. What types of housing do you think are appropriate for the City Center? (Select all that apply)

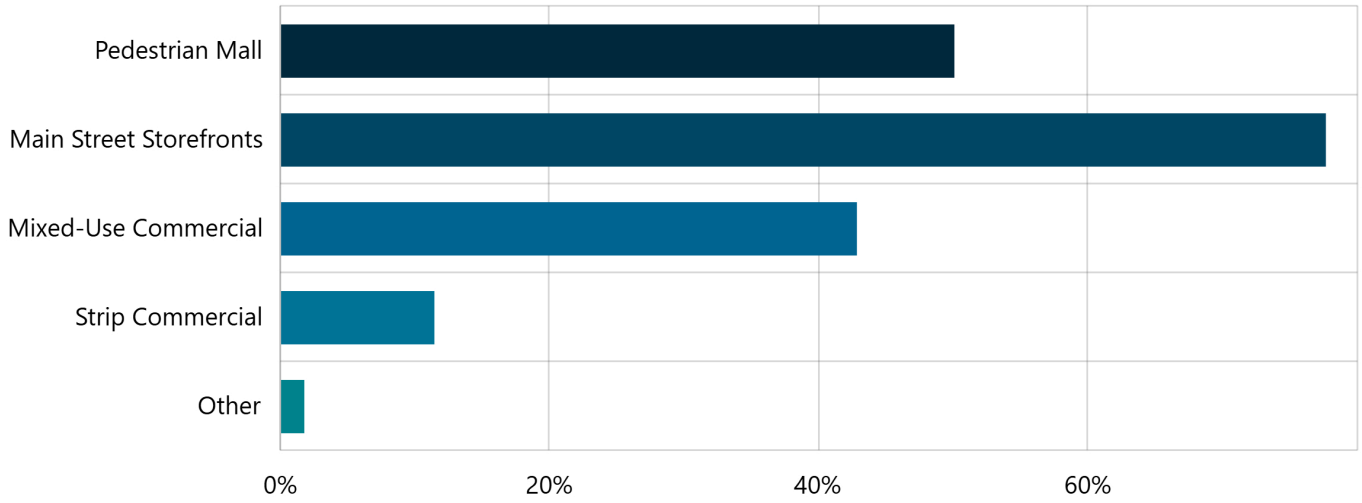
Multi Choice | Skipped: 18 | Answered: 284 (94%)



Answer choices	Percent	Count
Cottage Courts	52.82%	150
Small Lot Single-Family / Patio Homes	67.61%	192
Duplexes / Triplexes	27.11%	77
Townhomes	32.04%	91
Multi-Unit Housing	19.01%	54
Other	3.52%	10

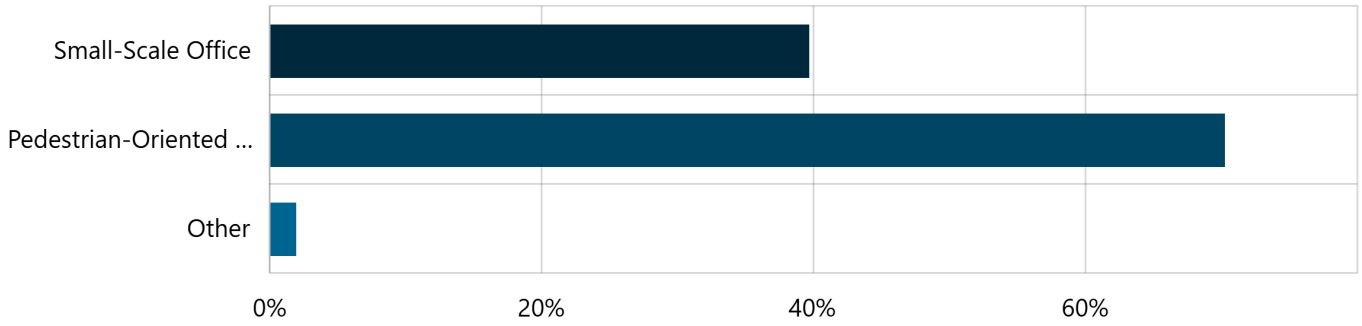
2. What style of commercial uses do you think fit best in the City Center? (Select all that apply)

Multi Choice | Skipped: 12 | Answered: 290 (96%)



Answer choices	Percent	Count
Pedestrian Mall	50.00%	145
Main Street Storefronts	77.59%	225
Mixed-Use Commercial	42.76%	124
Strip Commercial	11.38%	33
Other	1.72%	5

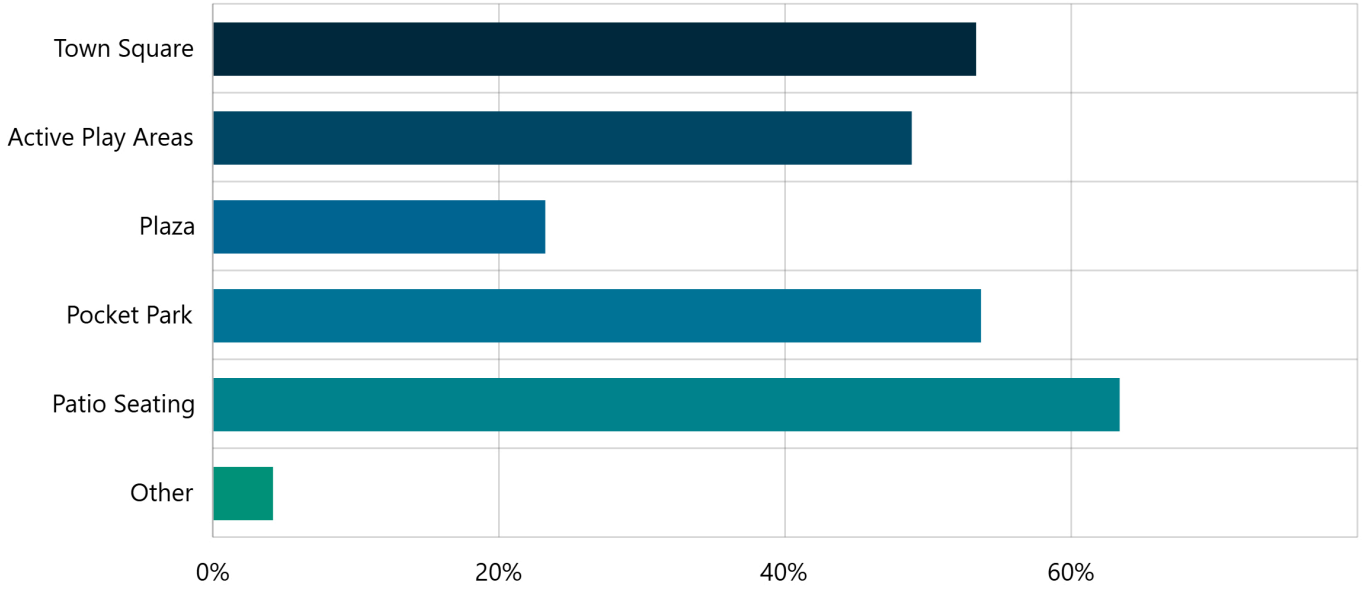
3. What types of office space do you think fit best in the City Center? (Select all that apply)
Multi Choice | Skipped: 37 | Answered: 265 (87.7%)



Answer choices	Percent	Count
Small-Scale Office	39.62%	105
Pedestrian-Oriented Office	70.19%	186
Other	1.89%	5

4. What types of gathering spaces do you think fit best in the City Center? (Select all that apply)

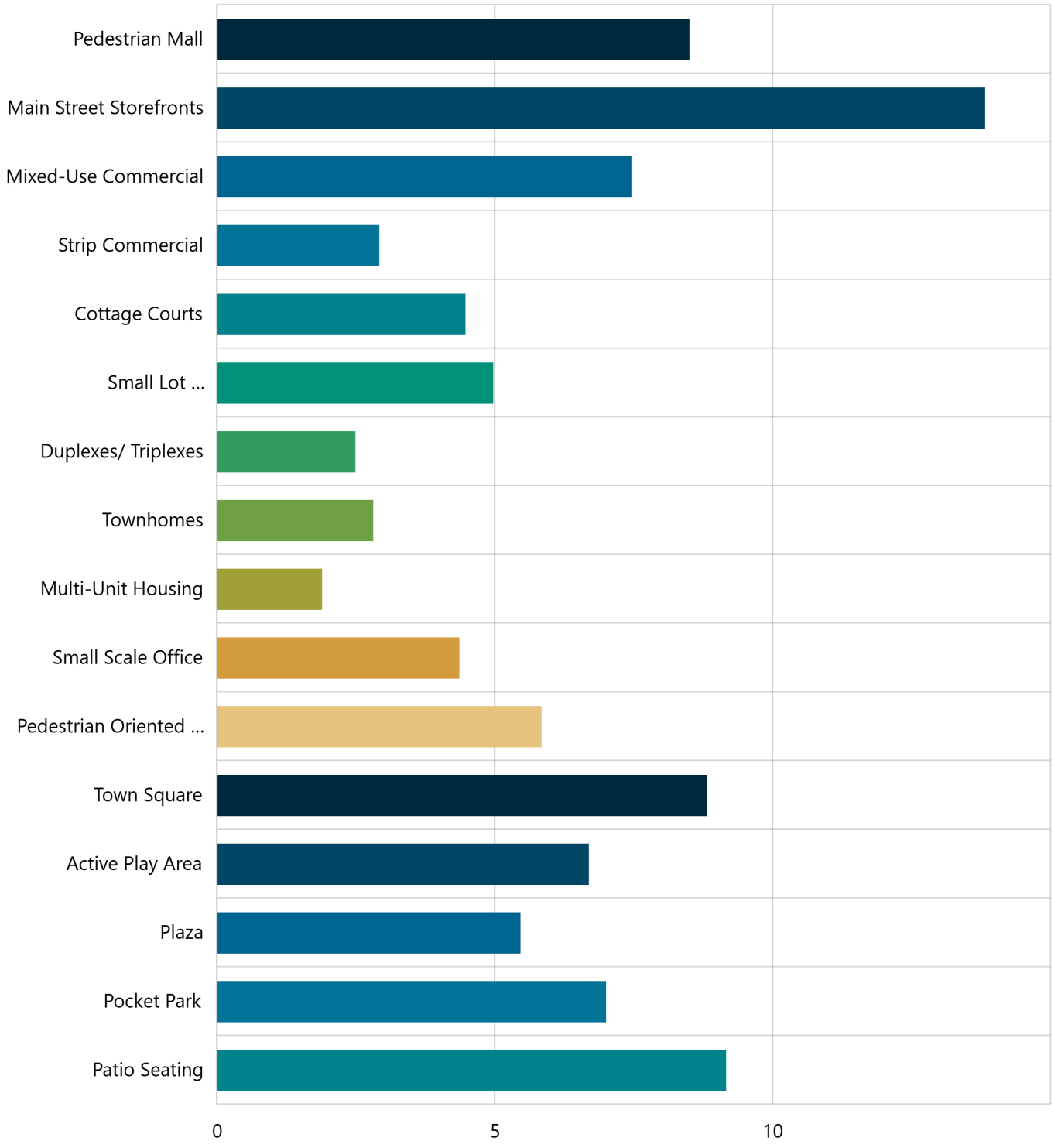
Multi Choice | Skipped: 13 | Answered: 289 (95.7%)



Answer choices	Percent	Count
Town Square	53.29%	154
Active Play Areas	48.79%	141
Plaza	23.18%	67
Pocket Park	53.63%	155
Patio Seating	63.32%	183
Other	4.15%	12

5. Please rank the following options in order of importance for Historic Main Street:

Ranking | Skipped: 30 | Answered: 272 (90.1%)



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Count	Score	Avg Rank
Pedestr	32.18	20.11	14.37	8.62%	5.17%	1.72%	5.17%	1.72%	1.72%	1.15%	1.72%	1.15%	0.57%	1.72%	1.15%	1.72%	174	8.49	3.72

ian Mall	%56	%35	%25	15	9	3	9	3	3	2	3	2	1	3	2	3				
Main Street Storefronts	62.15%156	18.73%47	6.37%16	4.38%11	0.80%2	2.39%6	1.20%3	1.20%3	0.40%1	1.20%3	0.40%1	0%0	0.40%1	0.40%1	0%0	0%0	251	13.81	2.03	
Mixed-Use Commercial	11.70%20	21.64%37	13.45%23	8.19%14	6.43%11	7.60%13	5.26%9	3.51%6	4.68%8	7.60%13	3.51%6	3.51%6	0.58%1	0.58%1	0.58%1	1.17%2	171	7.46	5.13	
Strip Commercial	2.61%3	5.22%6	7.83%9	5.22%6	1.74%2	2.61%3	2.61%3	9.57%11	4.35%5	4.35%5	8.70%10	6.09%7	8.70%10	3.48%4	8.70%10	18.26%21	115	2.91	10.12	
Cottage Courts	1.40%2	9.79%14	7.69%11	5.59%8	6.29%9	5.59%8	5.59%8	4.20%6	5.59%8	6.29%9	10.49%15	13.99%20	5.59%8	3.50%5	4.20%6	4.20%6	143	4.46	8.52	
Small Lot Single-Family/Patio Homes	4.61%7	7.89%12	5.92%9	7.24%11	9.21%14	7.24%11	3.29%5	5.92%9	7.89%12	4.61%7	6.58%10	8.55%13	9.87%15	4.61%7	3.95%6	2.63%4	152	4.96	8.13	
Duple	0%0	1.71%	2.56%	5.13%	3.42%	1.71%	4.27%	2.56%	4.27%	9.40%	5.98%	5.13%	16.24	23.08	12.82	1.71%	117	2.48	11.23	

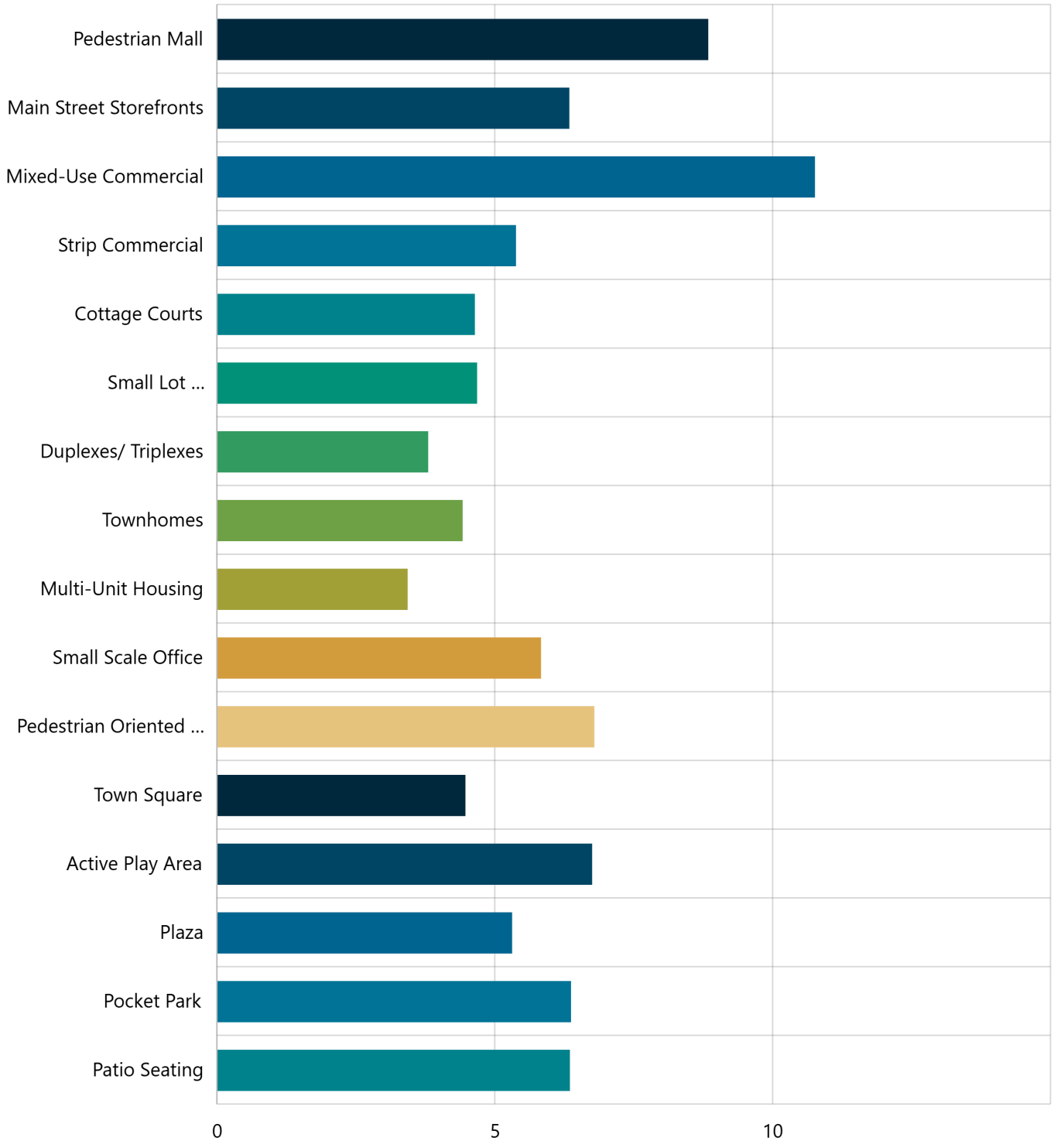
xes/Triplexes		2	3	6	4	2	5	3	5	11	7	6	%19	%27	%15	2			
Townhomes	0%0	0.81%1	4.07%5	6.50%8	3.25%4	5.69%7	4.07%5	5.69%7	2.44%3	4.07%5	8.13%10	7.32%9	10.57%13	21.14%26	16.26%20	0%0	123	2.80	10.81
Multi-Unit Housing	0%0	1.72%2	1.72%2	3.45%4	4.31%5	0%0	3.45%4	4.31%5	3.45%4	0.86%1	4.31%5	6.90%8	11.21%13	6.03%7	16.38%19	31.90%37	116	1.88	12.59
Small Scale Office	0%0	5.80%8	7.97%11	2.90%4	5.80%8	8.70%12	8.70%12	5.80%8	11.59%16	15.22%21	7.25%10	7.25%10	5.07%7	2.90%4	3.62%5	1.45%2	138	4.35	8.43
Pedestrian Oriented Office	1.84%3	6.75%11	6.75%11	9.20%15	11.66%19	10.43%17	9.82%16	6.13%10	11.66%19	6.75%11	6.13%10	3.68%6	3.07%5	3.07%5	0.61%1	2.45%4	163	5.83	7.26
Town Square	5.13%10	17.95%35	24.10%47	9.23%18	11.79%23	9.23%18	5.13%10	6.15%12	4.10%8	1.54%3	2.05%4	1.54%3	1.54%3	0%0	0.51%1	0%0	195	8.81	4.71
Active Play Area	1.17%2	7.60%13	8.77%15	17.54%30	10.53%18	12.87%22	9.94%17	9.36%16	5.85%10	3.51%6	4.09%7	3.51%6	1.17%2	1.75%3	1.17%2	1.17%2	171	6.68	6.38
Plaza	1.34%2	4.03%6	7.38%11	13.42%20	12.75%19	9.40%14	12.08%18	12.08%18	6.71%10	6.04%9	2.68%4	2.01%3	2.01%3	3.36%5	4.03%6	0.67%1	149	5.45	7.05

Pocket Park	2.27% 4	5.68% 10	13.07% 23	14.20% 25	16.48% 29	9.66% 17	8.52% 15	7.95% 14	6.25% 11	4.55% 8	3.98% 7	2.27% 4	1.14% 2	1.14% 2	2.27% 4	0.57% 1	176	6.99	6.20
Patio Seating	3.32% 7	13.74% 29	15.64% 33	16.11% 34	11.37% 24	12.80% 27	9.48% 20	4.74% 10	3.32% 7	3.79% 8	1.90% 4	1.42% 3	0.47% 1	0.47% 1	0.95% 2	0.47% 1	211	9.15	5.20

Score - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.
Avg Rank - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.

6. Please rank the following options in order of importance for Main Street North:

Ranking | Skipped: 38 | Answered: 264 (87.4%)



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Count	Score	Avg Rank
Pedestr	51.46	12.87	9.36%	2.92%	4.09%	2.92%	1.75%	2.34%	2.34%	1.17%	1.17%	1.75%	2.34%	0.58%	1.17%	1.75%	171	8.83	3.37

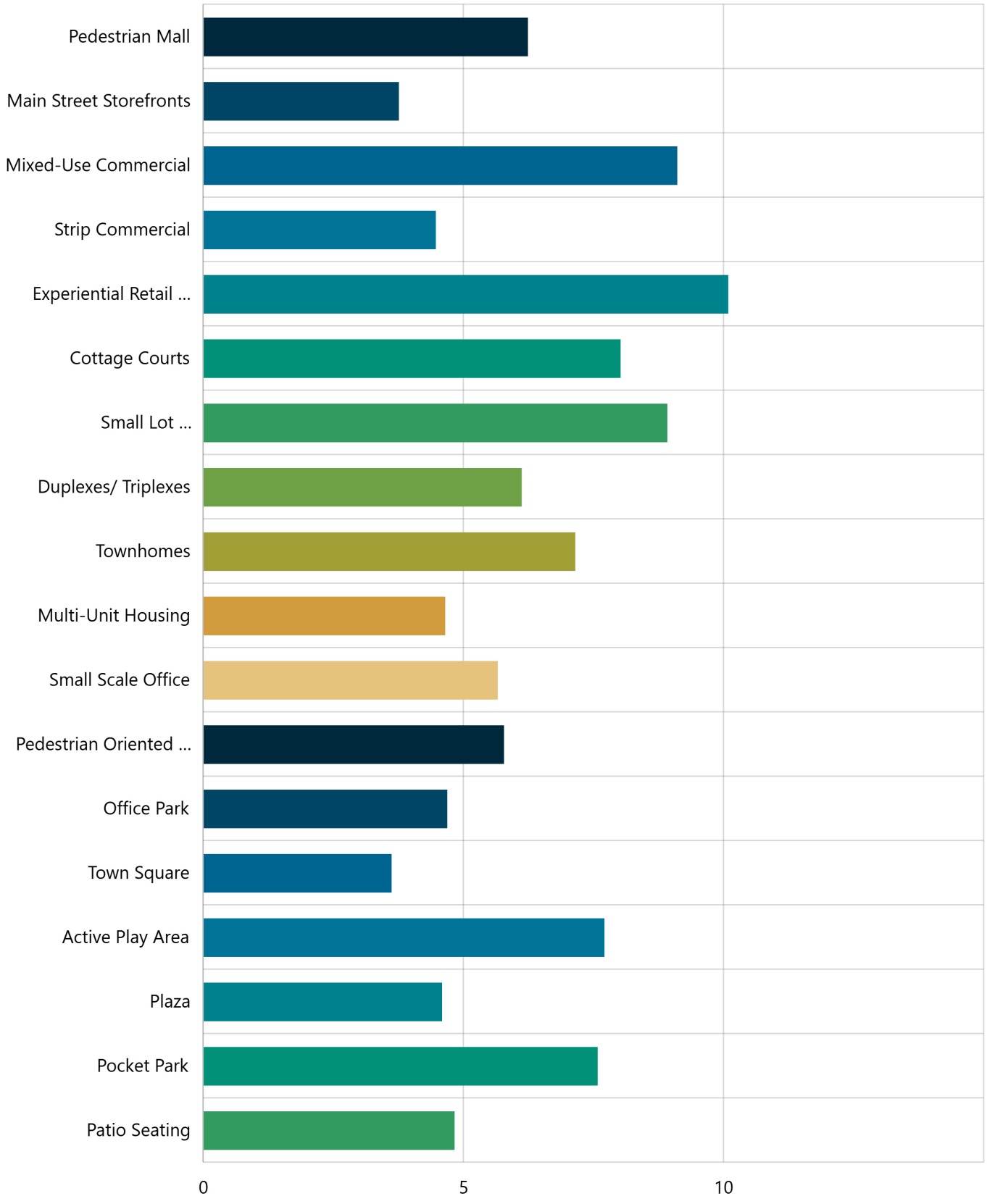
ian Mall	% 88	% 22	16	5	7	5	3	4	4	2	2	3	4	1	2	3				
Main Street Storefronts	22.30% 31	20.86% 29	10.79% 15	9.35% 13	5.76% 8	1.44% 2	6.47% 9	2.88% 4	2.88% 4	1.44% 2	4.32% 6	0.72% 1	0.72% 1	2.88% 4	2.88% 4	4.32% 6	139	6.33	4.98	
Mixed-Use Commercial	34.80% 71	26.96% 55	10.29% 21	9.31% 19	2.45% 5	4.90% 10	2.45% 5	3.92% 8	0.98% 2	0% 0	1.47% 3	0% 0	0% 0	0% 0	1.96% 4	0.49% 1	204	10.75	3.09	
Strip Commercial	11.28% 15	20.30% 27	16.54% 22	6.77% 9	3.76% 5	3.01% 4	3.76% 5	3.01% 4	4.51% 6	2.26% 3	1.50% 2	3.01% 4	3.76% 5	3.01% 4	4.51% 6	9.02% 12	133	5.37	6.35	
Cottage Courts	5.76% 8	10.79% 15	7.19% 10	7.19% 10	4.32% 6	6.47% 9	2.88% 4	4.32% 6	6.47% 9	6.47% 9	1.44% 2	15.83% 22	7.19% 10	3.60% 5	6.47% 9	3.60% 5	139	4.63	8.20	
Small Lot Single-Family/Patio Homes	7.19% 10	10.79% 15	9.35% 13	6.47% 9	4.32% 6	3.60% 5	4.32% 6	1.44% 2	5.04% 7	5.04% 7	11.51% 16	5.76% 8	11.51% 16	5.76% 8	2.88% 4	5.04% 7	139	4.67	8.13	
Duple	0% 0	3.13%	8.59%	12.50	3.13%	5.47%	6.25%	6.25%	5.47%	7.03%	1.56%	7.81%	5.47%	17.97	8.59%	0.78%	128	3.79	9.19	

xes/Triplexes		4	11	%16	4	7	8	8	7	9	2	10	7	%23	11	1			
Townhomes	0.71%1	5.00%7	11.43%16	8.57%12	8.57%12	6.43%9	2.86%4	5.71%8	5.71%8	5.00%7	5.71%8	2.14%3	12.14%17	8.57%12	9.29%13	2.14%3	140	4.41	8.68
Multi-Unit Housing	3.97%5	7.14%9	6.35%8	8.73%11	3.97%5	3.17%4	3.17%4	3.17%4	5.56%7	3.97%5	1.59%2	7.14%9	4.76%6	8.73%11	8.73%11	19.84%25	126	3.42	9.84
Small Scale Office	2.65%4	7.28%11	16.56%25	9.93%15	7.95%12	7.95%12	7.95%12	3.31%5	2.65%4	11.26%17	9.93%15	7.28%11	3.31%5	0%0	1.32%2	0.66%1	151	5.82	6.83
Pedestrian Oriented Office	3.05%5	9.76%16	14.02%23	13.41%22	14.63%24	8.54%14	7.32%12	1.83%3	5.49%9	9.15%15	6.10%10	1.83%3	0.61%1	2.44%4	0.61%1	1.22%2	164	6.78	6.09
Town Square	2.48%3	6.61%8	11.57%14	10.74%13	13.22%16	7.44%9	5.79%7	5.79%7	8.26%10	1.65%2	6.61%8	5.79%7	4.13%5	4.13%5	0.83%1	4.96%6	121	4.46	7.27
Active Play Area	4.24%7	6.06%10	9.70%16	15.15%25	15.15%25	9.09%15	7.27%12	13.33%22	3.64%6	3.64%6	3.64%6	4.85%8	1.82%3	0.61%1	1.21%2	0.61%1	165	6.74	6.21
Plaza	2.86%4	4.29%6	7.86%11	7.14%10	13.57%19	14.29%20	14.29%20	9.29%13	6.43%9	3.57%5	4.29%6	1.43%2	2.14%3	5.00%7	2.86%4	0.71%1	140	5.30	7.01

Pocket Park	4.29% 7	4.91% 8	9.82% 16	12.27% 20	12.27% 20	12.27% 20	9.20% 15	8.59% 14	6.75% 11	4.29% 7	3.68% 6	1.84% 3	2.45% 4	1.84% 3	3.68% 6	1.84% 3	163	6.36	6.69
Patio Seating	3.07% 5	9.82% 16	4.29% 7	10.43% 17	13.50% 22	14.72% 24	12.27% 20	5.52% 9	6.75% 11	5.52% 9	3.07% 5	0.61% 1	2.45% 4	1.84% 3	3.68% 6	2.45% 4	163	6.34	6.72

Score - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.
Avg Rank - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.

7. Please rank the following options in order of importance for Mutton Hollow:
Ranking | Skipped: 45 | Answered: 257 (85.1%)



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	Co	Sc	Av

																				unt	**ore**	**gRank**
Pedestrian Mall	29.27%36	7.32%9	8.13%10	8.13%10	2.44%3	8.94%11	1.63%2	4.88%6	3.25%4	4.07%5	4.88%6	4.07%5	1.63%2	0.81%1	2.44%3	2.44%3	0.81%1	4.88%6	123	6.23	5.99
Main Street Storefronts	5.32%5	11.70%11	7.45%7	7.45%7	5.32%5	4.26%4	8.51%8	2.13%2	5.32%5	4.26%4	4.26%4	6.38%6	1.06%1	3.19%3	3.19%3	4.26%4	9.57%9	6.38%6	94	3.75	8.76
Mixed-Use Commercial	30.43%49	18.63%30	8.70%14	7.45%12	3.73%6	3.73%6	3.73%6	7.45%12	2.48%4	3.11%5	1.24%2	1.86%3	3.11%5	0.62%1	1.86%3	0.62%1	1.24%2	0%0	161	9.10	4.48
Strip Commercial	7.14%8	13.39%15	7.14%8	6.25%7	7.14%8	2.68%3	0.89%1	6.25%7	6.25%7	5.36%6	2.68%3	1.79%2	1.79%2	7.14%8	4.46%5	6.25%7	3.57%4	9.82%11	112	4.46	8.77
Experiential Ret	30.18%51	22.49%38	16.57%28	4.73%8	5.33%9	5.33%9	2.96%5	2.37%4	2.37%4	1.78%3	0%0	1.18%2	0.59%1	1.18%2	0.59%1	1.78%3	0%0	0.59%1	169	10.08	3.67

ailVillage																				
Cottage Courts	15.00%24	18.75%30	10.63%17	9.38%15	6.25%10	3.75%6	2.50%4	3.75%6	3.13%5	4.38%7	3.13%5	2.50%4	3.13%5	5.00%8	3.13%5	1.25%2	2.50%4	1.88%3	160	8.01	6.13
Small Lot Single-Family/Patio Homes	20.35%35	15.12%26	10.47%18	11.05%19	7.56%13	3.49%6	2.91%5	1.74%3	2.91%5	2.91%5	3.49%6	2.91%5	3.49%6	5.23%9	2.91%5	1.16%2	1.16%2	1.16%2	172	8.91	5.69
Duplexes/Triplexes	3.60%5	7.19%10	18.71%26	11.51%16	5.04%7	5.76%8	5.04%7	2.16%3	1.44%2	7.19%10	6.47%9	2.88%4	3.60%5	5.04%7	3.60%5	7.91%11	2.16%3	0.72%1	139	6.11	7.71
Townhomes	2.53%4	12.03%19	11.39%18	12.66%20	10.76%17	6.33%10	6.96%11	3.80%6	3.16%5	1.27%2	4.43%7	3.16%5	5.06%8	1.90%3	1.90%3	7.59%12	5.06%8	0%0	158	7.14	7.39
M	8.	3.	9.	5.	7.	4.	3.	3.	5.	2.	1.	5.	4.	3.	7.	3.	7.	1	1	4.	9.

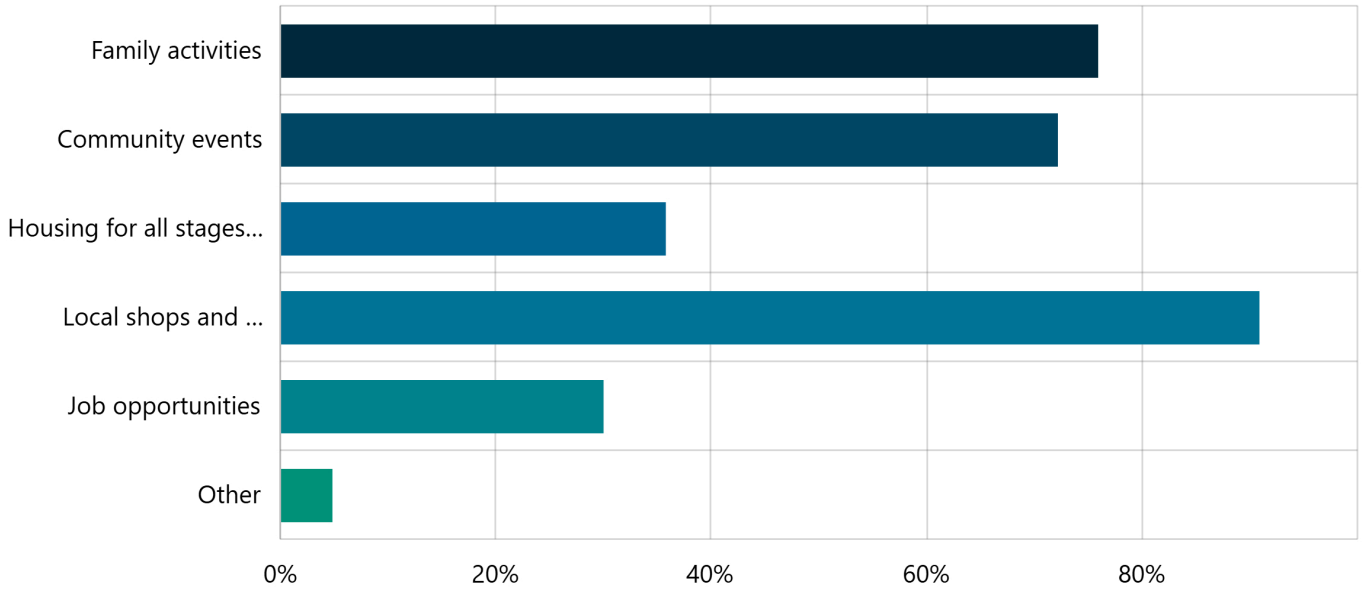
ulti-Unit Housing	59%11	91%5	38%12	47%7	81%10	69%6	13%4	13%4	47%7	34%3	56%2	47%7	69%6	13%4	03%9	13%4	03%9	4.06%18	28	64	69
Small Scale Office	3.05%4	3.05%4	6.87%9	9.92%13	12.98%17	12.98%17	3.82%5	4.58%6	8.40%11	4.58%6	6.11%8	7.63%10	4.58%6	3.82%5	2.29%3	2.29%3	2.29%3	0.76%1	131	5.65	7.92
Pedestrian Oriented Office	2.27%3	3.79%5	8.33%11	9.85%13	9.09%12	9.09%12	10.61%14	9.09%12	5.30%7	5.30%7	7.58%10	6.06%8	3.79%5	4.55%6	0.76%1	2.27%3	2.27%3	0%0	132	5.77	7.77
Office Park	5.04%6	5.04%6	8.40%10	5.04%6	8.40%10	9.24%11	8.40%10	5.88%7	5.88%7	1.68%2	1.68%2	3.36%4	6.72%8	4.20%5	5.88%7	1.68%2	5.88%7	7.56%9	119	4.68	8.90
Town Square	0%0	2.91%3	6.80%7	2.91%3	6.80%7	7.77%8	9.71%10	8.74%9	2.91%3	6.80%7	6.80%7	3.88%4	3.88%4	6.80%7	8.74%9	1.94%2	7.77%8	4.85%5	103	3.61	9.99
Active Pla	4.97%8	8.70%14	11.18%1	9.32%15	11.80%1	9.32%15	11.80%1	6.21%10	5.59%9	2.48%4	1.86%3	4.97%8	2.48%4	1.86%3	3.73%6	3.11%5	0.62%1	0%0	161	7.70	6.70

y Area			8		9		9												
Plaza	0.86%1	6.03%7	4.31%5	6.90%8	8.62%10	6.90%8	7.76%9	12.93%15	6.90%8	6.90%8	6.03%7	0%0	5.17%6	4.31%5	4.31%5	6.90%8	2.59%3	2.59%3	116	4.58	8.86
Pocket Park	3.70%6	8.64%14	9.26%15	15.43%25	7.41%12	10.49%17	6.79%11	7.41%12	5.56%9	3.70%6	5.56%9	2.47%4	4.32%7	1.85%3	1.23%2	2.47%4	2.47%4	1.23%2	162	7.57	6.99
Patio Seating	0.81%1	2.42%3	4.84%6	6.45%8	9.68%12	10.48%13	12.90%16	5.65%7	8.06%10	6.45%8	1.61%2	7.26%9	4.03%5	3.23%4	4.03%5	2.42%3	4.84%6	4.84%6	124	4.82	9.01

Score - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.
Avg Rank - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.

8. What features, places, or experiences should the City Center include to capture the spirit of Kaysville?

Multi Choice | Skipped: 8 | Answered: 294 (97.4%)



Answer choices	Percent	Count
Family activities	75.85%	223
Community events	72.11%	212
Housing for all stages of life	35.71%	105
Local shops and restaurants	90.82%	267
Job opportunities	29.93%	88
Other	4.76%	14

9. What's one thing you would include in the vision for Kaysville's City Center to make it a place people want to visit, live, or work?

Long Text | Skipped: 138 | Answered: 164 (54.3%)

Sentiment



Positive	Mixed	Negative	Neutral	Unclassified
55% (90)	6% (10)	5% (9)	34% (55)	0% (0)



Tag	Percent	Count
Walkable	18%	29
Restaurants	16%	27
Family-oriented	12%	19
Small Town	10%	17
Local Shops	10%	17
Better Parking	9%	14
Community Space	8%	13
Shopping	8%	13
Safety	8%	13
Connectivity	6%	10
Unique Offerings and Shops	6%	10
Green Space	6%	10
Gathering	6%	10
Local	5%	9
No high-density	5%	9
Events	5%	8

Main Street	5%	8
Community Events	5%	8
Accessibility	5%	8
Housing Options	5%	8
Bike-friendly	4%	7
Charm	4%	7
Business	4%	7
Come and Stay	4%	6
Play Spaces	4%	6
Traffic	4%	6
Car-free Spaces	3%	5
Update Existing Infrastructure	3%	5
Variety of Options	3%	5
Affordable	3%	5
Historic Feel	3%	5
Dining	2%	4
Ease Traffic Congestion	2%	4
Limit Density	2%	4
Beautify	2%	4
Family Gathering	2%	4
Clean	2%	4
Parks	2%	4
Heritage	2%	3
All-ages	2%	3
Trees	2%	3
Recreation Center	2%	3
Pleasant	2%	3

Landscaping	2%	3
Pool	2%	3
Trails	2%	3
Shade	2%	3
Activity Centers	2%	3
Mixed Use	2%	3
Pocket Parks	1%	2
Fun	1%	2
Historic Preservation	1%	2
Patio	1%	2
Cohesive Feel	1%	2
Experiences	1%	2
Community	1%	2
Plaza	1%	2
Water Feature	1%	2
Experiential Retail	1%	2
Public Art	1%	2
Jobs	1%	2
Welcoming	1%	2
Better Roads	1%	2
Destination	1%	2
Beauty	1%	2
Stay in Kaysville	1%	2
Storefronts	1%	2
Youth	1%	1
Commercial	1%	1
Parking	1%	1
Kaysville-centric	1%	1

Amenities in the city	1%	1
Opportunities to Interact	1%	1
Creative Spaces	1%	1
Outdoor Dining	1%	1
Balance	1%	1
Homes	1%	1
Honest	1%	1
Save Farmland	1%	1
Nature	1%	1
Bike Park	1%	1
Hotel	1%	1
Museum	1%	1
Tourist Attractions	1%	1
West Kaysville	1%	1
Theater	1%	1
Starter Homes	1%	1
Family Housing	1%	1
Year-round	1%	1
Socialize	1%	1
Activation	1%	1
Celebrate	1%	1
Ice Rink	1%	1
High-end Shopping	1%	1
Pickleball	1%	1
Skate Park	1%	1
Indoor Track	1%	1
Active	1%	1

Healthy	1%	1
Coffee Shops	1%	1
Grass	1%	1
Functional	1%	1
Pet Friendly	1%	1
Retro	1%	1
Classic	1%	1
Farmers Market	1%	1
Live Music	1%	1
Senior Living	1%	1
One-way Street	1%	1
Entertainment	1%	1
Limit Traffic	1%	1
Simplicity	1%	1
Wellness	1%	1
Revitalized	1%	1
Diverse Shops	1%	1
Comfortable	1%	1
Transportation Options	1%	1
Offices	1%	1
Diverse	1%	1
Retail	1%	1
Activities	1%	1
Artisan	1%	1
Indoor Pool	1%	1
Immersive	1%	1
High Density	1%	1
Pedestrian Mall	1%	1

Featured Contributions

More storefronts and walkable main street
Contribution 164 of 164 | August 18, 2025

Affordable housing! Walkable communities.
Contribution 163 of 164 | August 18, 2025

Keep the small town charm. Cater to residents who live and work here over drawing increased traffic to the area.
Contribution 162 of 164 | August 18, 2025

Resturants
Contribution 161 of 164 | August 18, 2025

Keep the small town feeling.
Contribution 160 of 164 | August 17, 2025

More quality sit down restaurants. There are not many good restaurants in Kaysville. We have enough fast food ones.
Contribution 159 of 164 | August 16, 2025

Keep the small town not overly commercial feel
Contribution 158 of 164 | August 16, 2025

Swimming pool
Contribution 157 of 164 | August 15, 2025

I don't have a vision for Kaysville's city center. I avoid the place now and if car traffic is removed I will avoid the place even more than now. To go through a fancy beautification and remodel, I think, will result in about 5 years another slum area. Most of things that I buy are higher priced in Kaysville than the same items in Layton. If I need specialty items then I will find a business wherever it is that has those items in stock. I will not shop at Trader Joe's. Kaysville has an honest oil change business - Main Street. Kaysville theater and Ray's shoe Shop --- don't mess them up.
Contribution 156 of 164 | August 15, 2025

Pedestrian Mall with a small play area where community events can be held.
Contribution 155 of 164 | August 15, 2025

An urban core. Designate one of the focus areas for High Density Mixed Use with no height or density restrictions, possibly even density minimums; but preserve and require commercial ground floor spaces (not internal to a residential unit, but actual commercial space). Designate one area, aggressively push density and the urban core, and then preserve the rest of Kaysville for single family residences.
Contribution 154 of 164 | August 15, 2025

Family friendly
Contribution 153 of 164 | August 15, 2025

An immersive walkable experience where shopping/food/family time is accessible all in one walkable place
Contribution 152 of 164 | August 15, 2025

Control passing-through" traffic on 2ndNorth and north Main Street Indoor swimming pool and park similar to Layton's
Contribution 151 of 164 | August 15, 2025

Infrastructure. Seriously, we want to see available parking, not this silly street parking that is limited and dangerous. Wider streets and safer crossings. Affordable housing is great, but NOT condos, and let’s not pretend the more saturated we get with housing, the likelihood of crime goes way up. We need to keep it SAFE for our kids and not ignore what would make that happen.
Contribution 150 of 164 | August 15, 2025

Gathering areas
Contribution 149 of 164 | August 15, 2025

More shops and local eating places and catering to local business and less big box stores or multi family housing
Contribution 148 of 164 | August 15, 2025

Better businesses than car washes and fast food. More sit down restaurants
Contribution 147 of 164 | August 15, 2025

I love shopping and supporting local businesses/shops especially in a small town or place that has a small town feel to it like Kaysville does. I've been to Bountiful Historic Main Street and love browsing the fun, local shops and restaurants there (especially the bookstore and children's store). There are a few fun, local shops and restaurants along Kaysville Main Street, but I do think it would be fun to have a few more fun, family friendly, good, local shops along there in addition to some of them that are already there. I also love the idea of some green spaces/parks/gathering areas around the main part of Kaysville as well. I love the parks and things like that that are around but wouldn't be opposed to some additional green spaces/parks/play areas/gathering spaces as well. I know people need places to live and am not totally opposed to 'diverse' kinds of housing but do we really need more little apartments or duplexes or things like that? I think we need more green spaces and gathering places for people and events more than tons of additional housing.
Contribution 146 of 164 | August 14, 2025

1. Walkable and bike-able transportation routes. 2. Outdoor gathering spaces with shade for summer 3. More restaurants with indoor-outdoor seating.
Contribution 145 of 164 | August 14, 2025

Maintain small vibe. Don't try to make it Park City?????
Contribution 144 of 164 | August 13, 2025

Easy accessibility.
Contribution 143 of 164 | August 13, 2025

Can we try not to make it a place for lots of commercial buildings and apartments. Lets keep it family friendly with that old town feel people love about kaysville. Not industrial and stuffing people in like sardines
Contribution 142 of 164 | August 13, 2025

Small non-chain restaurants Artisan bakery's Unique stores Gathering places Stronger community arts focus That was more than one□□
Contribution 141 of 164 | August 11, 2025

I realize that there are many citizens that are older and have lived here a long time, but I feel like there could be more family and community related events that would keep out residents involved instead of going north or south and spending their hard earned money there. It would be well worth the money to stay closer to home and invest in my community. This would take time to adjust to and patience would be needed.
Contribution 140 of 164 | August 11, 2025

Community activities and events
Contribution 139 of 164 | August 11, 2025

We need more retail to a higher tax base as our city continues to grow
Contribution 138 of 164 | August 11, 2025

That a diverse range of individuals and families is welcome in Kaysville.
Contribution 137 of 164 | August 11, 2025

Housing; focus on this; then business offices; don't try to make more retail, restaurants, etc.
Contribution 136 of 164 | August 10, 2025

Roads. With all the building the state is forcing upon us, roads are getting more and more clogged in our area. Gentile is especially bumper to bumper at certain times of the day. Schools. If the state is forcing us to build more housing, who is going to pay for the schools? Why do the people who don't want the growth have to pay for all the things the impact fees don't cover? I'd like to see the city council represent Kaysville citizens in protesting the state's demand for more housing. The state should not be choosing the kind of city we live in. When will the cities fight back?
Contribution 135 of 164 | August 10, 2025

City center similar to Station Park in Farmington
Contribution 134 of 164 | August 9, 2025

Aesthetically pleasing spaces for shopping, living, and working,
Contribution 133 of 164 | August 9, 2025

RESTAURANTS! Desired destination shopping spots (Trader Joes, Starbucks, etc.)
Contribution 132 of 164 | August 8, 2025

Make it pedestrian friendly.
Contribution 131 of 164 | August 8, 2025

accessible transportation, like Layton trolley
Contribution 130 of 164 | August 8, 2025

Make it a safe place for people to walk and gather. Would love to see businesses and restaurants that are not chains. Would love some green space or shaded park space included in the plans
Contribution 129 of 164 | August 8, 2025

Comfort and safety
Contribution 128 of 164 | August 8, 2025

I would like Kaysville to maintain it's small town feel by providing more space for small businesses to grow and thrive and young people to buy homes. Duplexes and Triplexes are a great way to increase housing density and reduce cost for first-time home buyers without disturbing the landscape too much.
Contribution 127 of 164 | August 8, 2025

Get rid of the "car accessible" community spaces. Make them pedestrian friendly with green-spaces and trees and plants. 200 North in Kaysville SUCKS! It looks terrible and looks like every other exit off of I-15. Also, enough with the GIANT houses. People need a starter home. 2000-2500sq ft. homes.
Contribution 126 of 164 | August 8, 2025

Diverse shops
Contribution 125 of 164 | August 7, 2025

More Restaurants and local shops
Contribution 124 of 164 | August 7, 2025

Walkable and bikeable!!! I don't dare bike nor walk from one section of downtown to another section as the cars dominate the landscape.
Contribution 123 of 164 | August 7, 2025

The downtown Kaysville area needs to be revitalized! Better restaurants than Jack in the Box, better parking, etc are needed. People long to mill around in a downtown area. The Creamery has been an awesome example of this, and more is needed! Clytie Adams is a Kaysville icon and a wonderful business, but it's killing the downtown area. I think they should move to make room for other businesses. I would love a downtown area similar to Bountiful City's!
Contribution 122 of 164 | August 7, 2025

More local opti9ns less commercialized things. Small town feel not big city
Contribution 121 of 164 | August 7, 2025

The city center would benefit from having more events there that draw people in so that they visit the existing businesses. But also, the existing businesses do receive a lot of business. The creamery often has a line out the door until 10 at night and Orlando's parking lot is always full. So we need to make accommodations so that other businesses can also benefit from that draw. Like more or more easily accessible parking. Additionally, and ADA accessible accommodations that can be made would also help businesses. It's difficult to get people with mobility issues to any of the downtown businesses.
Contribution 120 of 164 | August 7, 2025

More restraunts
Contribution 119 of 164 | August 7, 2025

I personally would like to build a Wellness Center for Tai Chi Gung, Acupuncture, Ortho Bionomy, Chiropractic, massage, natural healing products, and meditation. The building would be supervised, managed, and paid for by Circle of Chi.
Contribution 118 of 164 | August 7, 2025

More community events. Bountiful city has it figured out.
Contribution 117 of 164 | August 7, 2025

To limit the traffic (by avoiding building high-density housing), safety, charm, and simplicity.
Contribution 116 of 164 | August 7, 2025

I want it to have very accessible areas to walk and bike. It needs to feel safe to do these activities. It doesn't need more focus on cars. I also think we should make sure that it is easy to bike and walk to our schools.
Contribution 115 of 164 | August 7, 2025

It would be wonderful to stay in our own city for entertainment and community events instead of looking elsewhere! A Main Street with stores for small businesses would be amazing instead of the whole thing being a dance studio do the stores there don't get any foot traffic. More stores mean more foot traffic! We would think about opening our own shop and cafe if there was somewhere to do it.
Contribution 114 of 164 | August 7, 2025

Easy Access for parking and pedestrians ... Crowding should be kept at a minimum
Contribution 113 of 164 | August 7, 2025

Our family has loved the additional one way street by the old Barnes Bank. It feels like it has made the intersection safer by not having cars come onto Main there, and the parking there is nice, but it is sometimes hard getting back to Main St. I don't know what to do about that, but that is one thing I'd like to see. Also, we love Orlando's, but their parking situation is pretty bad and causes problems for others.
Contribution 112 of 164 | August 7, 2025

Stop building apartments. I could live in Farmington if I wanted that.
Contribution 111 of 164 | August 7, 2025

Senior Living area
Contribution 110 of 164 | August 7, 2025

Family friendly gatherings with activities, farmers market and live music
Contribution 109 of 164 | August 7, 2025

Maintain the charm of what is here. Stop putting ultra modern buildings next to existing historic buildings. Make it beautiful and aesthetically pleasing with architecture that is inspired by the structures that have been here for over 100 years. No one visits the historic towns of the eastern coast and thinks “gee we should modernize this”. People love those places because they are old, historic, beautiful, and remind us of how communally we used to live. Add green spaces where people can enjoy being in nature in the middle of the city.
Contribution 108 of 164 | August 6, 2025

Kaysville’s classic old town retro look
Contribution 107 of 164 | August 6, 2025

Safety!
Contribution 106 of 164 | August 6, 2025

Green space, event area, more restaurants, kid and pet friendly, and walkable.
Contribution 105 of 164 | August 6, 2025

Please no more dense housing - there are already way too many cars. Stop trying to make it grow population.
Contribution 104 of 164 | August 6, 2025

Commercial - Residential mixed use. There is already enough multifamily density in this area. There needs to be greater emphasis on shops and restaurants
Contribution 103 of 164 | August 6, 2025

We have loved the small town vibe and hope it stays that way, no big box stores etc and more small charming cottages that are affordable.
Contribution 102 of 164 | August 6, 2025

Unique, functional, unique restaurants and businesses that draw people from all over (ex. big sporting goods store like Scheels, or sports-based entertainment like Top Golf. Much more restaurant and dining out options,
Contribution 101 of 164 | August 6, 2025

More places to visit and frequent, accessible.
Contribution 100 of 164 | August 6, 2025

Green space is so important in any development! Make sure there is space with trees and grass that people can go to enjoy the outdoors and relax, play or socialize. Also, providing housing is good but think about mental health and make sure there is a small yard or green area where kids can play and adults can get outside. Condos and apartments with just a parking lot may be cheaper but green space is important and known to improve physical and mental health. Lets take care of people and provide green space in any development.
Contribution 99 of 164 | August 6, 2025

Make it beautiful and with a hometown feel. Stay away from the boxy, boring buildings. Give it character and a classic look
Contribution 98 of 164 | August 6, 2025

More restaurants!
Contribution 97 of 164 | August 6, 2025

Pavillion for live music and other community / night life activity.
Contribution 96 of 164 | August 6, 2025

Place higher value on preserving and protecting the historic single family home neighborhoods in and around the city center instead of letting them turn to shit through a combination of endless flag lots and homes/properties becoming dumpy rental properties.
Contribution 95 of 164 | August 6, 2025

Restaurants that have a full bar. No more fast food chains. Healthy real food that also serve coffee and alcohol!
Contribution 94 of 164 | August 6, 2025

Walkable shops and more parking
Contribution 93 of 164 | August 6, 2025

Create spaces behind existing businesses away from the main street traffic
Contribution 92 of 164 | August 6, 2025

Bike-ability
Contribution 91 of 164 | August 6, 2025

active play area to appeal to kids who are brought along to the Main Street experience
Contribution 90 of 164 | August 6, 2025

A skatepark in a fun family friendly space, next to pickleball and a children's play area. A nice place where the whole family can come and find things to enjoy doing. (Similar to Washington Park in Bountiful.) Would also love to see an indoor recreation center with an indoor track similar to Farmington's rec center.
Contribution 89 of 164 | August 6, 2025

Better roads all around the city and FAR more parking by the theater and Orlando's.
Contribution 88 of 164 | August 6, 2025

Don't use funds from the Davis School District
Contribution 87 of 164 | August 6, 2025

Less fast food and more restaurants. And no car washes.
Contribution 86 of 164 | August 6, 2025

Restaurants, more than Orlando's as an example
Contribution 85 of 164 | August 6, 2025

I would like less areas designed for cars and more areas designed for pedestrians
Contribution 84 of 164 | August 6, 2025

More slow, walkable areas with classy shops and places for people to gather and socialize outdoors.
Contribution 83 of 164 | August 6, 2025

More business space. It’s so difficult to find here!
Contribution 82 of 164 | August 6, 2025

In my experience, people are generally drawn to places with good food, large areas to “hang out” and sit and shopping centers that have options with wide selection and price points. Station Park works well because they have all these. These things need to be well placed, within walking distance of each other and absolutely have to outweigh the number of office buildings there are. Otherwise it seems too stuffy and not welcoming. If Kaysville made a mini “station park like” area, it would definitely thrive and become a hub for people. I would add, my personal opinion would be to stay away from apartments, unless it’s a 55+ community of apartments. Or higher end apartments. While I welcome diversity, I do not welcome crime, and statistics have shown that low cost apartment/transient living usually invites more crime. I know it increases revenue for businesses and the local economy as a whole, but please keep that away from our beautiful city and keep our residents safe!
Contribution 81 of 164 | August 6, 2025

More jobs
Contribution 80 of 164 | August 6, 2025

Restaurants and parks for kids! :)
Contribution 79 of 164 | August 6, 2025

Keep it small Town. We are not Layton, focus on the families who already live here.
Contribution 78 of 164 | August 6, 2025

Big no car zones to enable the community to slow down, meet one another, sit in cafés or other cute gathering areas that also offer food and drink choices. Gardens people can tend to (either a community garden or a park that offers respite) and connect (and reconnect) to our beautiful surroundings.
Contribution 77 of 164 | August 6, 2025

Look at santan village in Gilbert Arizona. Or historic downtown Gilbert Arizona.
Contribution 76 of 164 | August 6, 2025

We need shopping and restaurants. We essentially have none right now.
Contribution 75 of 164 | August 6, 2025

More restaurants that are not chains. No more car washes.
Contribution 74 of 164 | August 6, 2025

City Center and plaza area in place of the old historic library
Contribution 73 of 164 | August 6, 2025

Needs an Ice rink! With Utah having an NHL team now the growth is going to come for the sport and Kaysville could be out on the map for offering a place to place hockey!
Contribution 72 of 164 | August 6, 2025

True mixed use.
Contribution 71 of 164 | August 6, 2025

Fun shops and restaurants.
Contribution 70 of 164 | August 4, 2025

Bike/Pedestrian traffic-free access (under or over main street) between east side of Main Street and West Side in both Historic Main St & Main Street North Just to be clear - if something was not prioritized it is because I don't think it belongs in that area at all.
Contribution 69 of 164 | August 4, 2025

A plan for increased traffic.
Contribution 68 of 164 | August 3, 2025

Bicycle-friendly paths and roads
Contribution 67 of 164 | August 2, 2025

You must have parking. That is a big sticking point with trying to change Main Street. You would have to add multi-level parking.
Contribution 66 of 164 | August 1, 2025

Unique- please don’t just bring in a lot of chains. Give us some local eats and shops. Keep it unique and the special place it is. We have a one-of-a-kind town and want to keep it that way. Clean Small-town feel
Contribution 65 of 164 | August 1, 2025

Walking or biking paths that connect the various neighborhoods and activity centers throughout the city.
Contribution 64 of 164 | July 31, 2025

Whatever you put, there needs to always be an affordable option for families, whether that is an eating establishment or retail store, there needs to be at least one or more affordable options to be inclusive to all economic situations included as well.
Contribution 63 of 164 | July 31, 2025

Historic feel to buildings. Very modern buildings do not fit Kaysville! !
Contribution 62 of 164 | July 28, 2025

Make it an interesting place to stroll and gather at.
Contribution 61 of 164 | July 28, 2025

More local/original stores and restaurants. More options for retail shopping.
Contribution 60 of 164 | July 28, 2025

People gather where there is food.
Contribution 59 of 164 | July 26, 2025

Good food, unique shops, gathering spaces to enjoy with friends and family and celebrate as a community together.
Contribution 58 of 164 | July 26, 2025

No apartments or high density housing.
Contribution 57 of 164 | July 25, 2025

Places to shop and gather. Please No More Apartments/dense housing in this area, especially in historic Main Street area.
Contribution 56 of 164 | July 25, 2025

Walk bridge, parking
Contribution 55 of 164 | July 25, 2025

Nice Housing that the middle class can actually afford. Duplexes, smallish yards.
Contribution 54 of 164 | July 24, 2025

Higher quality dining establishments including breweries and coffee shops. More walkability.
Contribution 53 of 164 | July 24, 2025

We need a place where families of all ages can exist together and interact with each other. A place for children to play with plenty of shade. Opportunities for local vendors to share their businesses. A walkable piece of the community
Contribution 52 of 164 | July 24, 2025

Parking
Contribution 51 of 164 | July 23, 2025

A rec center! With a pool. A gathering place.
Contribution 50 of 164 | July 23, 2025

Make it a place that reflects family oriented kaysville with family friendly activities/shopping
Contribution 49 of 164 | July 23, 2025

Building murals. Walkable space WITHOUT multi unit apartments/condos
Contribution 48 of 164 | July 23, 2025

Fix the transportation congestion around 200n and main street.
Contribution 47 of 164 | July 23, 2025

Year round accessibility and usability. Visually appealing like the water fountains at Station Park. Places to sit and socialize
Contribution 46 of 164 | July 23, 2025

Lots of places for green space. Pocket parks, small play areas, family friendly. Walking and jogging paths would be awesome for everyone to enjoy. Retail and restaurant space that is very laid back and enjoyable to take time to shop and experience.
Contribution 45 of 164 | July 23, 2025

Like a Gardner Village?
Contribution 44 of 164 | July 23, 2025

Keep Kaysville a peaceful and charming place. Traffic is terrible now because of all the new businesses/housing and you have not addressed how you are going to improve the infrastructure as you keep building Kaysville up! Fix/widen roads, add bridges, pick up the trash, clean the gutters, kill the weeds, keep the lines painted on roads and sidewalks. You guys don't even do simple maintenance like this on what we do have. For example the bridge on 200 looks terrible. You want to use taxpayer dollars to turn Kaysville into a bigger city, but no one that lives here actually wants that. Increased apartments, crappy businesses and such all lead to more crime, traffic problems and other problems that should be on the table with all these ideas for change. How many car washes and fast food places do we need in Kaysville? Stuff like this makes Kaysville look shabby.
Contribution 43 of 164 | July 22, 2025

Walkability
Contribution 42 of 164 | July 22, 2025

Stop putting in townhomes and apartments. Just make some affordable starter homes with yards for kids. Kaysville is a family town that is kid friendly, if you make it all townhomes and apartments or all luxury mansions, people won't want to live here. That's why I want to live here with my family bc it's a small family friendly place. Most of the people I talk to say that they feel Kaysville is straying away from traditional family values, catering to the rich and the renters but forgetting the people who just want a stable and reasonable place to live for decades. Not a mansion, and not a townhome. Make some housing that will stand the test of time that will support a family, and you will have families moving here.
Contribution 41 of 164 | July 22, 2025

More restaurant and shopping options with community spaces like garden parks with walking/running trails.

Contribution 40 of 164 | July 22, 2025

Classic small town walkable community oriented. The theater is our favorite part of main st right now.
Contribution 39 of 164 | July 21, 2025

More walkable areas, more kid-friendly attractions (the bountiful town sq splash pad is an amazing feature), a rec center!
Contribution 38 of 164 | July 21, 2025

A rec center with a pool. I think it's unfortunate that West Kaysville is being completely neglected with this new plan and that no new updates are planned for the west side. It's challenging to navigate to the Kaysville city center due to traffic; visiting is a significant hassle, and most people avoid it unless necessary. You need to do more to benefit those in West Kaysville (especially since that is where all the money is coming from, according to the most recent demographic information sent out.
Contribution 37 of 164 | July 21, 2025

My family has been here since 1852 and it is actually going downhill in so many ways. I would love to stay here forever, but I doubt I can because the visioning has been so poor, so procrastinated. A bike park (like Herriman's) and a cohesive pedestrian area with a water feature (like St. George's) is vital! Currently, it is nearly impossible to even travel from one side of the city to the other during certain times of day... that does not make it someplace people want to live. Because we are divided by a freeway, it has been a challenge to plan connecting designs in our city. Yet city planners over the decades have just put band-aids over the problem rather than solving it successfully. Also, we need a high quality hotel! We need a nice museum! We need more tourist attractions. We need less housing and more lovely, cohesive community spaces.
Contribution 36 of 164 | July 21, 2025

Make it pedestrian and bike friendly.
Contribution 35 of 164 | July 21, 2025

The city should not be wasting our money on this and our money should not go to any contractors, companies or individuals even if your opinion is it helps everyone. It only enriches a few at the expense of the many. If we are talking about loaning money then that could be made to work but there would need to be protections.
Contribution 34 of 164 | July 21, 2025

Nice landscaping
Contribution 33 of 164 | July 21, 2025

A city center one plaza with an attraction that works for families
Contribution 32 of 164 | July 21, 2025

A facelift would go a long way, whatever is chosen.
Contribution 31 of 164 | July 20, 2025

Shops, restaurants, Trader Joe’s, and parking spaces that feel safely accessible.
Contribution 30 of 164 | July 19, 2025

More restaurants and shops with safe parking and pedestrian access
Contribution 29 of 164 | July 19, 2025

The place to raise a family
Contribution 28 of 164 | July 19, 2025

Places to eat and places to have experiences with the community and nature.
Contribution 27 of 164 | July 19, 2025

More community events and not only down at Barnes Park
Contribution 26 of 164 | July 19, 2025

I love the way that Bountiful main street is set up because it has so many fun shops, events, and play spaces. There are also some single person apartments above shops that make the space accessible and they are affordable. There are multiple parks close by, and they do the pioneer day festivals close to There, which is a huge event that people enjoy. I hope that in Kaysville There are more landscaped green spaces/public gardens.
Contribution 25 of 164 | July 19, 2025

The area needs to provide options for dining and shopping that are maintained and clean. The current unkept landscaping at many businesses and residual business signage (Jake’s over the top) are a huge detractor.
Contribution 24 of 164 | July 19, 2025

Saving the farmland and not shoving housing on every piece of land, housing that is not affordable or what people want no less. Acknowledging people want and like their cars. Parking would be nice but not cutting into the road. There are some obvious places for parking that I suspect planning people and firms have planned mixed use or HD housing for instead. People have been very clear about not wanting that. I think these images are misleading. If you talk to Utahns living in Daybreak they are not happy. They don't like how short their driveways are (if they even have one), lack of parking or thought to cars. They hate being on top of their neighbors. They don't like the HOA fees. That is not ownership! I feel this survey is slightly misleading and does not allow for an honest vision. Most of these options are very much not Kaysville. Kaysville is suppose to be "small town." I'm not sure why it's okay for SLC to make a mess of their city, via HD housing everywhere, traffic calming, heat islands, taking away single family home zoning and more all over but it's not okay for Kaysville to not want that? I moved here to get away from that kind of stuff. It causes crime increase, traffic messes, and much more. We don't owe it to anyone to accommodate massive influx of population growth. Just as SLC doesn't owe it to anyone to restrict themselves. This housing force is not being considerate of the people actually living here. This entire you must give up everything you've worked hard for and chose in where to live so that others can come in and do whatever with it is distressing. It's putting the actual population living here last. Who are all these homes for? Why is it Utahs responsibility or even Kaysvilles to provide unaffordable boxes? I also feel there has been no presentation by a countering firm that does not represent smart/quality growth planning. A firm that understands America has done this before and it ended up in slums hence the push outward into rural and what the smart growth crowd hate "urban sprawl." Where did Calthorpe live or Fulton? In 15 min cities or in nice big homes with land? It's really frustrating for the people to be coerced into submission. It's not honorable. They should be able to hear both pros and cons of this kind of thing. With truthful accurate information. For those who have genuinely well meaning intent, thank you for attempting to engage with the public and listen. Hopefully some of my recommendations are helpful.
Contribution 23 of 164 | July 18, 2025

I think building homes with green space is paramount. No one wants a concrete jungle of more office spaces. Housing is so limited, I would love the opportunity to have one of those cottage courts above. Let's look at housing differently, no cookie cutter, high-density housing. Keep Kaysville unique and leave the high rise condos/apartments for Layton. :)
Contribution 22 of 164 | July 18, 2025

Parking,parking and parking. Whatever is done should have related theme look. Main street is unique with its 1800s look.

Contribution 21 of 164 | July 18, 2025

Green space, restaurants, shops
Contribution 20 of 164 | July 18, 2025

Safe. Easy to park. Things there you can’t get elsewhere.
Contribution 19 of 164 | July 18, 2025

Pedestrian friendly with pleasant features that make people want to come and stay awhile (paths, landscaping, trees, prioritize pedestrian safety)
Contribution 18 of 164 | July 18, 2025

Find the balance between making it a place people can access via driving, walking or cycling. This allows for all ages and groups to travel around to the various styles of businesses that are or will be built.
Contribution 17 of 164 | July 18, 2025

Family gathering places
Contribution 16 of 164 | July 18, 2025

Outdoor dining options such as terraces or patio dining.
Contribution 15 of 164 | July 18, 2025

Historic restoration and preservation and events (art and maker festivals, farmers markets, etc.)
Contribution 14 of 164 | July 18, 2025

We recently traveled to Connecticut and while traveling from all the little towns to Little towns, we were always on the lookout for either small café coffee shops with seating outside or ice cream shops are quaint Little restaurants I think we could capitalize on something similar to this. it tends to make areas more walkable
Contribution 13 of 164 | July 17, 2025

Make it more like Bountiful Main Street
Contribution 12 of 164 | July 17, 2025

Rec center
Contribution 11 of 164 | July 17, 2025

Trees, shade, and walkable areas
Contribution 10 of 164 | July 17, 2025

Upgrade what is there, don't make it more dense. Focus on easing traffic congestion, but don't work towards creating more (including

more resident traffic).
Contribution 9 of 164 | July 17, 2025

Opportunities for people of all ages, backgrounds, and life stages to interact and form strong bonds around their community. This goes beyond sports to include maker spaces, lectures, meetups, discussions, etc. outside of traditional school/park/tech center
Contribution 8 of 164 | July 17, 2025

Fun! Both city run and business run events and opportunities. Seems like we have to leave the city for that. And more special events on special days of the year. New years. Christmas time. 24th of July. Big and small holidays. And personally, something that is Kaysville centric. Like Kaysville days with a big celebration. Drawing crowds in. Not just a parade and booths. Everyone does that. A UNIQUE event or events that would bring people from the community together and from outside of Kaysville.
Contribution 7 of 164 | July 17, 2025

Car-free spaces for shopping and dining
Contribution 6 of 164 | July 17, 2025

Better parking
Contribution 5 of 164 | July 17, 2025

Growth in commercial tax base to lower taxes on residents. Like Farmington and Riverdale.
Contribution 4 of 164 | July 17, 2025

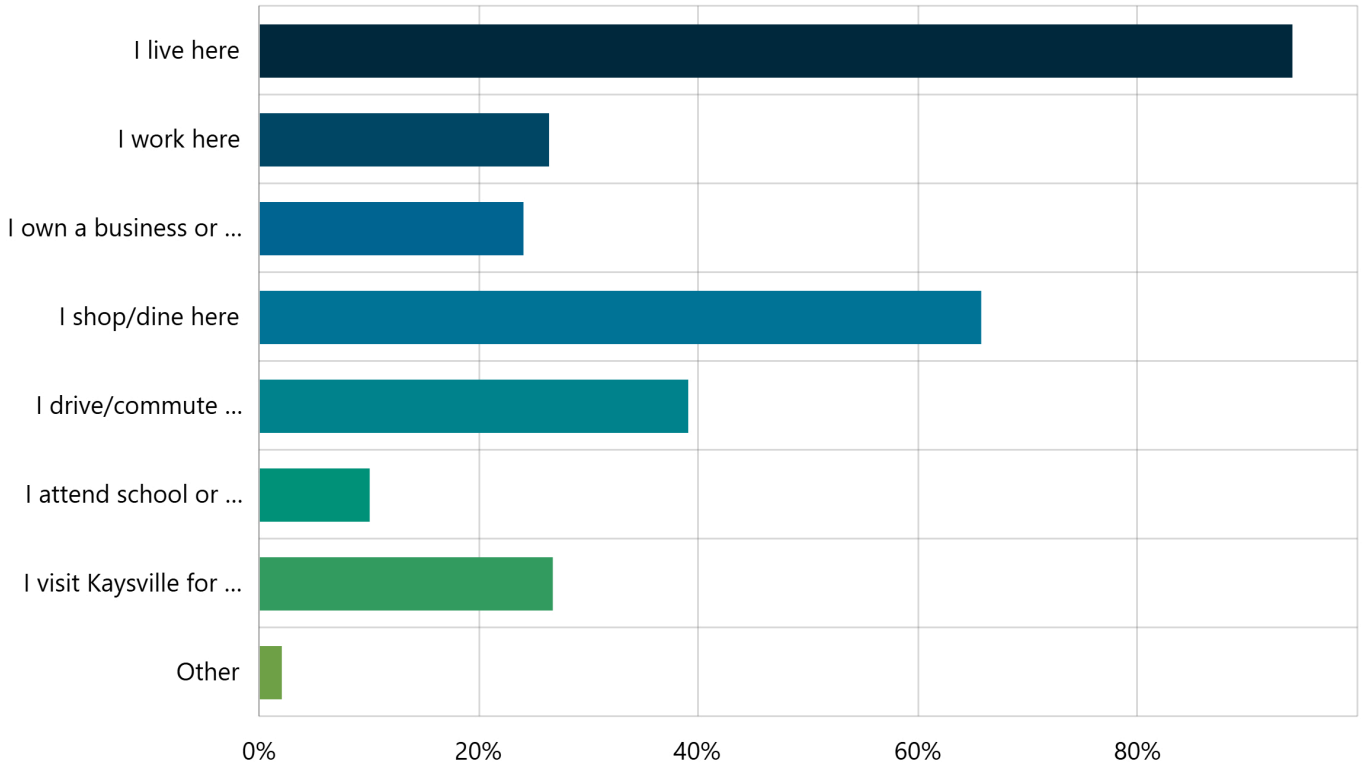
I would love to see kaysville how its always been with only minor changes
Contribution 3 of 164 | July 17, 2025

There needs to be pocket parks ect on Mutton Hollow to help counter balance the density of housing in that area.
Contribution 2 of 164 | July 17, 2025

An indoor community space that can be used for youth clubs or rented by individuals for parties or gatherings
Contribution 1 of 164 | July 17, 2025

10. What is your connection to Kaysville? Check all that apply

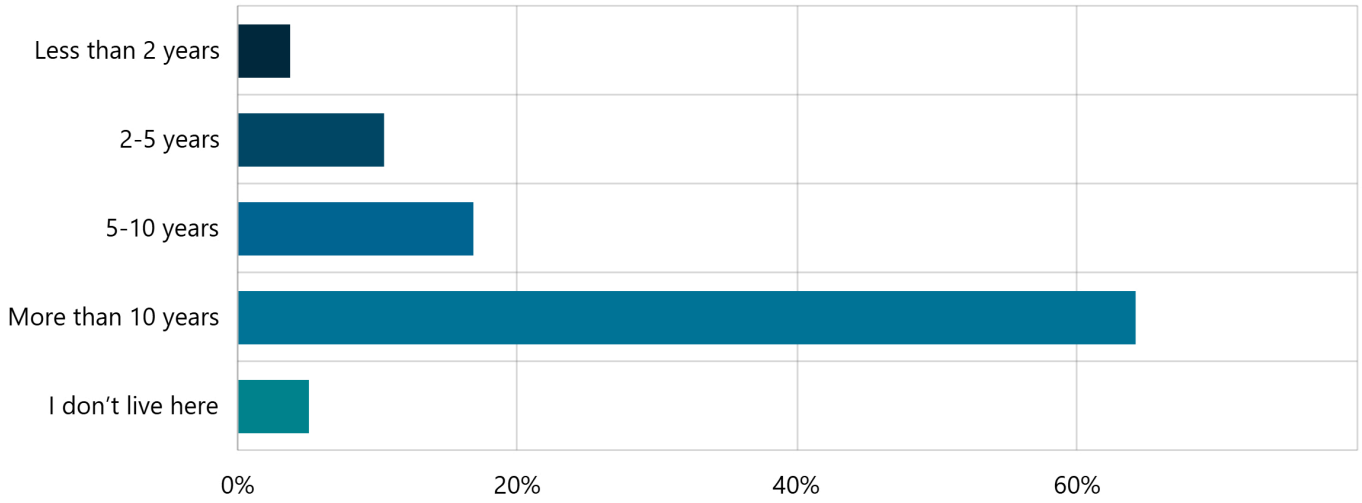
Multi Choice | Skipped: 2 | Answered: 300 (99.3%)



Answer choices	Percent	Count
I live here	94.00%	282
I work here	26.33%	79
I own a business or property here	24.00%	72
I shop/dine here	65.67%	197
I drive/commute through here	39.00%	117
I attend school or technical college here	10.00%	30
I visit Kaysville for entertainment and events	26.67%	80
Other	2.00%	6

11. If you live in Kaysville, how long have you lived here?

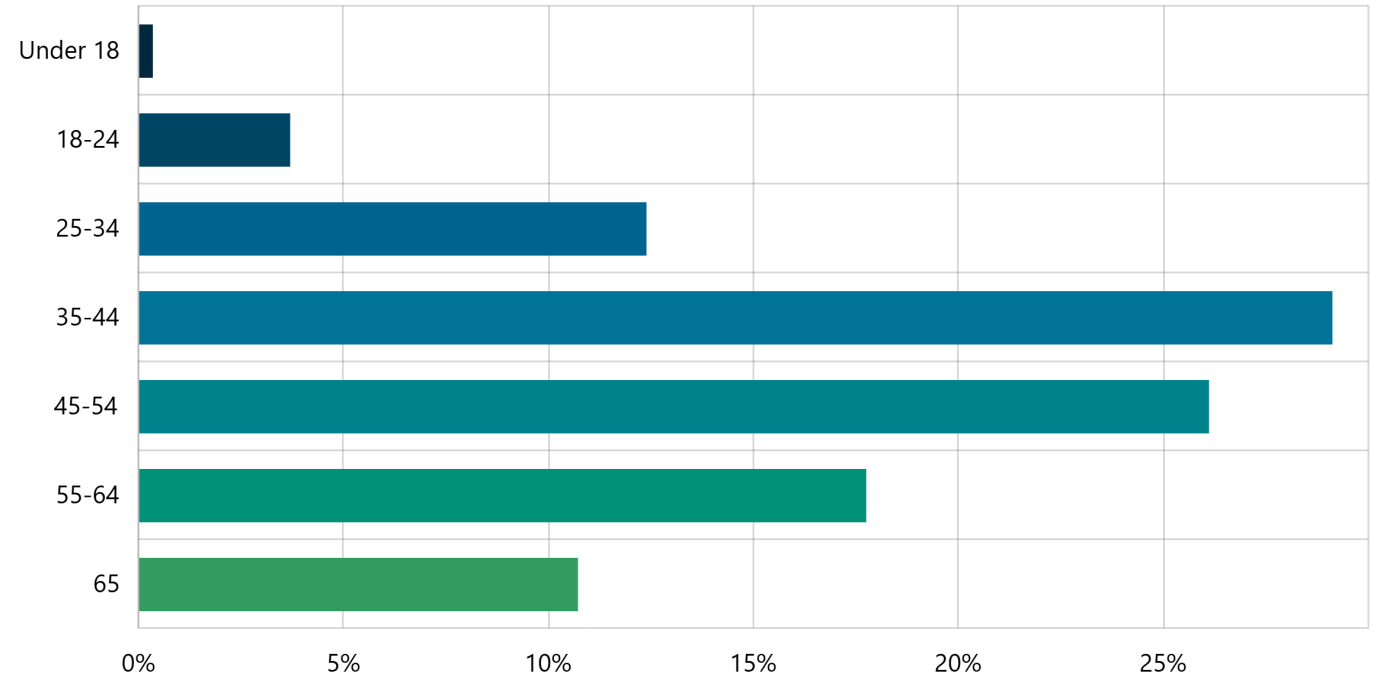
Multi Choice | Skipped: 4 | Answered: 298 (98.7%)



Answer choices	Percent	Count
Less than 2 years	3.69%	11
2-5 years	10.40%	31
5-10 years	16.78%	50
More than 10 years	64.09%	191
I don't live here	5.03%	15
Total	**100.00%**	**298**

12. What is your age group?

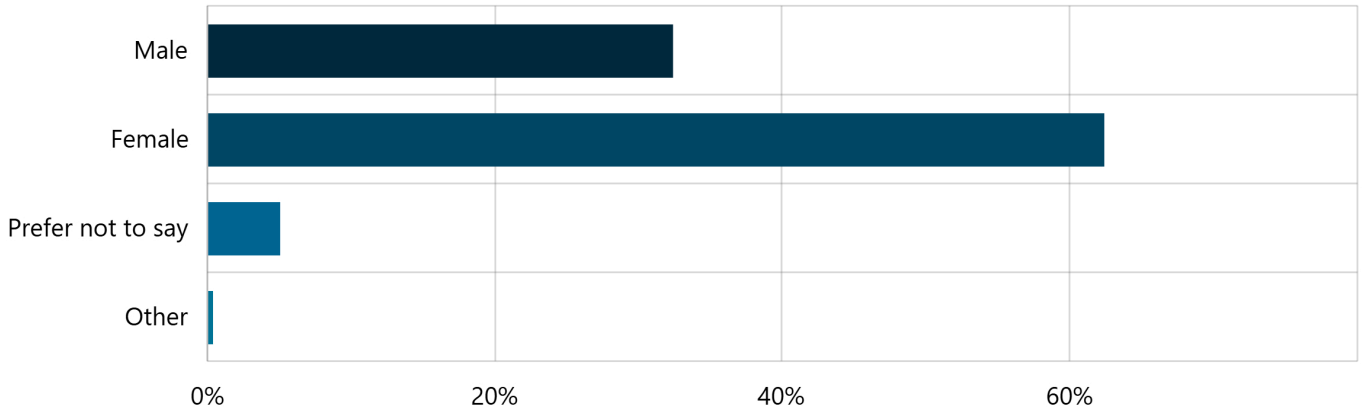
Multi Choice | Skipped: 3 | Answered: 299 (99%)



Answer choices	Percent	Count
Under 18	0.33%	1
18-24	3.68%	11
25-34	12.37%	37
35-44	29.10%	87
45-54	26.09%	78
55-64	17.73%	53
65	10.70%	32
Total	**100.00%**	**299**

13. What is your gender?

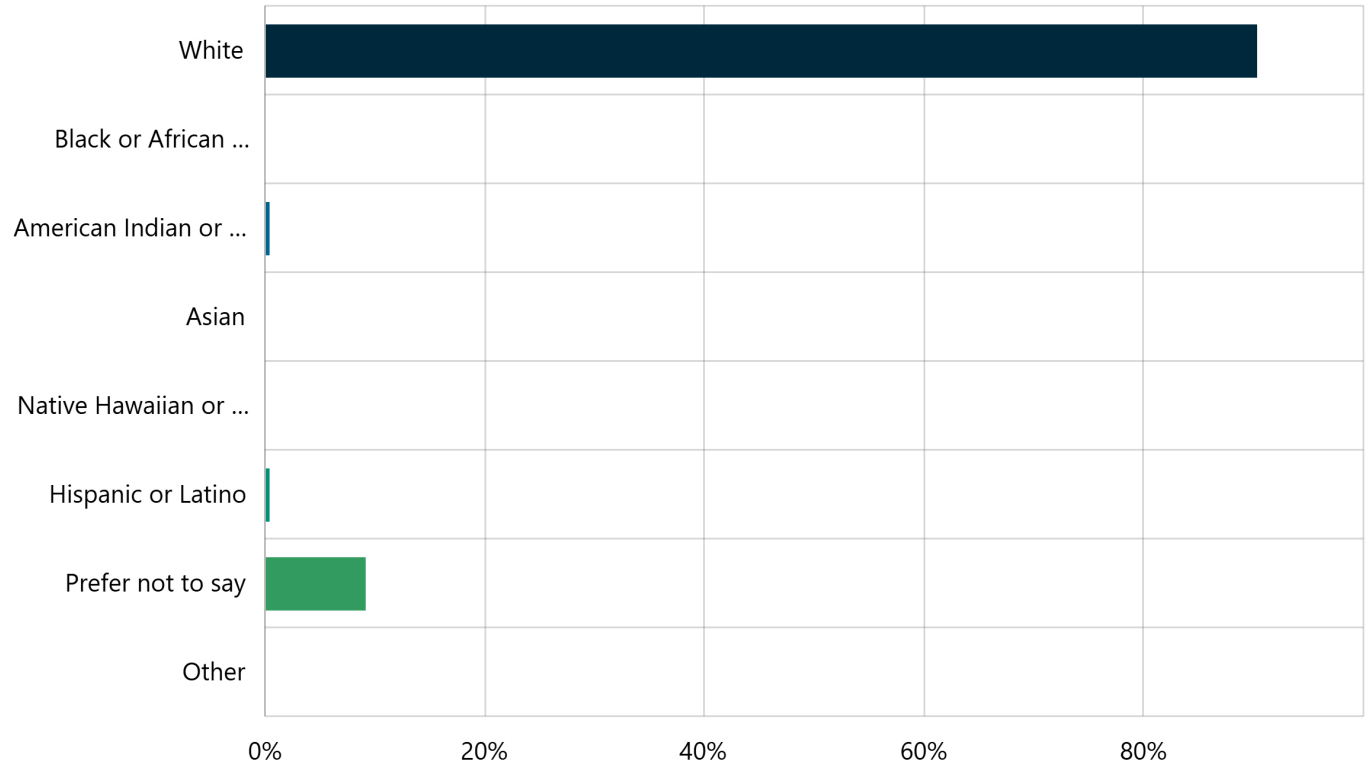
Multi Choice | Skipped: 2 | Answered: 300 (99.3%)



Answer choices	Percent	Count
Male	32.33%	97
Female	62.33%	187
Prefer not to say	5.00%	15
Other	0.33%	1
Total	**100.00%**	**300**

14. What is your race/ethnicity?

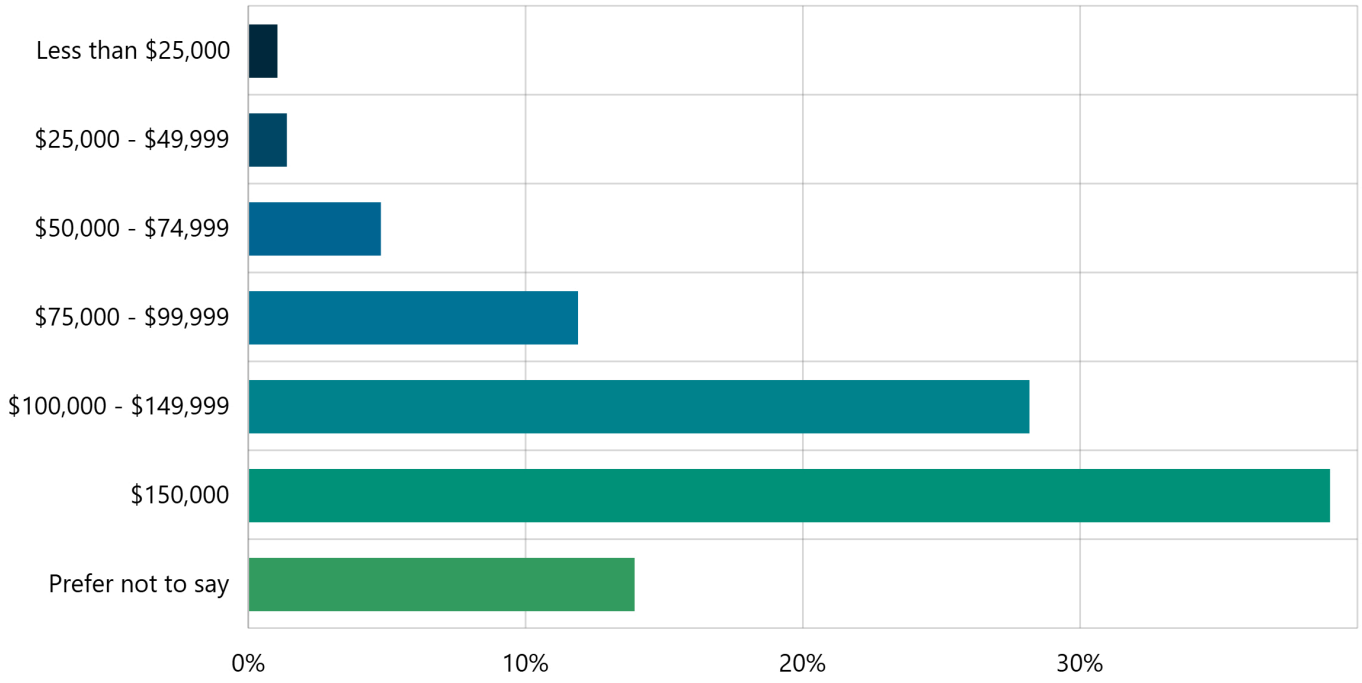
Multi Choice | Skipped: 5 | Answered: 297 (98.3%)



Answer choices	Percent	Count
White	90.24%	268
Black or African American	0%	0
American Indian or Alaska Native	0.34%	1
Asian	0%	0
Native Hawaiian or Other Pacific Islander	0%	0
Hispanic or Latino	0.34%	1
Prefer not to say	9.09%	27
Other	0%	0
Total	**100.00%**	**297**

15. What is your household income level?

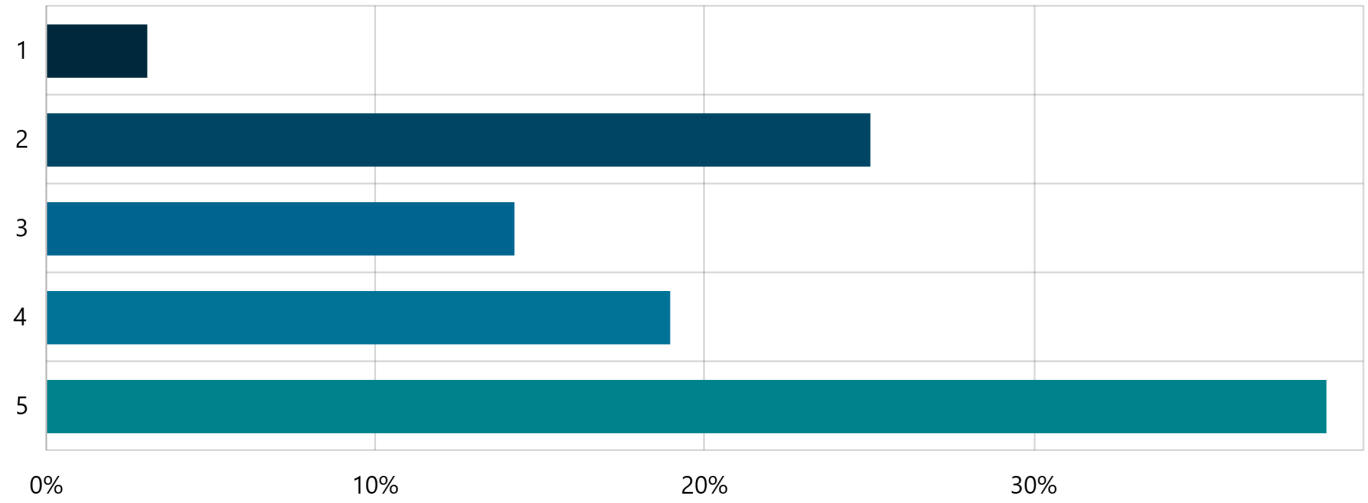
Multi Choice | Skipped: 7 | Answered: 295 (97.7%)



Answer choices	Percent	Count
Less than $25,000	1.02%	3
$25,000 - $49,999	1.36%	4
$50,000 - $74,999	4.75%	14
$75,000 - $99,999	11.86%	35
$100,000 - $149,999	28.14%	83
$150,000	38.98%	115
Prefer not to say	13.90%	41
Total	**100.00%**	**295**

16. How many people live in your household?

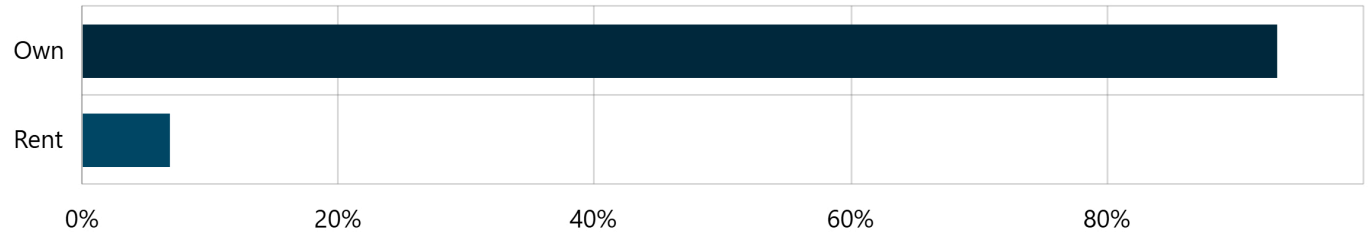
Multi Choice | Skipped: 6 | Answered: 296 (98%)



Answer choices	Percent	Count
1	3.04%	9
2	25.00%	74
3	14.19%	42
4	18.92%	56
5	38.85%	115
Total	**100.00%**	**296**

17. Do you own or rent your home?

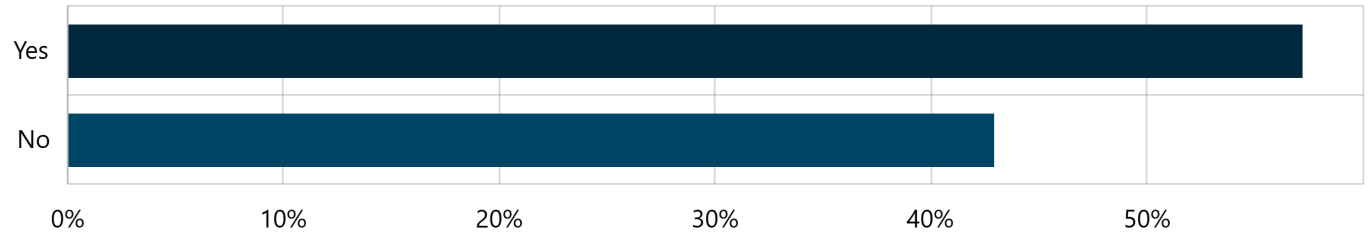
Multi Choice | Skipped: 8 | Answered: 294 (97.4%)



Answer choices	Percent	Count
Own	93.20%	274
Rent	6.80%	20
Total	**100.00%**	**294**

18. Would you like to receive email updates about the Kaysville City Center Small Area Plan?

Multi Choice | Skipped: 15 | Answered: 287 (95%)



Answer choices	Percent	Count
Yes	57.14%	164
No	42.86%	123
Total	**100.00%**	**287**

19. (Please provide your email)

Short Text | Skipped: 144 | Answered: 158 (52.3%)

Sentiment

No sentiment data

Tags

No tag data

Featured Contributions

No featured contributions

Engage GSBS

Form Results Summary

Sep 16, 2025 - Nov 05, 2025

Project: Kaysville City Center Plan

Form: Untitled

Tool Type: Form

Activity ID: 80

Exported: Nov 11, 2025, 03:46 PM

Exported By: PBURT

Filter By: No filters applied.

Closed

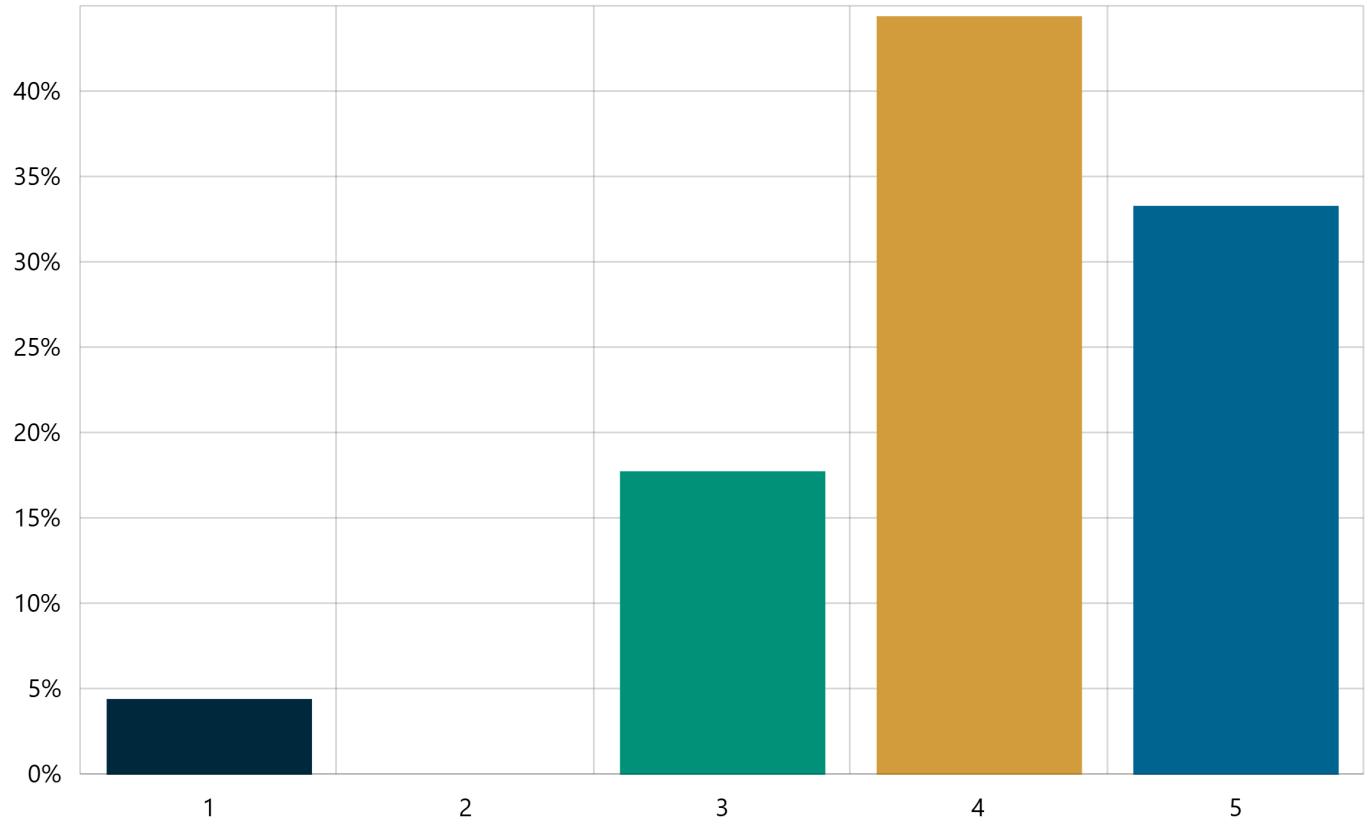
Untitled
Kaysville City Center Plan

87	100
Contributors	Contributions

Contribution Summary

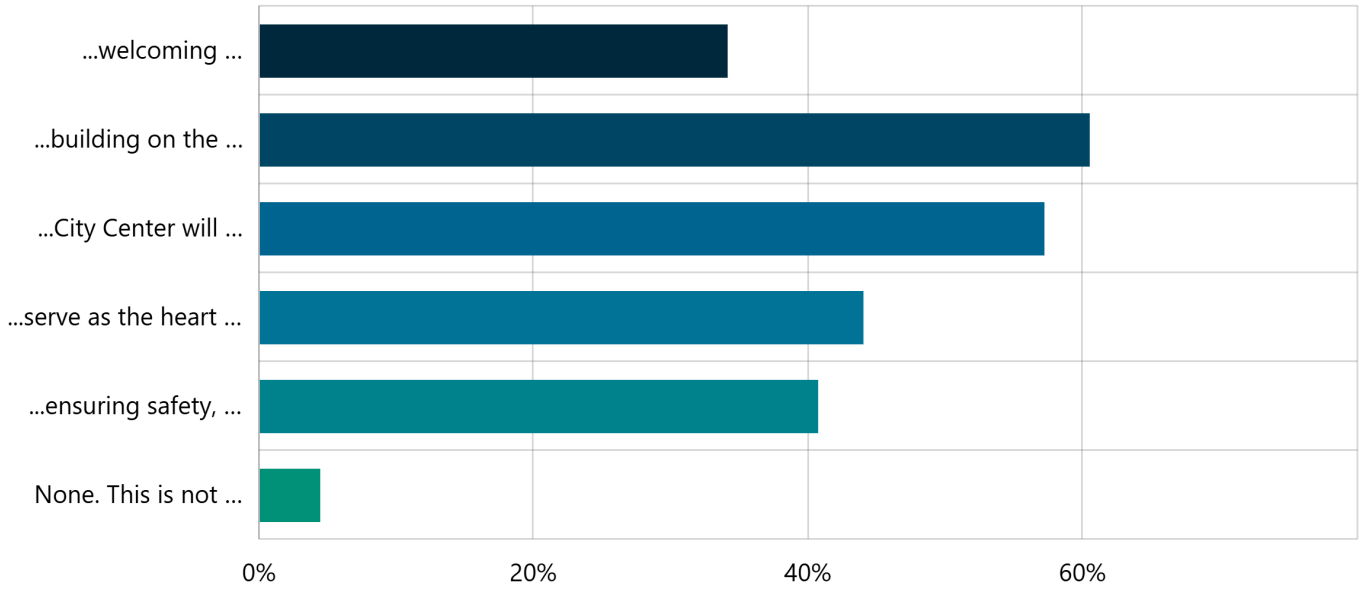
1. Rate this proposed vision statement

Rating | Skipped: 55 | Answered: 45 (45%)



1	2	3	4	5	Count	Weighted average
4.44% 2	0% 0	17.78% 8	44.44% 20	33.33% 15	45	4.02

2. Which part(s) of this statement are most aligned with how you think about Kaysville's City Center? Required
Multi Choice | Skipped: 9 | Answered: 91 (91%)



Answer choices	Percent	Count
...welcoming destination, not just a place to pass through...	34.07%	31
...building on the community's historic character and home-town spirit...	60.44%	55
...City Center will offer vibrant shops, dining, and gathering spaces that create a true sense of arrival and belonging...	57.14%	52
...serve as the heart of the community, supporting families, local businesses, and connections...	43.96%	40
...ensuring safety, accessibility, and lasting vitality for generations to come...	40.66%	37
None. This is not reflective of my thoughts for the City Center	4.40%	4

3. What is missing from this statement that should be included? Required
Short Text | Skipped: 83 | Answered: 17 (17%)

Sentiment



Positive	Mixed	Negative	Neutral	Unclassified
0% (0)	0% (0)	35% (6)	65% (11)	0% (0)

Tags

No tag data

Featured Contributions

It's too long. No one will remember it.
Contribution 17 of 17 | November 1, 2025

Charming, unity, tradition
Contribution 16 of 17 | October 30, 2025

Diversity
Contribution 15 of 17 | October 30, 2025

Finding more available parking
Contribution 14 of 17 | October 30, 2025

A safe, quiet place for locals.
Contribution 13 of 17 | October 30, 2025

Not having overcrowding. Need more parking.
Contribution 12 of 17 | October 26, 2025

It will NOT be a lasting vitality. It will be a dead end with more failed businesses than we have now.
Contribution 11 of 17 | October 16, 2025

Preserving & improving streets/sidewalk in the existing historical neighborhood west of Main & south of 200 North. Prevention of developers from tearing down quaint old homes in order to build new ones just to make a buck.
Contribution 10 of 17 | October 16, 2025

Green space for gathering and to create a healthy atmosphere.
Contribution 9 of 17 | October 16, 2025

Enough affordable smaller houses
Contribution 8 of 17 | October 15, 2025

Small town living (without more moderate density housing). Preserving Historic Main Street (not building on to it/expanding it).
Contribution 7 of 17 | October 12, 2025

I do not think it should be a priority to attract out-of-towners to our City Center, but rather the focus should be on providing a welcoming place for our local community
Contribution 6 of 17 | October 12, 2025

City center will remain a pass through street with a few mediocre shops and an antique movie theater none of which will attract crowds or interesting activities that will snarl traffic and otherwise make life miserable for residents in old town Kaysville.
Contribution 5 of 17 | October 10, 2025

I don’t believe spending money we don’t have a ruining the small town feel of Kaysville is a good idea.
Contribution 4 of 17 | October 10, 2025

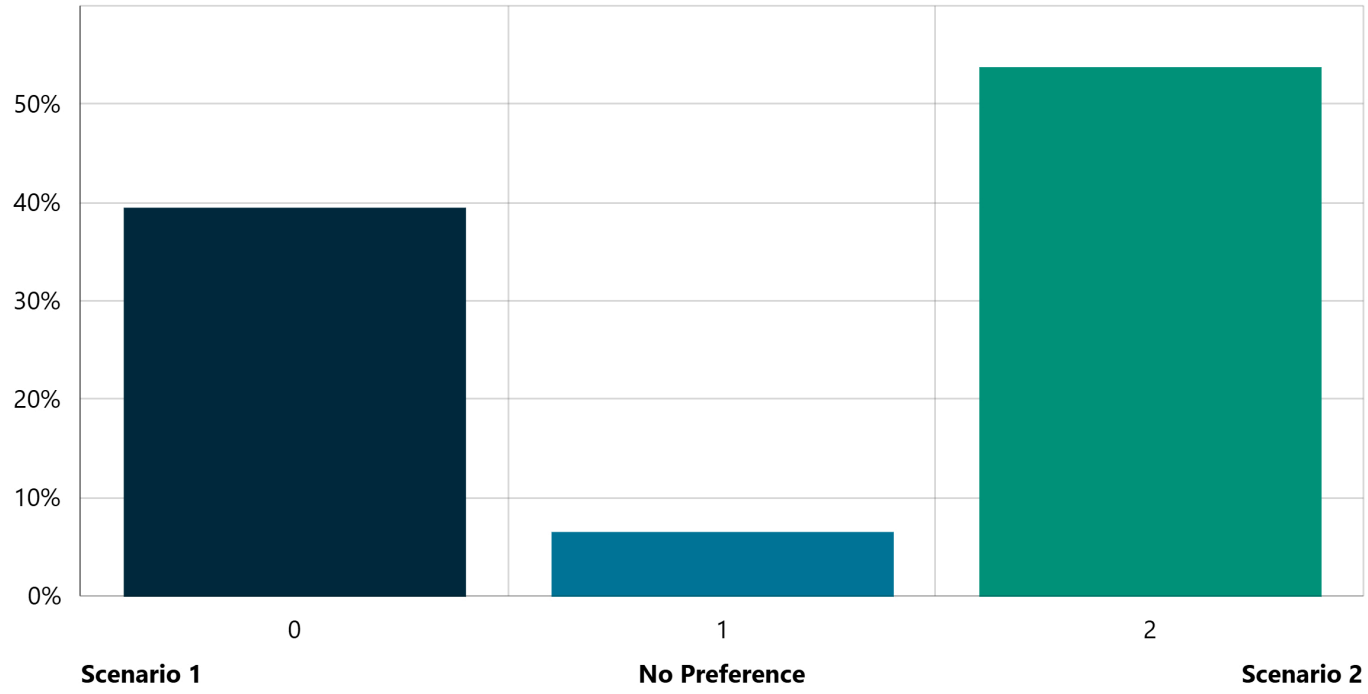
No more trashy fast food chains
Contribution 3 of 17 | October 10, 2025

I think it’d be nice to incorporate the value of homegrown goods available in Kaysville
Contribution 2 of 17 | September 17, 2025

Keeping it affordable for newer generations
Contribution 1 of 17 | September 16, 2025

4. Which scenario do you prefer?

Slider | Skipped: 9 | Answered: 91 (91%)



Count	Average	Median	Min	Max
91	1.14	2.00	0	2

0	1	2
39.56% 36	6.59% 6	53.85% 49

5. Which elements do you like, and what's missing?

Short Text | Skipped: 52 | Answered: 48 (48%)

Sentiment



Positive	Mixed	Negative	Neutral	Unclassified
25% (12)	4% (2)	23% (11)	48% (23)	0% (0)

Tags

No tag data

Featured Contributions

I like the enhanced pedestrian safety and additional parking. The main thing Main street is missing is parking. Need to lower speed limit to make it safer for pedestrians and parking.
Contribution 48 of 48 | November 3, 2025

parking. This community is not set up for public transportation and parking is a premium at all activities - adding additional activity space without addressing parking is unsupportable.
Contribution 47 of 48 | November 2, 2025

Could the old library building be moved somewhere else? It is historic and a big part of Kaysville. I just like the open plaza feel, but don't want the building just torn down.
Contribution 46 of 48 | November 2, 2025

a stage for local bands, small concerts, etc. I love that food trucks are planned for
Contribution 45 of 48 | November 1, 2025

If the old library is usable it Hans great historical value but if it's not safe than view 2 is fine.
Contribution 44 of 48 | November 1, 2025

I like keeping the old library building in place.
Contribution 43 of 48 | November 1, 2025

neither - put in high density housing with ground floor retail
Contribution 42 of 48 | November 1, 2025

Plus is connectivity to Main st. How historically significant is the library? Consider some permanent artwork/sculpture in the plaza - a drawing card to the space.
Contribution 41 of 48 | October 31, 2025

Stop demolishing our historic buildings!

Contribution 40 of 48 | October 30, 2025

Most people go online anyway, but still want a library in the community.
Contribution 39 of 48 | October 30, 2025

A raised gazebo-like performance stage.
Contribution 38 of 48 | October 30, 2025

I prefer keeping the library, not just because of its historicity, but because ire provides a buffer fe busy Main Street. This is particularly important for families with children.
Contribution 37 of 48 | October 30, 2025

I don’t see the need when there’s a big park by the current library. The current businesses could use parking.
Contribution 36 of 48 | October 30, 2025

I like retaining the old library building if it is economically feasible. What are you planning to do inside the building? I think a museum would be nice.
Contribution 35 of 48 | October 26, 2025

Just because something is old, does not make it "historic". It is not a beautiful building, or representative of Kaysville's history, other than having been there for a long time. I think a plaza would bring more people to Main Street.
Contribution 34 of 48 | October 25, 2025

I like renovating the current space. It could be turned into a multi media building for the city. You could rent it out for weddings or events and it could be the central gathering place for all Kaysville city sponsored events.
Contribution 33 of 48 | October 24, 2025

Make sure there is enough parking nearby.
Contribution 32 of 48 | October 19, 2025

Likes: trees, seating areas, shops. Missing: bicycle parking/access trails
Contribution 31 of 48 | October 16, 2025

Actually neither is acceptable. It is just another space that requires additional maintenance and will not be heavily used. Although, if a museum is added it might draw a few people.
Contribution 30 of 48 | October 16, 2025

The former library stays, and there is still plenty of patio and gathering space here.
Contribution 29 of 48 | October 16, 2025

Get rid of the library!!!!!
Contribution 28 of 48 | October 16, 2025

Larger open public green space.
Contribution 27 of 48 | October 16, 2025

Keep the library!
Contribution 26 of 48 | October 15, 2025

No chairs but benches with backs and U shaped seating, fireplaces, something fun, like a water feature, murals, or something to draw people to stay and take pics
Contribution 25 of 48 | October 15, 2025

I would love to see the historic library remain and be used as a community microschool / educational purposes
Contribution 24 of 48 | October 15, 2025

There doesn't appear to be any parking. This area will need parking in order for the surrounding businesses to thrive. I get that we want walkability, but if there is nowhere to park no one who lives outside this general area will want to visit.
Contribution 23 of 48 | October 15, 2025

Historic building renovation.
Contribution 22 of 48 | October 15, 2025

I know people love the old building, but it’s a waste of space. There’s got to be a way to make money from tearing it down. Keep the mill and maybe some bricks and turn it into art. As a middle ground. Make this place an attraction
Contribution 21 of 48 | October 15, 2025

I would love to keep pieces of the library as a monument. Actually, you should auction off pieces of it. And sell time and/spaces for residents to come and help demolish it. To help fund the plaza area. Kind of like a rage room. Those do well.
Contribution 20 of 48 | October 15, 2025

I don’t support the change
Contribution 19 of 48 | October 15, 2025

I like the additional community space and walkability, as well as additional parking
Contribution 18 of 48 | October 15, 2025

Note: It would be a huge disservice to Kaysville to demolish the old library.
Contribution 17 of 48 | October 12, 2025

I don’t like either option. Leave Kaysville as it is. Stop trying to change the perfect place to live.
Contribution 16 of 48 | October 10, 2025

This does not save money to improve things that matter and ruins the small town feel. That’s why people live in Kaysville. I think west Kaysville would be better suited for this.
Contribution 15 of 48 | October 10, 2025

Parking
Contribution 14 of 48 | October 10, 2025

Have an area where you can do music in the park and have space for food trucks and maybe even beer sales.... Please?
Contribution 13 of 48 | October 10, 2025

The cost of to get the library updated years ago back in 2016'ish? If torn down, are those costs just eaten?
Contribution 12 of 48 | October 10, 2025

It would be helpful to know the ideas of what the new uses would be for the old library
Contribution 11 of 48 | October 10, 2025

I like the idea of keeping the old library, maybe making it a museum. There needs to be more grass, benches and trees!
Contribution 10 of 48 | October 10, 2025

The library remaining works if it is turned into business or community space, something welcoming to the public. A restaurant or maybe a food court? Shops? A museum? Something fun and welcoming that people will want to visit.
Contribution 9 of 48 | September 19, 2025

Preserving the beautiful library and the gathering space is a great compromise
Contribution 8 of 48 | September 17, 2025

A fountain feature in scenario 1 would be cool. Please don’t demolish more of Kaysville history though! The library is beautiful and should stay
Contribution 7 of 48 | September 17, 2025

Say that keeping the library makes the plaza more of a gathering space because it blocks the noise of Main Street and the visual noise of Main Street traffic. This looks like a great idea!
Contribution 6 of 48 | September 17, 2025

Cute pedestrian bridge over main with a gateway arch (kind of like Brigham City)
Contribution 5 of 48 | September 16, 2025

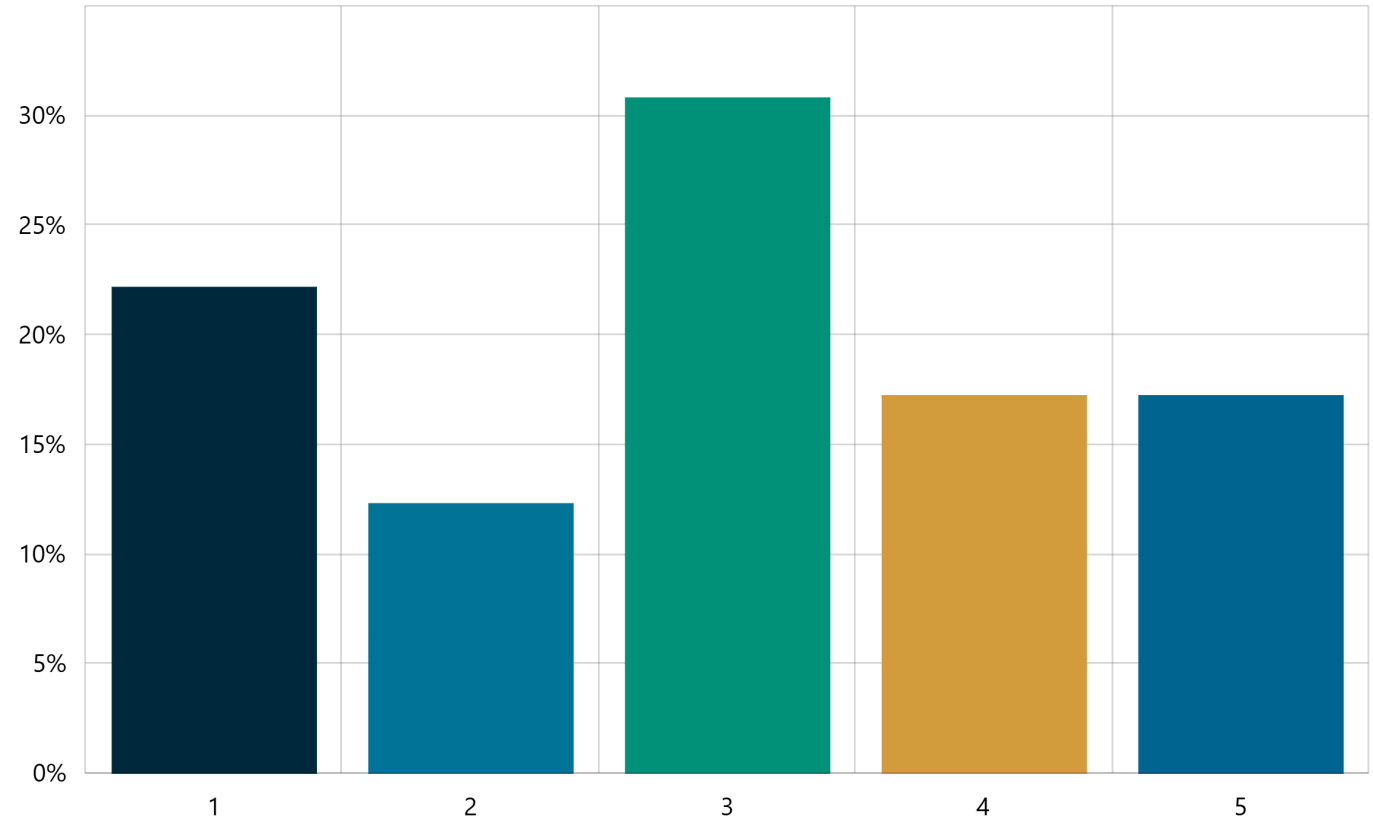
I love the old library gone!
Contribution 4 of 48 | September 16, 2025

Are you talking about the Library on Fairfield? Don’t get rid of that we like it
Contribution 3 of 48 | September 16, 2025

Please do not spend tax dollars to renovate the old library. The cost simply cannot be rationalized, not even by third parties (as has been shown). I’m surprised any scenario includes keeping this failing structure.
Contribution 2 of 48 | September 16, 2025

How would the old library be used? It it so historical.
Contribution 1 of 48 | September 16, 2025

6. Rate this proposed scenario Required
Rating | Skipped: 19 | Answered: 81 (81%)



1	2	3	4	5	Count	Weighted average
22.22% 18	12.35% 10	30.86% 25	17.28% 14	17.28% 14	81	2.95

7. Which elements do you like, and what's missing?

Short Text | Skipped: 36 | Answered: 64 (64%)

Sentiment



Positive	Mixed	Negative	Neutral	Unclassified
17% (11)	8% (5)	44% (28)	31% (20)	0% (0)

Tags

No tag data

Featured Contributions

Needs additional parking, less residential.
Contribution 64 of 64 | November 3, 2025

I don't like the housing so close to Main.
Contribution 63 of 64 | November 2, 2025

need more sit-down restaurant options (not more fast food)
Contribution 62 of 64 | November 1, 2025

The old bank building in the corner it part of the charm of Main Street
Contribution 61 of 64 | November 1, 2025

Love the opportunity for small scale housing!
Contribution 60 of 64 | November 1, 2025

housing
Contribution 59 of 64 | November 1, 2025

ensure ousting isn't too dense.
Contribution 58 of 64 | October 31, 2025

I like the commercial space - hoping for some new yummy restaurants!
Contribution 57 of 64 | October 30, 2025

Stop building more houses! We have more than enough people in this city-take care of the ones who already live here
Contribution 56 of 64 | October 30, 2025

I'm uncomfortable speculating on property that isn't ours to sell or obtain.
Contribution 55 of 64 | October 30, 2025

I don't love housing in this location. It will eat up a lot of the parking. I feel dental/medical offices or other commercial or office spaces would fit better here.
Contribution 54 of 64 | October 30, 2025

Dislike "store-front" parking. It would look and feel like every other strip mall
Contribution 53 of 64 | October 30, 2025

Needs to look more organic. This seems a little stiff and formal with everything lined up on a perfectly straight T-shape of walkways.
Contribution 52 of 64 | October 30, 2025

I like the smaller-scale housing IF it is affordable for young families or singles.
Contribution 51 of 64 | October 26, 2025

I love the addition of a park and more curb front commercial. I also like the townhomes behind.
Contribution 50 of 64 | October 25, 2025

Love the small housing and the green space. I think we need to focus on more green spaces.
Contribution 49 of 64 | October 24, 2025

This only works if the open space/park is part of the project.
Contribution 48 of 64 | October 23, 2025

Would the housing units include their own parking? Residential parking would crowd the area for access to main st and commercial sites.
Contribution 47 of 64 | October 21, 2025

I don't like having the townhouse and retail sharing the same space and parking. As a resident, I wouldn't want to be compete with the retail businesses for parking at my home.
Contribution 46 of 64 | October 19, 2025

I don't want town homes downtown
Contribution 45 of 64 | October 19, 2025

Likes: Trees, green space, townhomes. What's missing: Bicycle access/parking/trails, pedestrian connection to the west side of Main Street (bridge?)
Contribution 44 of 64 | October 16, 2025

This will result in crowding downtown with no destination. Everything these low income people need is away from this area. Recreation costs will not support the maintenance costs. The affordable housing will increase crime.
Contribution 43 of 64 | October 16, 2025

Park is great. There should be a few more retail shops. Shops should NOT look like strip malls. They should favor “Historical” architecture from early 1900’s. Consider curved interior pathways. Straight is boring. TH’s should be randomly placed for appeal
Contribution 42 of 64 | October 16, 2025

I would like the commercial buildings to be set back further from the street, or have a space near the "park" to allow for patio spaces.
Contribution 41 of 64 | October 16, 2025

We have just added a bunch more traffic to Main Street. Something I am not in favor of.
Contribution 40 of 64 | October 16, 2025

I don’t like housing as part of this development. It should be public space. The green space would be wonderful.
Contribution 39 of 64 | October 16, 2025

Why townhomes?
Contribution 38 of 64 | October 15, 2025

I don’t like that small scale housing. I’m a girl, almost 20, and would love to see some cool shops. Right now there’s nothing but maybe one shop to visit. Then I leave.
Contribution 37 of 64 | October 15, 2025

More space for small businesses
Contribution 36 of 64 | October 15, 2025

It seems ok in concept, but not a best case scenario. Seems like it would be better to get all of those properties to work together and come up with something more cohesive.
Contribution 35 of 64 | October 15, 2025

No townhomes. More retail
Contribution 34 of 64 | October 15, 2025

What’s up with the housing? That feels out of place. Put some boutique shops there. Let’s get people wanting to actually come and shop. What’s here now doesn’t promote that. Like the park on the side.
Contribution 33 of 64 | October 15, 2025

HATE the townhomes concept. So dumb. Keep it businesses. But love the open space to gather on the side. As long as people feel safe. Get more businesses instead of townhomes.
Contribution 32 of 64 | October 15, 2025

There's already 3 park spaces within half a mile, so could a road connect with the stop light? I live in this neighborhood, and I like the new parking on Center St, but it also makes harder than it already was to get south on Main St.
Contribution 31 of 64 | October 15, 2025

The housing seems like a forced add
Contribution 30 of 64 | October 15, 2025

Get rid of the commercial site.
Contribution 29 of 64 | October 15, 2025

Love Park ideas and small cottages close to town
Contribution 28 of 64 | October 15, 2025

Public park space would be nice at that end of main street
Contribution 27 of 64 | October 13, 2025

Single family homes with .25 acre lots and basic amenities (linoleum, laminate, vinyl) instead of more moderate density housing.
Contribution 26 of 64 | October 12, 2025

I like the green space and the potential for street commerce
Contribution 25 of 64 | October 12, 2025

Like green space, shared parking, some retail.
Contribution 24 of 64 | October 12, 2025

These scenarios are missing parking. You know the parking lot you're trying to take away? Stop it.
Contribution 23 of 64 | October 10, 2025

I hate adding small scale housing to this area. Please no. It seems so out of place. Why is the goal to make this so dense with new build?? What developer is paying off the city to build here? Seriously, don't ruin this space with housing.
Contribution 22 of 64 | October 10, 2025

This increase traffic and people in an already congested area. You are doing nothing to improve those problems with this plan.
Contribution 21 of 64 | October 10, 2025

Not enough infrastructure for more high density housing in that area. Mainstreet/200 north too crowded as it is
Contribution 20 of 64 | October 10, 2025

Townhomes and affordable housing in the city center would help small business downtown.
Contribution 19 of 64 | October 10, 2025

The bank "feels huge and out of place", for the perceived few number of employees and customers that are there. It would be nice to have an option of what that would look like with the building gone and the public/private cooperation shown, if such.
Contribution 18 of 64 | October 10, 2025

Green space
Contribution 17 of 64 | October 10, 2025

Seems it would be too crowded
Contribution 16 of 64 | October 10, 2025

I really don't like the idea of homes. We don't need to look like Layton when we are driving down mainstreet. Nothing over two stories! We have a beautiful mountain to the east. Let's keep the view and not block it by high rise apartments or townhomes
Contribution 15 of 64 | October 10, 2025

No small housing
Contribution 14 of 64 | September 30, 2025

traffice is already bad there, adding townhomes will only make it worse. HDH needs to be father from this section of Main St.
Contribution 13 of 64 | September 17, 2025

Removing the bank and using the space differently is good. But too much is going on in this proposal for the available roads. Will cause too much congestion or require larger roads both are bad for the city center area.
Contribution 12 of 64 | September 17, 2025

I don’t like it. Main Street is already so busy and gets backed up bad during rush hour. This would be make it even worse
Contribution 11 of 64 | September 17, 2025

I love the idea of small scale housing. It looks like the parking needs have been underestimated if this is to serve housing, business, and Parke needs. The middle block of three houses could be turned into additional parking.
Contribution 10 of 64 | September 17, 2025

Who owns the bank building? Wonder if Clytie’s ballet studio (an iconic Kaysville staple) can be moved there to free up Main Street so it’s more vibrant
Contribution 9 of 64 | September 16, 2025

Like the green space
Contribution 8 of 64 | September 16, 2025

We don’t want townhomes, we want single family homes with small yards affordable for families.
Contribution 7 of 64 | September 16, 2025

We don't need more traffic. It's already terrible.
Contribution 6 of 64 | September 16, 2025

More retail and restaurants, put condos/apartments on TOP of retail.
Contribution 5 of 64 | September 16, 2025

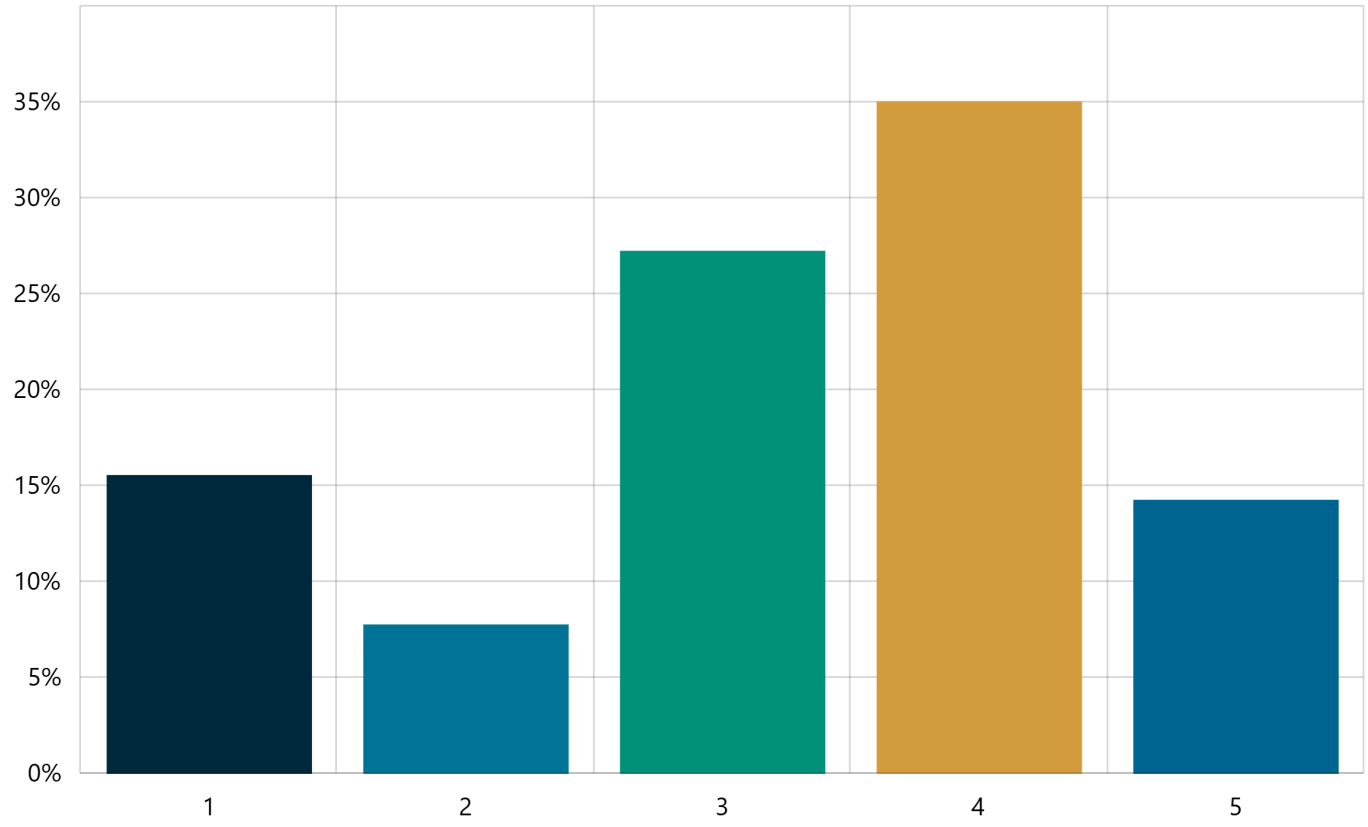
Several existing buildings need to be razed by developers, which will be costly and hopefully be mitigated with RDA type funds.
Contribution 4 of 64 | September 16, 2025

I like this.
Contribution 3 of 64 | September 16, 2025

Why are we trying to shove high density housing into a space that could be a plaza or a park? East Kaysville has no park.
Contribution 2 of 64 | September 16, 2025

Not enough green space for the small scale housing. And who wants a parking lot for a yard? But I do like the park
Contribution 1 of 64 | September 16, 2025

8. Rate this proposed scenario Required
Rating | Skipped: 23 | Answered: 77 (77%)



1	2	3	4	5	Count	Weighted average
15.58% 12	7.79% 6	27.27% 21	35.06% 27	14.29% 11	77	3.25

9. Which elements do you like, and what's missing?

Short Text | Skipped: 51 | Answered: 49 (49%)

Sentiment



Positive	Mixed	Negative	Neutral	Unclassified
10% (5)	8% (4)	39% (19)	43% (21)	0% (0)

Tags

No tag data

Featured Contributions

Like the bike lanes, especially since there's a bike shop. 2 story gives more opportunity for businesses, but no higher. Also this road doesn't get as much traffic so 2-lane is good.
Contribution 49 of 49 | November 3, 2025

more sit-down restaurants (not more fast food)
Contribution 48 of 49 | November 1, 2025

I would like more shops and eateries
Contribution 47 of 49 | November 1, 2025

housing is missing
Contribution 46 of 49 | November 1, 2025

I like the tree lined street
Contribution 45 of 49 | October 30, 2025

Why do we need more? It's too congested as is and getting more so all the time. I know numerous people who have left BECAUSE of how you're changing the city
Contribution 44 of 49 | October 30, 2025

We don't want things to be higher than what's already there.
Contribution 43 of 49 | October 30, 2025

No one commutes around on bikes, trying up a dedicated lane for bikes, that won't even be used recreationally October through April is a bad idea. For recreational cycling there's lots of great spaces and trails. This is not a dense urban center.
Contribution 42 of 49 | October 30, 2025

Pedestrian prioritization is a must
Contribution 41 of 49 | October 30, 2025

This is the correct space for town homes and retail.
Contribution 40 of 49 | October 30, 2025

I am NOT in favor of building on Bishops Field. We need the green space. What are the plans for the Bennion's shopping center and Post Office buildings? Can grants be offered to owners to update their buildings? No more big box buildings, please.
Contribution 39 of 49 | October 30, 2025

I love the buffered bike lanes, but Kaysville officials can't be trusted to keep them. They took out the ones on 200 North which were used constantly, and were also in the AT plan.
Contribution 38 of 49 | October 25, 2025

Only works if the is enough parking for the infill.
Contribution 37 of 49 | October 23, 2025

Easier pedestrian access across the busy road would be nice. However, extra buildings always equals more traffic.
Contribution 36 of 49 | October 21, 2025

I don't like replacing the green space of Bishop's field with a building. If a building is placed there, a park/green space needs to be created some place close by the the apartments and townhomes in the area.
Contribution 35 of 49 | October 19, 2025

Love 1. the consideration for bikers and pedestrians 2. Trees and green space. Missing: 1. Where is Bishop's Field? I think that should remain as green space. 2. Is there room for underground parking in this area?
Contribution 34 of 49 | October 16, 2025

The increased housing will increase tne need for traffic control. It will also increase the traffic congestion in downtown. Somewhere else to avoid in the future. It will be easier to go to Layton.
Contribution 33 of 49 | October 16, 2025

This is a poor drawing since only one bldg. is labeled & two streets. No mention is made of altering existing building architecture to reflect that of Main St. South. And what are the propose “In-fill” buildings to be or look like? Too bike lane focused.
Contribution 32 of 49 | October 16, 2025

It's missing any gathering spaces. This doesn't align with the concept of Kaysville being a place to stay, as this area is solely focussed on passing through.
Contribution 31 of 49 | October 16, 2025

You’re ruining the Bishop’s Field. Those who own these properties, are they on board for the city deciding what should be done to their properties?
Contribution 30 of 49 | October 16, 2025

I love the trees lining the street with bike lanes and cross walks. Would bishops park still be available for sporting events? If not, what area would be created to replace it?
Contribution 29 of 49 | October 16, 2025

I don't really understand the reason for this. But if it helps so I can walk thru the area and shop I like it.
Contribution 28 of 49 | October 15, 2025

I like the bike accommodations and the infill. It does kind of make everything look packed in though. Maybe make more green space somehow.
Contribution 27 of 49 | October 15, 2025

I'm hoping the intention is to make this walkable? I hate going to this area now because there's no shops I like except for a few, and you have to drive. I want to enjoy my experience here. And not dentist offices or crap like that. Stuff people will want
Contribution 26 of 49 | October 15, 2025

I like incorporating more businesses, and making the storefronts against the street, but if this doesn't feel walkable like Farmington Station, then what's the point? Make it completely walkable. Plenty of parking, sure, but safe to walk. Or I go elsewher
Contribution 25 of 49 | October 15, 2025

Wii this impact the senior center, either now or in the future?
Contribution 24 of 49 | October 15, 2025

How is making main street look like a bobsled run "enhancing"?
Contribution 23 of 49 | October 15, 2025

Redo old outdated shopping to look historic and inviting
Contribution 22 of 49 | October 15, 2025

Residents love Bishops Field for children to play soccer. It serves a purpose and is a great community space as-is. The added businesses are not reflective of residents' needs or desires.
Contribution 21 of 49 | October 12, 2025

I think it's crucial that effort it make to make the downtown area much more walkable and bikeable than it currently is, ideally connecting into other existing trail systems
Contribution 20 of 49 | October 12, 2025

Definitely need more walking access near the post office. People on the E side of Main who don't drive have to walk to either stoplight on Main to access the P. O. What about a raised walkway ? raised walkway
Contribution 19 of 49 | October 12, 2025

North Main Street is open and spacious. Leave it alone.
Contribution 18 of 49 | October 10, 2025

Why is the plan to overbuild???? Stop! This is directly going against what Kaysville's hometown feel is. Station park and all the dense building ruined Farmington and changed its entire feel. Don't do the same to Kaysville.
Contribution 17 of 49 | October 10, 2025

Not improve the congestion of the area. You're making it worse.
Contribution 16 of 49 | October 10, 2025

200 north and Main Street can't handle all the extra traffic
Contribution 15 of 49 | October 10, 2025

For real class and beauty, consider adding a median down the center of the road with trees and plants. Imagine spring blossoms, or fall colors filling the streets.
Contribution 14 of 49 | October 10, 2025

I really don't have an opinion for this area
Contribution 13 of 49 | October 10, 2025

None
Contribution 12 of 49 | October 10, 2025

Enhanced bike lanes for safety, excellent idea and much needed!
Contribution 11 of 49 | October 10, 2025

Would hate to get rid of all the green space, soccer fields.
Contribution 10 of 49 | October 10, 2025

No business in filling
Contribution 9 of 49 | September 30, 2025

This rendering shows building crammed together all the way down N Main St. This seems like the exact opposit of the goal of maintaining Kaysville's charm. Also traffic, none of these plans address already heavy traffic!
Contribution 8 of 49 | September 17, 2025

More trees are needed. Buildings will increase pollution, congestion and heat. Trees save more water than they use in their lifetime, add dimension, shade and increase air quality.
Contribution 7 of 49 | September 17, 2025

You're going to build on bishops field? There's already a shortage of spaces for soccer practices, etc.
Contribution 6 of 49 | September 17, 2025

I love the additional trees and the idea of making Main Street more pedestrian friendly. It seems that all street parking has been eliminated while adding more businesses that will require more parking opportunities, not less.
Contribution 5 of 49 | September 17, 2025

Bikes should not share the road with cars. They are a hazard.
Contribution 4 of 49 | September 16, 2025

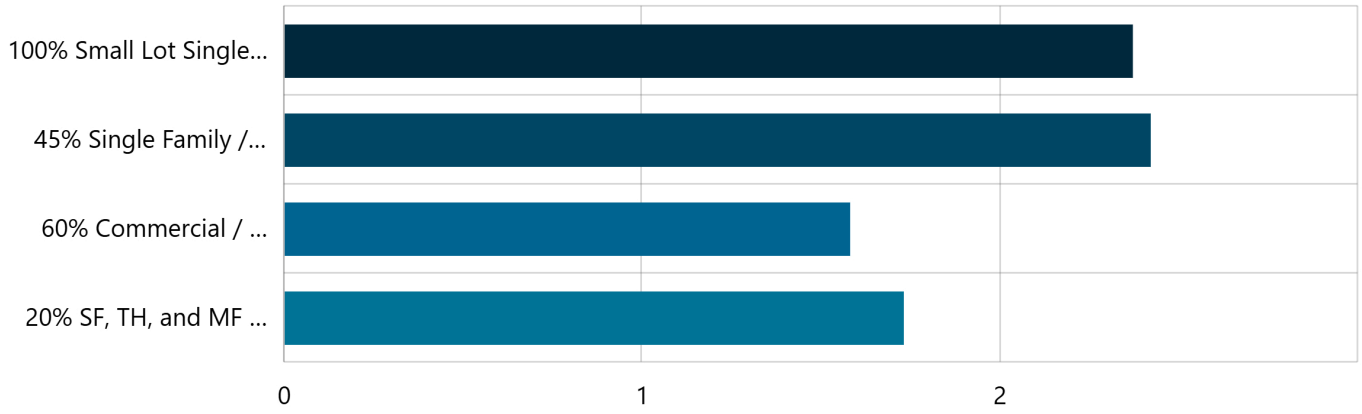
Missing: a parking solution for Main street and all the infill buildings
Contribution 3 of 49 | September 16, 2025

Several existing buildings should be razed.
Contribution 2 of 49 | September 16, 2025

We definitely need more retail.
Contribution 1 of 49 | September 16, 2025

10. Rank these development scenarios from most to least preferred Required

Ranking | Skipped: 21 | Answered: 79 (79%)



	1	2	3	4	Count	Score	Avg Rank
100% Small Lot Single Family (SF)	37.31% 25	25.37% 17	16.42% 11	20.90% 14	67	2.37	2.21
45% Single Family / 45% Townhome (TH) / 10% Park	43.55% 27	27.42% 17	22.58% 14	6.45% 4	62	2.42	1.92
60% Commercial / 30% Multifamily (MF) / 10% Park	27.78% 15	16.67% 9	14.81% 8	40.74% 22	54	1.58	2.69
20% SF, TH, and MF / 30% Commercial / 10% Park	22.22% 12	25.93% 14	35.19% 19	16.67% 9	54	1.73	2.46

Score - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.
Avg Rank - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.

11. Which elements do you like, and what's missing?

Short Text | Skipped: 49 | Answered: 51 (51%)

Sentiment



Positive	Mixed	Negative	Neutral	Unclassified
12% (6)	10% (5)	22% (11)	57% (29)	0% (0)

Tags

No tag data

Featured Contributions

We need more area for homes. This is prime homesite property. The business use is far away from West Kaysville so they would rarely use.
Contribution 51 of 51 | November 3, 2025

sit-down restaurants (not fast food) & food trucks
Contribution 50 of 51 | November 1, 2025

Need to contribute to fixing the states real estate issues by providing diverse housing options.
Contribution 49 of 51 | November 1, 2025

what does 'overdevelopment' mean?
Contribution 48 of 51 | November 1, 2025

Stop building more houses-it is enough!!
Contribution 47 of 51 | October 30, 2025

I'm sick of every area needing everyrhing. How about old fashioned neighborhoods.
Contribution 46 of 51 | October 30, 2025

Matches well with the surrounding area while providing some injury level housing.
Contribution 45 of 51 | October 30, 2025

Small lots with small houses for young families or seniors are sorely needed. But that area needs green space also. Definitely NO multi-family apartments.
Contribution 44 of 51 | October 30, 2025

I like having homes that are inexpensive enough for new families and seniors. I would like to see patio homes which allow access for seniors and those who have disabilities.
Contribution 43 of 51 | October 26, 2025

A trail system that weaves through the development and connects to surrounding areas. A potential bike/ped bridge over I-15 in this area to connect the West side and Barnes Park.
Contribution 42 of 51 | October 25, 2025

I'd still like to see shared green spaces/park with small lot single family homes.
Contribution 41 of 51 | October 24, 2025

Commercial. NO auto body shops and office warehouse or similar.
Contribution 40 of 51 | October 23, 2025

I think we need more commercial support for our tax base and more affordable housing. I like the 10% green space. It's a good area to put all of that.
Contribution 39 of 51 | October 21, 2025

This property, 22 acre farm, is privately owned and there are no plans for any type of development at this time. The fact that the city is providing 4 development options for citizen review is very misleading to the residents of Kaysville. It is also inap
Contribution 38 of 51 | October 20, 2025

Likes: Green Space, mixed use pedestrian friendly space /What's missing: Could we fit a small amphitheater here for spring/summer/fall performances? Similar to Barker Park in North Ogden?
Contribution 37 of 51 | October 16, 2025

Like top scenario best. I do not want to see the corn farm displaced.
Contribution 36 of 51 | October 16, 2025

Scenario #1 must be restricted to quaint historic looking homes of 1600 - 1800 s.f. on first floor max. They MUST include Master Beds. on 1st floor & ext. styles should follow Hill Farms' elevations. Why no small park in Scenario #1? NO MULTIFAMILY!!!
Contribution 35 of 51 | October 16, 2025

I like the idea of homes here, but would prefer a park be incorporated into the plan for homes. Housing diversity is the fault of the developers. There should be small homes on small lots as well to reach younger home buyers.
Contribution 34 of 51 | October 16, 2025

Traditional single housing but also town house options. Green space included. Can trails or pathways for exercise be included also?
Contribution 33 of 51 | October 16, 2025

I think I know where this is. No one will come here to shop. Maybe types of businesses where people don't come often. Like office space. But is that what we want? Seems more like homes would be good. I wasn't to buy a townhome. NOT a condo!!!
Contribution 32 of 51 | October 15, 2025

I liked the option with commercial, but I would much rather see townhomes, or duplexes over there than apartments.

Contribution 31 of 51 | October 15, 2025

Small lot family exclusive and a great park
Contribution 30 of 51 | October 15, 2025

Yuck. Option 3 is terrible. Don't ruin the city by doing that. This place isn't really a place people stop now. Unless it meshes well with the rest of the plans, why doom businesses to fail? Keep this residential.
Contribution 29 of 51 | October 15, 2025

This is a pass through area. Keep it that way. Which means homes. Options 3 and 4 are awful. It would be dumb, but if businesses are allowed, do option 1/2 with some limited mixed commercial. But I say keep it residential
Contribution 28 of 51 | October 15, 2025

I always thought this was a commercial area. Why allow any residential here?
Contribution 27 of 51 | October 15, 2025

Does the family who owns the farm want to sell or is this being taken by imminent domain?
Contribution 26 of 51 | October 15, 2025

Only 1 seems a good fit
Contribution 25 of 51 | October 15, 2025

I want small commercial, coffee shops, small restaurants. No large chains
Contribution 24 of 51 | October 15, 2025

Leave it alone. Just leave it.
Contribution 23 of 51 | October 15, 2025

I like the mixed use, my only concern is that the increased traffic will make it even harder to turn right onto 200 N from 400 W
Contribution 22 of 51 | October 15, 2025

Want a small town feel and close to amenities needed
Contribution 21 of 51 | October 15, 2025

This seems like an ideal location for upscale retail to revitalize this area of Main street. Higher density housing is an ideal fit with that type of commercial/retail.
Contribution 20 of 51 | October 13, 2025

Too much development too soon. Please leave this space as-is
Contribution 19 of 51 | October 12, 2025

Like park, homes, possible trails.
Contribution 18 of 51 | October 12, 2025

Or 100% park. That'd be ok.
Contribution 17 of 51 | October 10, 2025

Again, I am saddened to see every square inch of Kaysville being developed. Put a park here, if anything. Push apartments to west Kaysville.
Contribution 16 of 51 | October 10, 2025

70% SF, 20% commercial, 10% park
Contribution 15 of 51 | October 10, 2025

Love setting aside land for green space/parks. Happy to attract younger families with young children by building small single family homes.
Contribution 14 of 51 | October 10, 2025

Single family affordable housing please.
Contribution 13 of 51 | October 10, 2025

Larger lots allow for self sufficiency
Contribution 12 of 51 | October 10, 2025

More green space and how will this impact traffic. That area is already bogged down with all of the construction. And will bog down getting into layton. Street is not wide enough even with two lanes once all the homes and businesses come in.
Contribution 11 of 51 | October 10, 2025

100% commercial is the #1 and best use of this property. It doesn't make sense to me to put any type of residential between two existing commercial areas.
Contribution 10 of 51 | September 24, 2025

I would like more single family housing in this area
Contribution 9 of 51 | September 23, 2025

I like the mixed use, allows those who live in the community to walk to parks & businesses and be less car dependent. Mixed types of housing is great to meet various lifestyles and budgets.
Contribution 8 of 51 | September 19, 2025

Open green space, maybe a few shops would be good. Perhaps even a few single family dwellings. None of the current proposals have it right.
Contribution 7 of 51 | September 17, 2025

It would be nice to see a little open green space in the 100% small homes option. Mixing industry and homes is a recipe for friction and property devaluation.
Contribution 6 of 51 | September 17, 2025

Mix small single family lots with green space
Contribution 5 of 51 | September 16, 2025

Please make homes for families! We want Kaysville to be accessible for families to stay and raise kids here.
Contribution 4 of 51 | September 16, 2025

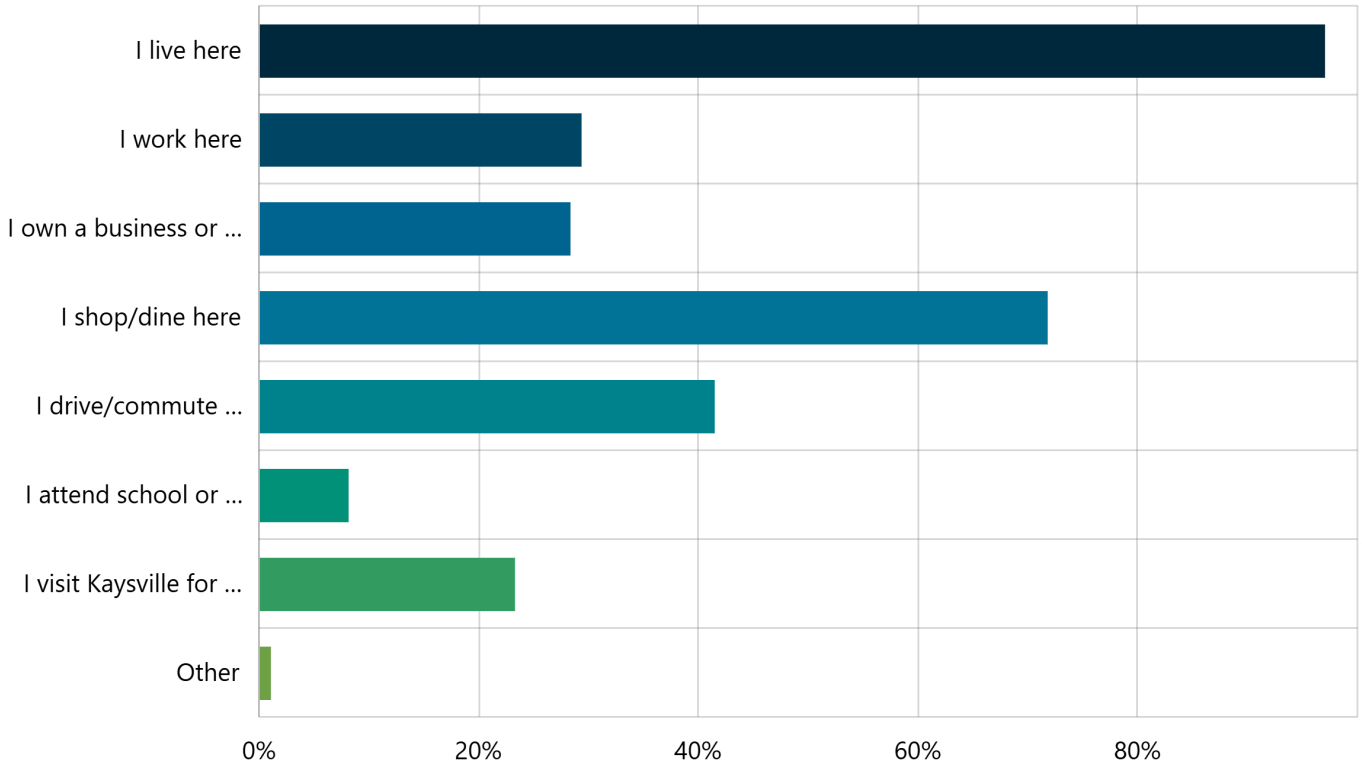
A mini station park feeling would be nice and make it more of a destination.
Contribution 3 of 51 | September 16, 2025

45%
Contribution 2 of 51 | September 16, 2025

Perhaps scenario 2 but with added commercial
Contribution 1 of 51 | September 16, 2025

12. What is your connection to Kaysville? Check all that apply

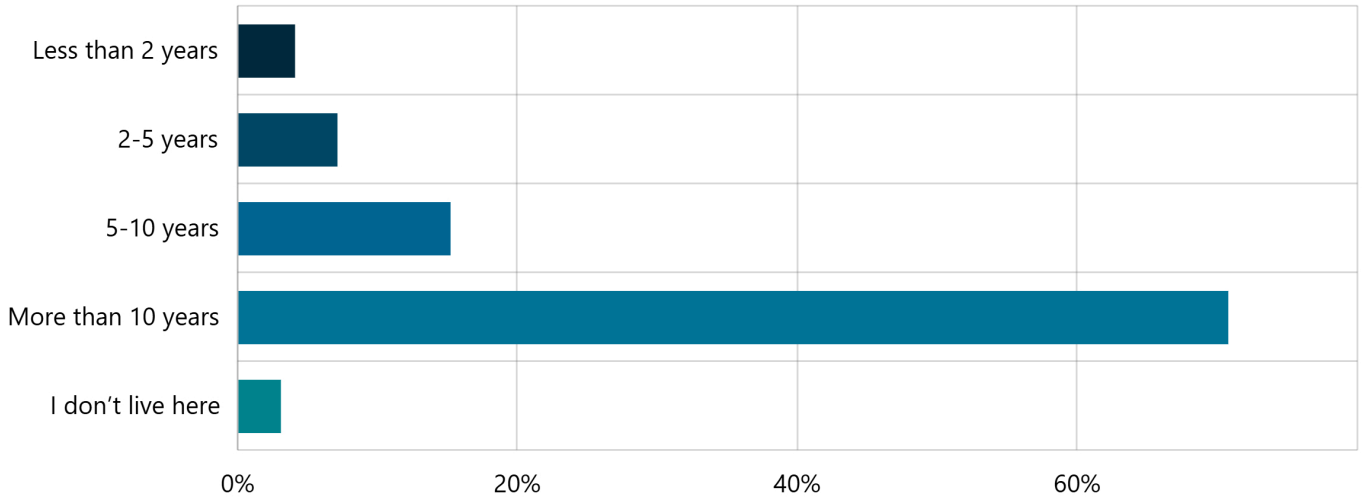
Multi Choice | Skipped: 1 | Answered: 99 (99%)



Answer choices	Percent	Count
I live here	96.97%	96
I work here	29.29%	29
I own a business or property here	28.28%	28
I shop/dine here	71.72%	71
I drive/commute through here	41.41%	41
I attend school or technical college here	8.08%	8
I visit Kaysville for entertainment and events	23.23%	23
Other	1.01%	1

13. If you live in Kaysville, how long have you lived here?

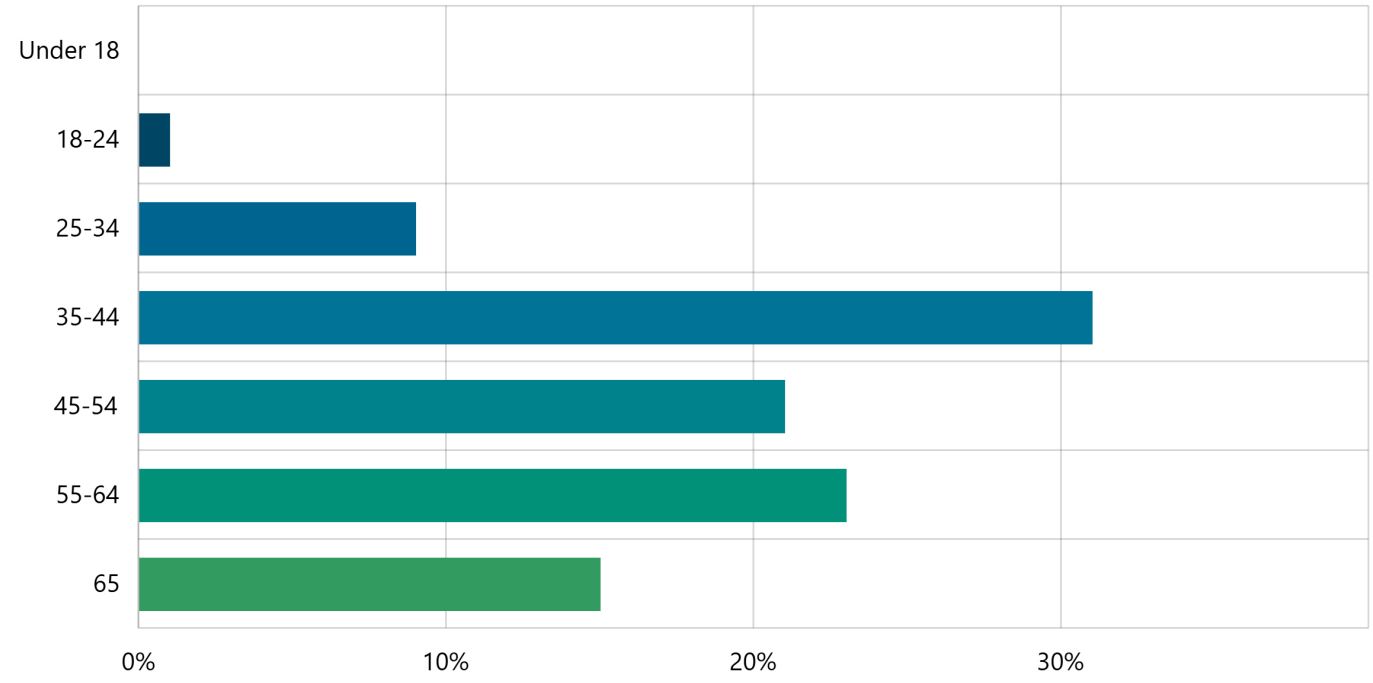
Multi Choice | Skipped: 1 | Answered: 99 (99%)



Answer choices	Percent	Count
Less than 2 years	4.04%	4
2-5 years	7.07%	7
5-10 years	15.15%	15
More than 10 years	70.71%	70
I don't live here	3.03%	3
Total	**100.00%**	**99**

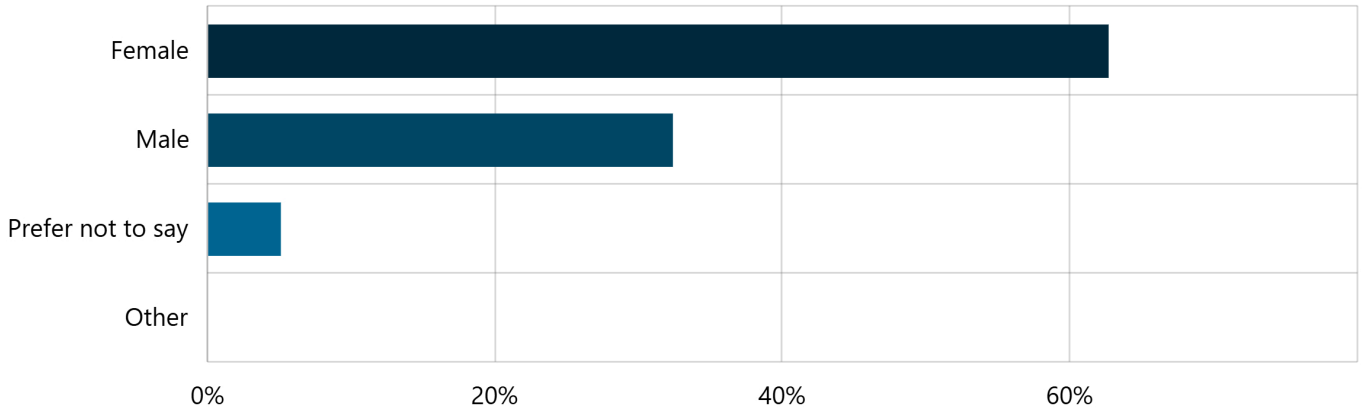
14. What is your age group?

Multi Choice | Skipped: 0 | Answered: 100 (100%)



Answer choices	Percent	Count
Under 18	0%	0
18-24	1.00%	1
25-34	9.00%	9
35-44	31.00%	31
45-54	21.00%	21
55-64	23.00%	23
65	15.00%	15
Total	**100.00%**	**100**

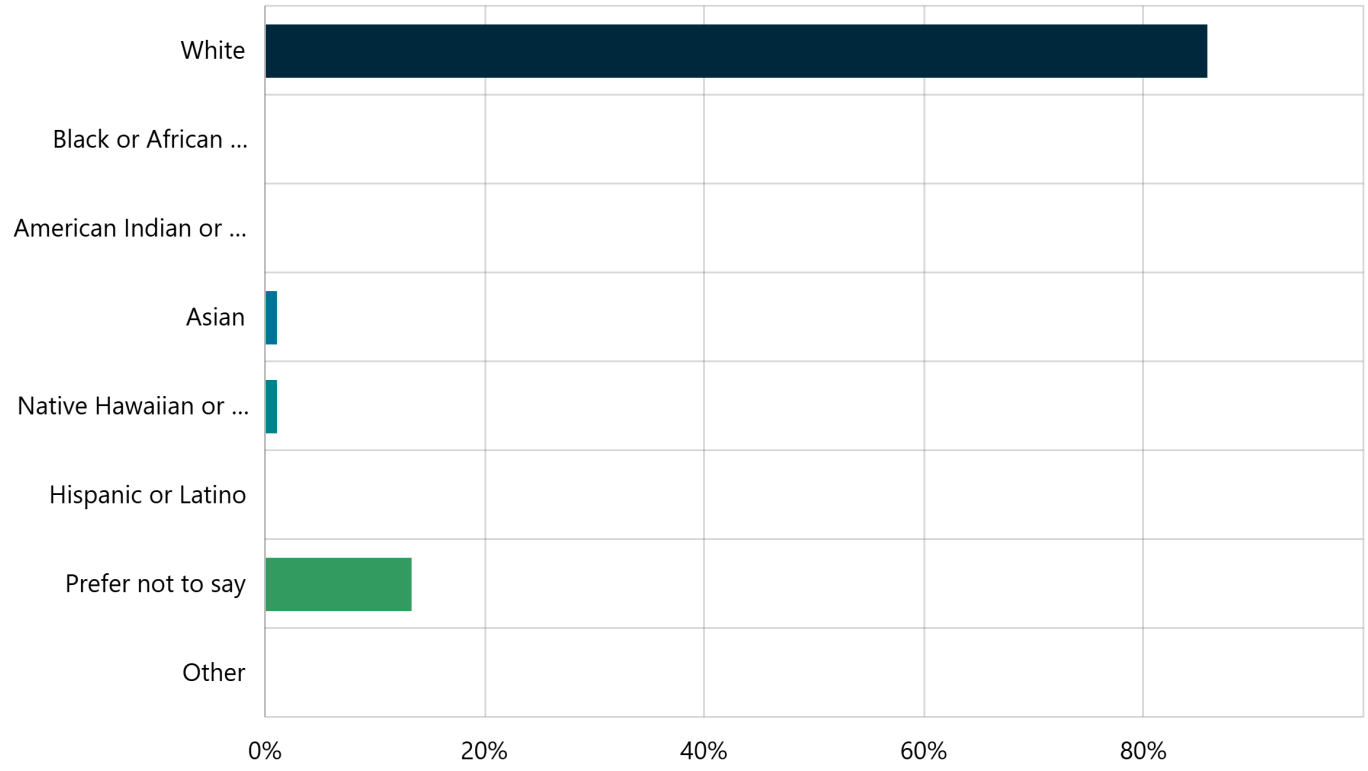
15. What is your gender?
Multi Choice | Skipped: 1 | Answered: 99 (99%)



Answer choices	Percent	Count
Female	62.63%	62
Male	32.32%	32
Prefer not to say	5.05%	5
Other	0%	0
Total	**100.00%**	**99**

16. What is your race/ethnicity?

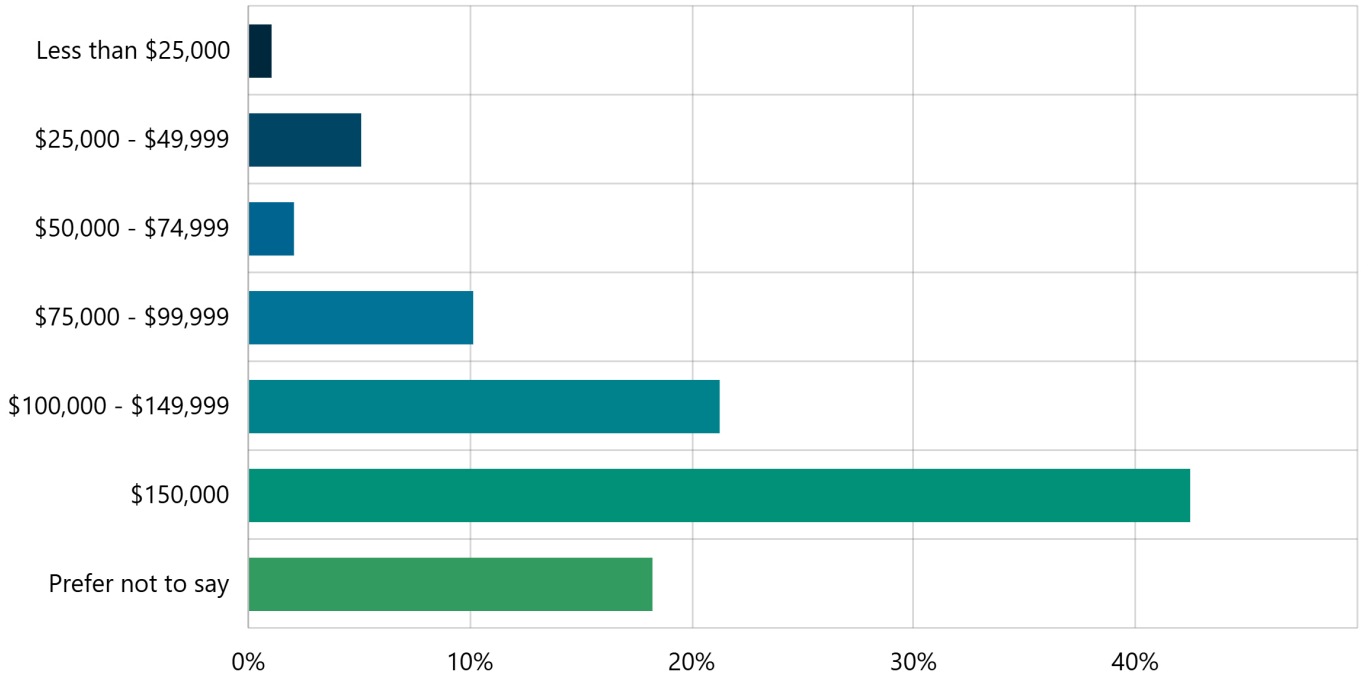
Multi Choice | Skipped: 2 | Answered: 98 (98%)



Answer choices	Percent	Count
White	85.71%	84
Black or African American	0%	0
American Indian or Alaska Native	0%	0
Asian	1.02%	1
Native Hawaiian or Other Pacific Islander	1.02%	1
Hispanic or Latino	0%	0
Prefer not to say	13.27%	13
Other	0%	0

17. What is your household income level?

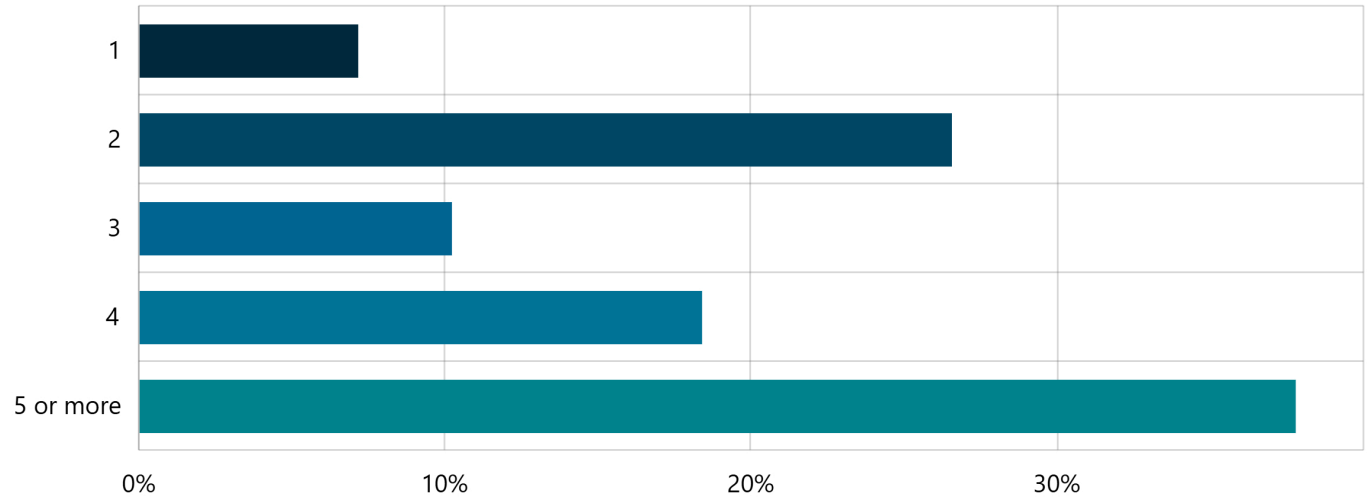
Multi Choice | Skipped: 1 | Answered: 99 (99%)



Answer choices	Percent	Count
Less than $25,000	1.01%	1
$25,000 - $49,999	5.05%	5
$50,000 - $74,999	2.02%	2
$75,000 - $99,999	10.10%	10
$100,000 - $149,999	21.21%	21
$150,000	42.42%	42
Prefer not to say	18.18%	18
Total	**100.00%**	**99**

18. How many people live in your household?

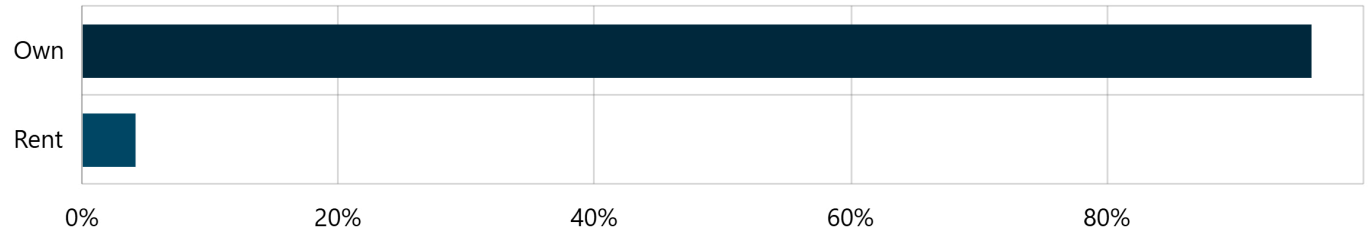
Multi Choice | Skipped: 2 | Answered: 98 (98%)



Answer choices	Percent	Count
1	7.14%	7
2	26.53%	26
3	10.20%	10
4	18.37%	18
5 or more	37.76%	37
Total	**100.00%**	**98**

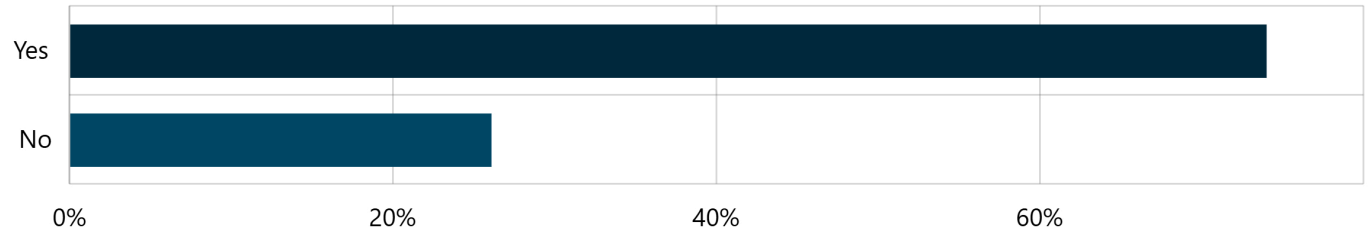
19. Do you own or rent your home?

Multi Choice | Skipped: 3 | Answered: 97 (97%)



Answer choices	Percent	Count
Own	95.88%	93
Rent	4.12%	4
Total	**100.00%**	**97**

20. Would you like to receive email updates about the Kaysville City Center Small Area Plan?
Multi Choice | Skipped: 4 | Answered: 96 (96%)



Answer choices	Percent	Count
Yes	73.96%	71
No	26.04%	25
Total	**100.00%**	**96**

Kaysville City Planning Commission Meeting Minutes
March 26, 2026

The Planning Commission meeting was held on Thursday, March 26, 2026 at 7:00 p.m. in the Kaysville City Hall located at 23 East Center Street.

Planning Commission Members in Attendance: Chair Mike Packer, Commissioners Wilf Sommerkorn, Megan Sevy, David Moore, Paul Toller, Jeramy Burkinshaw, and Eries Cornelius

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

Public Attendees: City Councilmember Abbi Hunt, Tanner Vail, Tiara Vail, and Jacob Derington

1- WELCOME AND MEETING ORDER

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

2- DECLARATION OF CONFLICTS OF INTEREST

There were no conflicts of interest.

3- CONDITIONAL USE PERMIT FOR AN INSTRUCTIONAL HOME OCCUPATION FOR VAIL AQUATICS LOCATED AT 2247 WEST SUMMERFIELD WAY FOR TANNER VAIL

Mindi Edstrom presented a Conditional Use Permit application for an Instructional Home Occupation located at 2247 West Summerfield Way. She explained that this request is unique in that it represents a second Conditional Use Permit for the same property. A previous Conditional Use Permit had been approved in 2024 for Krista Wasden to conduct swim instruction at the same location. The current applicant, Tanner Vail, is proposing to utilize available time at the property to also conduct swim lessons.

Ms. Edstrom stated the proposed use consists of one-on-one private swimming lessons for individuals ranging from infants to teenagers. The application allows for up to two instructors, with lessons scheduled Monday through Friday. Each session would last approximately 20 minutes, with a maximum of 16 sessions per day.

She noted that clients are instructed to park along the public street adjacent to the property, which is located on a corner lot at Summerfield Way and Bonneville Lane. The homeowner, who was present at the meeting, has provided space for parking along both frontages. Ms. Edstrom explained that staff has received prior code enforcement complaints related to parking at this location, which prompted cooperation with the existing permit holder and led to the development of additional recommended conditions.

Ms. Edstrom reviewed applicable provisions of Kaysville City code related to Instructional Home Occupations, including standards intended to minimize neighborhood impacts such as traffic, parking, and safety. She outlined potential conditions for consideration, including limits on instructors, students, and vehicles; required time spacing between sessions; parking restrictions near fire hydrants and driveways; and directing parking and drop-off activity to Bonneville Lane

where feasible.

She further reported that public input had been received, including two written comments and two phone calls. One resident expressed general support for the use but raised concerns about parking and suggested directing parking to Bonneville Lane.

Based on the conditional use standards outlined in City code and the proposed operational conditions, staff recommended approval of the Conditional Use Permit for Vail Aquatics, subject to any additional conditions the Planning Commission deemed necessary. The applicant and property owner were present to respond to questions.

The applicant, Tanner Vail, provided additional context regarding the proposed use. He emphasized the importance of one-on-one “survival swim” lessons, noting that such individualized instruction is less common than group or public lessons and serves an important safety need within the community.

Commissioner Sommerkorn asked for clarification regarding the operational details, specifically whether the proposal for up to two instructors and one-on-one lessons would result in a maximum of two students on-site at any given time. Mr. Vail confirmed that lessons are conducted individually and that, in many cases, siblings may arrive together in a single vehicle, with one student replacing another at the conclusion of each 20-minute session.

Commissioner Sommerkorn noted that based on this explanation, the level of activity appeared limited and inquired about the source of the reported traffic concerns. Ms. Edstrom clarified that the City code allows for significantly higher intensity under an Instructional Home Occupation up to four instructors and twelve students, indicating that the current proposal is well below the maximum allowed.

Chair Packer further clarified that the two Conditional Use Permits on the property would not operate simultaneously in a manner that would compound traffic impacts. It was confirmed that scheduling would prevent overlapping lessons between the two permit holders, thereby limiting traffic to a manageable level at any given time.

Commissioner Cornelius asked the applicant about potential parking arrangements and whether clients could be directed to park along Bonneville Lane on the east side of the property. He noted that he did not wish to impose a cap on the number of clients but was interested in mitigating neighborhood impacts related to parking and traffic.

Mr. Vail responded that clients are generally willing to accommodate parking requirements, noting that many travel significant distances for the lessons and would not object to parking further away if necessary. He confirmed that instructors could park in the driveway while clients park along Bonneville Lane.

Commissioner Cornelius also asked about the transition between lesson times and whether

additional spacing between sessions could help reduce traffic congestion. Mr. Vail explained that incorporating extended breaks between sessions would be difficult, as lessons are scheduled continuously over several hours and adding gaps would significantly reduce instructional time and operational efficiency.

Mr. Vail further noted that increased traffic may occasionally occur on the final day of a lesson cycle, when family members may attend to observe participants. He indicated a willingness to communicate with clients to encourage carpooling or otherwise manage attendance during those times.

Commissioner Birkenshaw asked the applicant to clarify the proposed hours of operation.

Mr. Vail stated that lessons would generally occur between approximately 3:00 p.m. and 7:00 p.m., with some variation depending on scheduling, often beginning slightly later and ending earlier.

Commissioner Toller asked staff for clarification regarding recommended time intervals between sessions.

Chair Packer referenced City code requirements, noting that Instructional Home Occupations require a minimum of 10 minutes between sessions to reduce traffic congestion. Staff explained that the previously approved permit for the same location included a 15-minute interval, and the current staff recommendation of 20 minutes was proposed in response to existing parking and traffic concerns at the site.

Mr. Vail indicated that increasing time between sessions would significantly impact operations, as lessons are only 20 minutes in length. He expressed concern that longer gaps would reduce the number of participants served and overall efficiency. He suggested that alternative measures, such as improved parking management, could help address congestion without extending session intervals.

Commissioner Toller asked the applicant where instructors and clients currently park. Mr. Vail stated that he parks in front of the home and directs clients to park nearby, though compliance varies, particularly when additional family members attend. He indicated a willingness to more strictly enforce parking expectations and noted that some parents may be willing to drop off participants rather than remain parked on-site.

Commissioner Toller also inquired about the location of nearby fire hydrants to ensure compliance with parking restrictions.

Ms. Edstrom clarified that the nearest hydrant is not directly in front of the property but is located near an adjacent property to the west, requiring standard clearance to be maintained. The discussion focused on balancing operational feasibility for the applicant with mitigation of neighborhood impacts, particularly related to parking and traffic flow.

Property owner Jacob Derington addressed the Commission and stated that efforts had been made to accommodate parking, including expanding the driveway to allow for additional on-site parking. He emphasized that requiring extended breaks between lessons would be difficult for the applicant, as Mr. Vail's lessons are 20 minutes in length, unlike the previous permit holder whose lessons are longer and less frequent. He noted that the two operations differ in scale and scheduling, with limited overlap between the two instructors.

Commissioner Toller inquired about the additional paved area adjacent to the driveway and whether it could be used for instructor parking. Mr. Derington confirmed that the expanded driveway area could be utilized for that purpose.

Commissioner Birkenshaw asked about the size of classes conducted by the existing permit holder to better understand the cumulative impact on the neighborhood.

Mr. Derington responded that classes are typically one-on-one or involve very small groups of two to three participants.

Ms. Edstrom added that the prior Conditional Use Permit did not include additional conditions related to parking, hours, or class size, and that the existing lessons are generally limited in frequency and duration.

Chair Packer summarized his perspective, stating that while it is important to ensure conditional uses do not negatively impact surrounding neighborhoods, the available on-street parking in the area appears sufficient. He indicated that the primary issue may be related to educating clients on appropriate parking practices rather than the overall intensity of the use. He said that a 10-minute transition between sessions, as required by City code, may be sufficient, though he remained open to additional time if the Commission deemed it necessary.

Commissioner Sommerkorn asked for clarification regarding the recommended 30-minute separation between the two conditional use permits. Ms. Edstrom explained that the intent of this condition was to prevent overlap between the two instructors in the event they operated on the same day, allowing sufficient time for one session to conclude before another begins. She noted that based on current scheduling, the two instructors are expected to operate at different times of day, but the condition provides an added safeguard to avoid congestion or confusion if schedules change in the future.

Commissioner Toller expressed appreciation for efforts to balance neighborhood impacts with maintaining the economic viability of the applicant's business. He indicated difficulty in identifying an approach that would adequately address parking concerns while also avoiding overly burdensome operational restrictions, particularly regarding time gaps between sessions.

Commissioner Cornelius referenced concerns raised by neighboring residents, specifically vehicles blocking driveways, parking near fire hydrants, and reduced visibility for vehicles exiting properties. He emphasized the importance of resolving these issues through clear

conditions within the permit. He suggested that directing customer parking and drop-off activity to Bonneville Lane, in addition to utilizing the driveway, could mitigate these concerns while allowing the business to operate effectively. He further noted that a 10-minute transition between sessions aligns with city code and may provide a reasonable balance.

Property owner Jacob Derington reiterated that extended gaps between lessons would significantly reduce the applicant's ability to operate, noting that a 20-minute gap would effectively cut instructional time in half given the 20-minute lesson format. He emphasized the value of the service being provided, particularly as a year-round indoor swim instruction option, and stated that overly restrictive conditions could result in the applicant relocating elsewhere, thereby limiting community access to the service.

Commissioner Cornelius reiterated support for a 10-minute transition period, consistent with code requirements, combined with clearly defined parking expectations, including use of Bonneville Lane and the driveway. He indicated this approach could address neighborhood concerns while preserving the functionality of the business.

Commissioner Sevy discussed the practical implications of a 10-minute transition, noting that even with staggered arrivals and departures, there could still be multiple vehicles present at one time. She questioned whether Bonneville Lane could adequately accommodate the parking demand and whether restrictions on parking within the immediate neighborhood could or should be enforced as part of the permit conditions.

Tiara Vail, wife of the applicant, addressed the Commission and clarified that many clients arrive with multiple children in a single vehicle, which reduces the total number of cars compared to what might be assumed from the number of students.

Commissioner Sevy acknowledged this point but emphasized that the primary concern was the overlap of vehicle arrivals and departures during session transitions. She noted that even with fewer cars overall, congestion could still occur during pickup and drop-off periods. She asked whether directing parking to Bonneville Lane would sufficiently alleviate the concerns raised by neighbors.

Mr. Derington further explained that some families schedule consecutive lessons for multiple children, meaning they remain on-site rather than leaving and returning, which reduces turnover and traffic. He sought clarification on whether required time gaps would apply to the same family attending back-to-back sessions.

Chair Packer clarified that the intent of the transition time condition is to manage pickup and drop-off activity, and that a "session" could reasonably be interpreted as a single family grouping for that purpose.

Ms. Vail and Mr. Derington confirmed that the property includes on-site changing facilities, allowing families to remain on-site between sessions without needing to leave and return.

Commissioner Cornelius inquired about parking capacity along the east side of the property. Mr. Derington responded that the property frontage and adjacent street length could accommodate approximately five to six vehicles on each side if parked appropriately. He stated that issues have primarily arisen when patrons park across the street rather than along the subject property, attributing this to confusion and lack of awareness rather than insufficient space.

Mr. Derington emphasized that parking concerns could be mitigated through better communication and education to clients regarding appropriate parking locations. He also noted that some complaints may stem from individual neighbor sensitivities, rather than consistent or widespread issues.

Commissioner Sevy acknowledged the clarification and confirmed that adequate parking appears to be available on-site and along Bonneville Lane. Commissioner Cornelius reiterated that clearly defined parking expectations would help reduce neighborhood conflict and support compatibility with surrounding residential uses.

Commissioner Moore inquired whether overflow parking could be accommodated at the nearby church property. Staff clarified that the church property is privately owned and cannot be designated or relied upon for parking related to a home occupation. It was further noted that a home occupation should not generate impacts requiring off-site parking beyond the immediate residential area, and that permit conditions are intended to ensure compatibility within the neighborhood.

Chair Packer and Commissioner Sommerkorn emphasized that the surrounding public streets provide ample legal parking and that reliance on external properties would be unnecessary. The Commission generally concurred that sufficient parking exists in the vicinity when used appropriately.

Commissioner Moore concluded that, based on the discussion, parking availability itself does not appear to be a limiting factor, and that the primary concern is ensuring proper use and management of existing parking resources.

Chair Packer reiterated that the Commission had carefully considered the concerns raised by neighboring residents and expressed confidence that adequate parking exists in close proximity to the property. He stated that any issues appear to stem from improper or illegal parking behaviors, such as blocking driveways or fire hydrants, rather than a lack of available space. He emphasized that education and communication with patrons would likely resolve these concerns.

Ms. Edstrom provided a practical assessment of anticipated traffic, noting that with two instructors typically arriving together, the number of vehicles would be reduced. She estimated that, at most, three to four vehicles may be present at any given time, which could be comfortably accommodated along Bonneville Lane. She reiterated that conditions are intended

to minimize neighborhood impact while supporting safe traffic flow and compatibility with residential uses.

Commissioners discussed the possibility of modifying the time between sessions. Commissioner Birkenshaw expressed support for maintaining consistency with the previously approved Conditional Use Permit on the same property by retaining a 15-minute transition period, while also suggesting that directing parking to Bonneville Lane could mitigate neighborhood concerns.

Commissioner Cornelius proposed a motion to approve the Conditional Use Permit with modified conditions, including reducing the minimum transition time between sessions to 10 minutes and directing pickup, drop-off, and parking activity to Bonneville Lane. Clarification was sought regarding whether this requirement should be mandatory or recommended.

Commissioner Sommerkorn cautioned against establishing overly rigid parking conditions, noting that occasional deviations such as a vehicle briefly stopping in front of the home should not constitute a violation of the permit. He suggested framing parking direction as a recommendation rather than an enforceable requirement to avoid unintended enforcement issues.

The Commission further discussed their authority to regulate parking as part of conditional use permit conditions. Staff confirmed that conditions may address safe vehicle circulation, access, and parking impacts related to the business; however, limitations should be carefully structured to distinguish between business-related activity and typical residential use.

Discussion also included considerations of driveway use for pickup and drop-off, with some concern raised about the safety implications of frequent vehicle movements. The Commission acknowledged these concerns while noting that similar residential activity occurs in many neighborhoods.

At the conclusion of the discussion, it was clarified that the initial motion had not received a second and therefore failed. The Commission prepared to refine and restate a motion incorporating agreed-upon conditions.

Commissioner Cornelius made to approve the Conditional Use Permit for Vail Aquatics with the following conditions: There is to be a minimum of 15 minutes between sessions, pick-up, drop-off, and parking directed to Bonneville Lane and the south side of Summerfield Way adjacent to the subject property. Commissioner Toller second the vote and the vote was unanimous in favor of the motion (7-0).

Commissioner Packer: Yay
Commissioner Sevy: Yay
Commissioner Moore: Yay
Commissioner Toller: Yay

Commissioner Sommerkorn: Yay
Commissioner Burkinshaw: Yay
Commissioner Cornelius: Yay

4- REZONE REQUEST AND PUBLIC HEARING FOR HESS FARMS PARK LOCATED AT 1625 SOUTH 550 EAST (PARCEL NUMBER 08-033-0047) FROM R-1-8 SINGLE FAMILY RESIDENTIAL TO PU PUBLIC USE

Ms. McNamara presented a proposal to rezone Hess Farms Park, located at 1625 South 550 East, from R-1-8 (Single-Family Residential) to Public Use (PU). The subject property is approximately two acres in size and is situated on the eastern side of the city near the boundary with Fruit Heights. Surrounding properties are zoned R-1-8.

Ms. McNamara explained that the rezone is part of the City's ongoing effort to apply more appropriate zoning designations to publicly owned park properties. The Future Land Use Map identifies the site as park space, and while the General Plan does not specifically address zoning classifications for parks, the proposed change is considered consistent and neutral in relation to the Plan.

Regarding public outreach, staff mailed 100 notices. Six residents contacted the City, primarily seeking clarification on the purpose of the rezone and whether any changes to the park were planned. Staff reported that, after residents received explanations, no concerns or objections were expressed.

Based on the consistency with the Future Land Use Map and the City's efforts to align zoning with actual land use, staff recommended that the Planning Commission forward a recommendation of approval to the City Council for the proposed rezone from R-1-8 to Public Use.

Chair Packer opened the public hearing; however, no public comment was received. The hearing was then closed.

Commissioner Toller made a motion to send a positive recommendation for the City Council to rezone Hess Farms Park from R-1 8 to PU. Commissioner Moore seconded the motion, and the vote was unanimous in favor of the motion (7-0).

Commissioner Packer: Yay
Commissioner Sevy: Yay
Commissioner Moore: Yay
Commissioner Toller: Yay
Commissioner Sommerkorn: Yay
Commissioner Burkinshaw: Yay
Commissioner Cornelius: Yay

5- REZONE REQUEST AND PUBLIC HEARING FOR GAILEY PARK LOCATED AT APPROXIMATELY

200 SOUTH 300 WEST (PARCEL NUMBERS 11-107-0040, 11-107-0039, AND 16-766-0024) FROM R-1-8 SINGLE FAMILY RESIDENTIAL TO PU PUBLIC USE

Ms. McNamara presented a proposal to rezone Gailey Park, located at 200 South 300 West, from R-1-8 (Single-Family Residential) to Public Use (PU). The site is approximately 5.7 acres and consists of three separate parcels, including the main park area, a smaller triangular portion, and an additional northern segment. Surrounding properties are primarily zoned R-1-8.

Ms. McNamara explained that the rezone is consistent with the City's broader effort to align zoning designations with actual land use for publicly owned park properties. The Future Land Use Map designates the area for park use, and while the General Plan does not specifically address zoning classifications for parks, the proposal is considered neutral and consistent with planning objectives.

Staff reported that 131 public notices were distributed. Two residents contacted the City seeking clarification on the purpose of the rezone and whether any physical changes to the park were planned. After receiving clarification, no concerns or objections were expressed.

Chair Packer opened the public hearing; however, no public comment was received. The hearing was then closed.

During Commission discussion, Commissioner Birkenshaw noted that the request was consistent with previous park rezones considered by the Commission and appeared straightforward.

Commissioner Burkinshaw made a motion to recommend approval of the rezone from R-1-8 to Public Use in accordance with the General Plan. Commissioner Sevy second the motion and the vote was unanimous in favor of the motion (7-0).

Commissioner Packer: Yay
Commissioner Sevy: Yay
Commissioner Moore: Yay
Commissioner Toller: Yay
Commissioner Sommerkorn: Yay
Commissioner Burkinshaw: Yay
Commissioner Cornelius: Yay

6- APPROVAL OF THE MINUTES FROM MARCH 12, 2026 PLANNING COMMISSION MEETING

Commissioner Sommerkorn made a motion to approve the minutes from the March 12, 2026 Planning Commission meeting. Commissioner Burkinshaw seconded the motion, and the vote was unanimous in favor of the motion (7-0).

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

Commissioner Toller: Yay
Commissioner Sommerkorn: Yay
Commissioner Burkinshaw: Yay
Commissioner Cornelius: Yay

7- OTHER MATTERS THAT PROPERLY COME BEFORE THE PLANNING COMMISSION

Ms. Edstrom invited Commissioners to share feedback from the recent Utah Land Use Institute conference. Commissioner Moore reported that the training was highly informative, particularly regarding emerging topics such as Public Infrastructure Districts (PIDs). He noted that the conference provided substantial value and recommended future attendance, mentioning an upcoming session anticipated in Sandy in October.

Commissioners Sevy and Cornelius also shared positive feedback. Commissioner Sevy noted that the virtual format was effective and convenient, while Commissioner Cornelius appreciated the engaging and dynamic discussions during the sessions. Staff and Commissioners generally agreed the training was worthwhile and beneficial.

Ms. Edstrom then provided an update regarding recent state legislation related to Detached Accessory Dwelling Units (DADUs). She explained that the Planning Commission will be reviewing potential ordinance updates in an upcoming meeting to align with state requirements, with a compliance deadline anticipated later in the year. Discussion included the City's ability to tailor local standards such as setbacks and design requirements within the framework of state law.

Staff also discussed scheduling considerations for upcoming meetings. The Commission anticipates continued discussion on DADU regulations in April, as well as review of the Small Area Plan (City Center Plan), which is expected to return to the Planning Commission following final draft review and advisory committee input. It was noted that agenda timing may need to be adjusted to accommodate these items without overloading a single meeting.

Commissioners briefly discussed attendance at the upcoming American Planning Association conference in Bryce Canyon, with several members indicating plans to attend.

8- ADJOURNMENT

Commissioner Moore made the motion to adjourn the meeting at 8:01 pm.