



## MEETING NOTICE AND AGENDA

Notice is hereby given that the Kaysville City Council will hold a regular council meeting on Thursday, July 7, 2022, starting at 7:00 P.M. in the **Council Chambers in Kaysville City Hall at 23 East Center Street, Kaysville, UT.**

The meeting will be streamed on YouTube, and the link to the meeting will be posted on [www.KaysvilleLive.com](http://www.KaysvilleLive.com). For those wishing to direct comments to the City Council can do so in-person, or email comments to [publiccomment@kaysville.gov](mailto:publiccomment@kaysville.gov). Emailed comments will NOT be read out-loud at the meeting. Members wishing to speak during an Action Items or during Call to the Public must sign-up in person before the meeting to speak.

### **CITY COUNCIL Q&A – 6:30 P.M.**

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

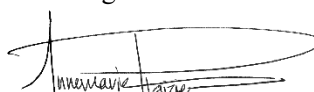
### **CITY COUNCIL MEETING – 7:00 P.M.**

The agenda shall be as follows:

1. OPENING
  - a. Provided by Council Member Abbi Hunt.
2. CALL TO THE PUBLIC (3 MINUTE LIMIT, MUST SIGN UP IN PERSON)
3. PRESENTATIONS AND AWARDS
  - a. Swearing-in of new police officer Peydun VanHoff.
  - b. Presentation to Chris Montgomery for receiving his Fire Officer I certification.
  - c. Davis Remembers 9/11 Memorial Event Presentation – Major Brent Taylor Foundation.
4. DECLARATION OF ANY CONFLICTS OF INTEREST
5. CONSENT ITEMS
  - a. Approval of Minutes of June 2, 2022.
6. ACTION ITEMS
  - a. Rezone of 42 North Angel Street from R-A (Agricultural Residential) to the R-1-14 (Single Family Residential) district – Cody Clifton.
  - b. A Resolution amending FY 2023 Compensation Schedule for City Officials and Employees.
7. WORK ITEMS
  - a. Main Street Revitalization Plan Discussion.
  - b. General Plan Update Discussion.
  - c. Juneteenth Discussion.
8. COUNCIL MEMBER REPORTS
9. CITY MANAGER REPORT
10. ADJOURNMENT

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

I hereby certify that I posted a copy of the foregoing Notice and Agenda and emailed copies to media representatives on July 1, 2022.



Annemarie Plaizier  
City Recorder



## **Davis Remembers: The 9/11 Project**

### **Hosted by the Major Brent Taylor Foundation**

#### **Community Engagement**

The over-arching purpose of the 9/11 Project is to bring community members together. In 2021, the Weber County edition of this project utilized the volunteer services of over 400 people. Students from local junior high and high schools were among those who helped pull the event together. Politicians, business leaders, military members, educators, and first responder professionals are all involved in an incredibly collaborative manner. Few community events have this level of both depth and breadth in terms of opportunities for civic engagement.

#### **Educational Opportunities**

The 9/11 Project also provides invaluable educational opportunities for young and old alike. The Museum Exhibit is designed in such a way as to engage all the human senses in an immersive manner. Guests walk through a physical timeline of events leading up to the tragic attacks of September 11, 2001. For those who lived through those events, the Project serves as a reminder of what happened that day—and the emotion, good will, and shared desire to serve that emerged in the aftermath. For those not yet alive in 2001, this Project helps them experience the magnitude of the tragedy—and the intensity of the patriotism and brotherhood that rose almost literally out of the ashes of that day.

#### **Service Showcase**

Non-profit and service-oriented organizations are granted booth space in which to demonstrate the services they provide. Not only does this serve to educate the public about the good work being done by those involved in these service organizations; it also provides opportunities for those same members of the public to get involved in the work being done. It's a showcase and a recruiting fair—all with community service as the end-goal for all involved.

#### **Professional Career Fair**

The 9/11 Project also creates a great opportunity for medical, fire and police professionals to show case the work they do. Through the indoor booths and the outdoor parking lot exhibits, these professionals are able to interact with members of the public and help them (the public) regain a sense of trust of and appreciation for these professions. It also serves to introduce today's young people to the possibility of joining one of these professions as part of their own future career choices.

#### **Military Tribute**

All branches of service are invited to participate in the 9/11 Project. In addition to showcasing their professionalism and career options, members of the military also get to interact with members of the public in a non-threatening and non-confrontational way. They can educate the public about the different but overlapping missions of each of the branches of service. Once again, it is a chance for today's adults to gain (or regain) trust and appreciation while also planting seeds of career opportunities for tomorrow's men and women in uniform.

#### **Touch a Truck Exhibit**

Members of the public traditionally LOVE a good Touch a Truck exhibit. By bringing different vehicles and pieces of machinery to the parking lot area, the military, medical, fire and police professionals can take their interactions with the public to a deeper level.





# DAVIS★REMEMBERS

## THE 9/11 PROJECT

MAJOR BRENT TAYLOR FOUNDATION  
TRAIN, HONOR, ENGAGE

**SEPTEMBER 7 - 11, 2022**

The Major Brent Taylor Foundation is proud to partner with Davis County to create a memorable and educational experience to commemorate the events of September 11, 2001, and the heroism of the military, medical, fire and police professionals who responded that day—and who have continued to respond everyday since.

### The Davis Remembers 9/11 Project will feature:

- Free parking and free admission to the public.
- An interactive exhibit with a photo and video timeline beginning in the late 1990s and taking the viewers through the morning of Tuesday, September 11, 2001 and beyond.
- An exhibit hall where local service-oriented organizations can share the work they do and also recruit volunteers
- A gathering place for people to interact with local military, medical, fire and police professionals.
- A Children's Corner to create thank you cards for those who serve us.
- A parking lot full of law enforcement, medical, fire and military vehicles for children and families to explore.
- Field trip opportunities for local students.

The project will be held at the **Davis County Legacy Events Center:**  
151 S 1100 W, Farmington, UT 84025



# SPONSORSHIP OPPORTUNITIES

GOLD

**\$10,000**

**Sponsors Receive:**

- Sponsor name and logo prominently displayed on the event webpage.
- Sponsor name and logo prominently displayed on the event social media sites.
- Prominent sponsor logo recognition on the event signage.
- Six tickets to the VIP Preview Night Event
- Sponsor logo on the MBTF Flag Mission Trailer for the 2023 Calendar Year

SILVER

**\$5,000**

**Sponsors Receive:**

- Sponsor name and logo displayed on the event webpage.
- Sponsor name and logo displayed on the event social media sites.
- Sponsor logo recognition on the event signage.
- Four tickets to the VIP Preview Night Event

BRONZE

**\$1,000**

**Sponsors Receive:**

- Sponsor name displayed on the event webpage.
- Sponsor name displayed on the event social media sites.
- Sponsor name recognition on the event signage.
- Two tickets to the VIP Preview Night Event

The VIP Event will be held on **Tuesday, Sept. 6** at the Davis County Legacy Events Center.



**Learn more about sponsorships and volunteer opportunities at:**  
[www.majorbrenttaylor.com](http://www.majorbrenttaylor.com) or email [info@majorbrenttaylor.com](mailto:info@majorbrenttaylor.com)



## KAYSVILLE CITY COUNCIL

June 2, 2022

Minutes of a regular Kaysville City Council meeting held on June 2, 2022 at 7:00 p.m. in the Council Chambers in Kaysville City Hall at 23 East Center Street, Kaysville, UT.

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

Others Present: City Manager Shayne Scott, Finance Director Dean Storey, City Attorney Nic Mills, City Recorder Annemarie Plaizier, Assistant Finance Director Levi Ball, Community Development Director Melinda Greenwood, Information Systems Manager Ryan Judd, Public Works Director Josh Belnap, Cody Branch, Jessi Stringham, Justan Stringham, Lori Baron, Rich Baron, Brett Markham, Bill Morrison, Elizabeth Marsh, Tyler Ross, Caleb Williams, Kevin Swenson, Eve Swenson, Jeanne Foster, Doug Foster, Jake Fisher, Krystal Fisher, Alicia Lambert, David Johnson, Julio Castro, Christina Castro, Karen Hart, Neka Roundy, Susan Anderson, Dawn Steele, David Nielsen, Sarah Harames, Erica Townsend, Dustin Townsend, Michelle Thomson, Laurene Starkey, Val Starkey, Joey DeFilippis

### **OPENING**

Council Member Blackham opened the meeting with a prayer and led the audience in the pledge of allegiance.

### **CALL TO THE PUBLIC**

Nothing was brought under this item.

### **PRESENTATIONS AND AWARDS**

#### **PUBLIC WORKS DEPARTMENT PRESENTATION**

Public Works Director, Josh Belnap, presented the annual report for 2021 for the Public Works Department. Mr. Belnap explained that their department covers streets, storm water, water, and engineering and inspection. They are in charge of taking care of 135 miles of public streets, and that number grows each year with new development in the city. Our streets crews also oversee the four traffic signals and one pedestrian HAWK signal that we have in Kaysville. We also address traffic calming and concerns received regarding traffic volume, speed, patrol needs, signage and striping. We oversee the install and repair of any new or existing signs in the city, curb and street painting, tree trimming or the removal of other foliage that encroach the road, fleet and equipment management, and the repair or installation of curb and sidewalk. The storm water division takes care of over 300 miles of underground storm and land drainpipes. They also oversee our street sweeping, and the city's MS4 Permit with the State and the EPA. As part of that permit, all City staff must complete training on storm water systems. The storm water crew conducts storm water screening, and we must report that information to the state every year. We also participate in the Davis County Stormwater Coalition. The water division of public works maintains over 160 miles

of drinking water pipes, along with seven water storage tanks. We are tasked with delivering high quality water to our customers and as part of our system, we have six chlorine monitoring stations throughout town. We also have two large pump houses, with a third soon to be in operation. We do annual trainings and daily water quality monitoring, system security and flushing lines. Our engineering and inspection area helps to oversee the plan review on new developments to ensure that these developments meet requirements. Most recently, our city engineer has been working on franchise agreements and we are working to draft a Storm Drain Master Plan. Last year we continued to work on improving water quality and collected over 1,000 samples. We saw a significant increase in leak repairs over the last year. We have many water projects planned and are coordinating the design for them. Last year we added 1.5 miles of new public streets through new developments. We repaired 1,100 feet of sidewalk and repaved Thornfield Road and 350 East Street. Our crews had 600 tons of asphalt repairs, 500,000 square feet of preventative maintenance applications of sealcoats on certain roads, and 150 tons of crack sealing. Over the last year, we have also been working on the design of the Burton Lane Roundabout, the North Angel Street Sidewalk project, Mutton Hollow Road project, 200 North, and Connector Road projects. A lot of our focus has been coordinating with other entities with the West Davis Corridor project as well as the Connector Road project. Some of the challenges our department faces is in regards to staffing. We had about a 25% turnover rate last year. Our aging infrastructure is also a high concern for us, especially in the older parts of town. We are dealing with aging equipment, but have been working on addressing that over the last year and have made some significant progress. We face supply chain issues, inflation costs, and struggles of contractor availability. We struggle to keep up with the growth occurring all over the state, as well as changes in the industry. We have great employees and we are grateful for their willingness to step in where needed, even on weekends and holidays.

Council Member Jackson asked about sidewalk repair, especially in the older areas of town.

Josh Belnap said that Kaysville's ordinance says that sidewalks are the responsibility of the adjacent property owner, and if a sidewalk needs to be repaired or replaced, it's that property owner's responsibility to repair it. However, in an attempt to quell some of those safety concerns, the city will help with up to 50% of the costs. This summer we will also be looking into hiring a contractor to go into a specific area we have deemed in need of dire sidewalk repairs, and they will shave off small sections of sidewalk slabs to make them level to help prevent pedestrians from tripping. When our department does receive a complaint about a sidewalk, we try to make contact with the property owner to work with them and see what can be done to get the sidewalk fixed.

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

No conflicts were disclosed.

### **CONSENT ITEMS**

Council Member Blackham made a motion to approve the following consent items:

- a. Approval of Minutes of May 5, 2022.
- b. Appointment of new Planning Commission members and Planning Commission Alternate.
- c. Appointment of new Power Commission member.
- d. Authorizing an Agreement for the Lower Pasture Water Tank Booster Station

Project.

The motion was seconded by Council Member Oaks.

The vote on the motion was as follows:

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

The motion passed unanimously.

### **ACTION ITEMS**

#### **REZONE OF 492 NORTH FLINT STREET FROM R-A (AGRICULTURAL RESIDENTIAL) TO THE LI (LIGHT INDUSTRIAL) DISTRICT – BRAD WALTERS OF MONNIT CORPORATION**

Community Development Director Melinda Greenwood explained that Brad Walters of Monnit Corporation has submitted a request to rezone the property located at 492 North Flint Street. The request is to rezone the property from R-A (Agricultural Residential) to the LI (Light Industrial) zoning district in order to accommodate a future two-story commercial building, which would include an office, warehouse and research space. The property was previously used for a single-family dwelling, but it was recently demolished. There is a residential home located to the south of this property, and a residential subdivision across the street, but the property abuts the LI zone to the north and east. In the LI zone, buildings are allowed to be five feet taller than residential homes, and the setbacks are different, however the building on the LI zoned property will have to sit thirty feet from the adjacent residence. Staff feels that this application meets some of the goals within the city's general plan, including having commercial land use along major arterial streets. Only one public comment was submitted to the Planning Commission, which cited concerns about the architecture of the building fitting into the feel of the adjacent residential subdivision, concerns with the building height and concerns with the building blocking views of neighboring homes. At the May 12, 2022 Planning Commission meeting, the Planning Commission held a public hearing and then voted six to zero to recommend approval of the rezone request.

Council Member Jackson asked about the neighboring commercial uses.

Melinda Greenwood responded that directly north of this property is an office space used in conjunction with a nearby rehab center. There are also industrial uses nearby in the Business Park.

Council Member Jackson asked about the comment received.

Melinda Greenwood responded that the comment indicated they were concerned about the architecture of the building. The applicant has indicated that they would like to build a building with a rustic style of architecture.

Council Member Blackham said that the buildings within the Kaysville Business Park are held to building standards as outlined in their covenants. Council Member Blackham asked if the same standards could be held to this property.

Nic Mills said that if the council wishes to put requirements on the property, such as architecture requirements, it would be best to do that through a development agreement.

Melinda Greenwood added that the council might not want to implement the architectural standards of the Business Park because they have more of an industrial style.

Council Member Blackham said that he would feel more comfortable approving this rezone if a development agreement were in place addressing the architecture of the building.

Council Member Adams made a motion to table the request to rezone 492 North Flint Street from R-A to the LI district for Monnit Corporation so city staff could negotiate a development agreement with the applicant. The motion was seconded by Council Member Blackham.

The vote on the motion was as follows:

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

The motion passed unanimously.

**REZONE OF 602 SOUTH ANGEL STREET FROM A-1 (LIGHT AGRICULTURAL) TO R-1-8 (SINGLE FAMILY RESIDENTIAL) DISTRICT WITH A PRUD (PLANNED RESIDENTIAL UNIT DEVELOPMENT) OVERLAY ZONE – BEBUILDERS**

Community Development Director Melinda Greenwood explained that BeBuilders submitted a rezone application on behalf of the Evelyn L. Johnson Trust to change the property at 602 South Angel Street from A-1 (Light Agricultural) to R-1-8 (Single Family Residential) with a Planned Residential Unit District (PRUD) overlay. The property is 1.66 acres in size and the rezone would allow up to nine single-family lots to be developed. At the May 12, 2022 Planning Commission meeting, the Planning Commission held a public hearing and voted four to two to recommend approval of the rezone request. The Planning Commission also received multiple public comments via email, which comments had been provided to the City Council prior to the meeting. Since the Planning Commission meeting, the City Council has also received further comments from the public. Most comments were opposing the zone change, and concerns included traffic, parking, safety, density, small lot size, crime, water availability, green space, affordability of the proposed housing project, losing a rural feel, lot width, air quality and property values. There were also a few comments submitted that were in support of the zone change. The applicant had submitted a nine-lot concept with their rezone application, but is now showing an eight-lot concept. The

applicant is also proposing a patio home community that would be composed of lots for 55 years of age and older, with homes that would be approximately 2,500 square feet in size. Staff is recommending that the City Council approve the rezone request based on the Planning Commission's recommendation and the findings outlined by Staff. Staff feels that this proposed rezone meets the guidelines of the general plan and that the R-1-8 zone would create additional single-unit housing opportunities, allow for varying sizes of homes, while still preserving the existing residential feel. Within the last couple of years, the state has been requiring more regulations of cities to help meet moderate income housing needs. In 2019, the City Council adopted certain requirements into our general plan to meet state requirements. Rezoning to higher densities is necessary to assure the production of moderate-income housing. The PRUD overlay zone helps to create less costly housing. The development being proposed would not be considered as moderate-income housing, but it would allow for smaller lot sizes with smaller homes, which in turn lends itself to a less costly product. We are in a statewide housing crisis, and every choice made to create more housing will help towards the crisis. One concern mentioned from neighbors was in regards to the city not being able to provide adequate public services to these new units. However, the city would not recommend a rezone request that the city would not be able to support.

David Nielsen, representing the Johnson family and BeBuilders, said that they are requesting eight patio homes with three-car garages on each home. The lot size for each will be at almost 1/5 of an acre, and they will have a minimum side yard setback of ten feet, which is more than what is required in the zone. The target prices for the homes will be about \$650,000-800,000 and they will be single-level homes. They are proposing to do a private lane with a locked gate between the existing Angel Crescent Way and Dawn Drive for emergency access. The Johnson family has paid for access to Angel Crescent Way. There will be an open sidewalk entrance for foot traffic between the two private lanes. Angel Street is defined as an arterial street and is eligible for medium and higher density consideration. This is not a medium density housing development, but considered a single family detached. Approving this development would allow for more housing choices in our community. Many people are looking to downsize their home but would like to stay in Kaysville. This would give some an opportunity to do so. The proposed homes would be two-bedroom, with the option of putting more rooms in the bedrooms upstairs or in a bonus room. Their target buyers are empty nesters. They want to keep these homes more spaced out from each other, with sidewalks against the street. There is ample precedent for this type of use in the neighborhood. Two twin-homes are built not far from this property. Ovation Homes built a similar development on 200 North not long ago. There are also existing private lanes adjacent to the property. This development is a great opportunity for the neighborhood.

Council Member Jackson asked about the private gate.

David Nielsen said that it likely would be a three-rail metal gate.

Council Member Jackson asked about the existing trees on the property.

David Nielsen said that they would like to keep as many existing trees on the property as they can.

Council Member Hunt asked if the applicant would be willing to consider a less dense zone.

Council Member Oaks asked if the developer had spoken with the neighbors about their plans for development.



David Nielsen said that after their mother passed away, the family met together to discuss what should be done with the property. It was a consensus that they would take their development idea to the Planning Commission to see what comments they would receive and then make adjustments based on the feedback. The neighbors wanted to see that Angel Crescent Way be kept as a private lane, which it will be.

Mayor Tran opened the meeting for public comment.

Brett Markham commented that he bought his property from the Johnson family, directly west of the subject property, and has lived here for forty years. Mr. Markham said that he is opposed to this rezone. It has been mentioned that Angel Street is considered an arterial road, but he would disagree. Approving this requested rezone would set a precedent in the area. There is a large difference in lot sizes between the proposed R-1-8 zone and the current zoning surrounding the property. The council needs to consider how approving this development might affect our school system. If nearby green space is also developed into higher density housing, there will be a substantial number of kids being added to our schools. Where will we find land for another school? The West Davis Corridor will bring in more traffic to our streets and Angel Street is only a single lane road.

Justan Stringham said that he moved from Georgia four years ago and it was hard to move from a more open area to an area where it is hard to find any property left to build, and still feel a sense of space and a community feel. Mr. Stringham said that he has since felt that sense of community in Kaysville and a place to raise his family. There is a general sense that there was a plan put together many years ago for how those before us wanted to see Kaysville. Historically, our city has done a great job in planning for the city and he appreciates the recent survey that was done to give an idea of what our current community would like to see. The council needs to keep that in mind when making this decision. If this proposed rezone feels like radical change to the community, than the request needs to be rejected.

Alicia Lambert said that while she supports the Johnson's, she is opposed to this proposed rezone. She is concerned about the precedent that has already been set. In the last forty years, Kaysville has changed from large farming properties to smaller and smaller residential developments. Those who have lived here that long have had to succumb to it and it's time for a new precedent to be put into place. Ms. Lambert said that Davis County has lost over 71,000 acres of farmland. The county lost another 16,600 farm acres between 2002 and 2007. Since the 1970's, agricultural land has been devalued. Real estate and development has become more precious and profitable than the farms that feed us. Without our farms, we will not have any food. In 2002, there was an article in the Deseret News that discussed how people were concerned about growth back then as well.

Tyler Ross said that we are all here tonight because we are passionate about where we live and we love where we live. They moved to Kaysville because of the feel of the community, and the open space and lot sizes were appealing. Mr. Ross said that the survey that was conducted in regards to the General Plan said that surveyed residents reported a high quality of life and a desire to mitigate growing pains to maintain Kaysville's small-town feel. Residents felt that commercial areas are the best candidates for future development and growth, especially for low-rise mixed-use development. Kaysville's residents exhibit a strong preference for future housing development to consist of single-family homes, preferably with large lots. In many areas, the residents would like



to see that future land use be consistent with existing land use. We should prohibit high-density land uses in areas established for lower density residential uses. Mr. Ross said that while he supports the Johnson's wanting to develop their property, he feels there are more accommodating solutions and would rather see only four units being proposed here.

Joey DeFilippis said that he had previously submitted a letter addressing a number of his concerns. He is appreciative of the modifications that the Johnson's have made to the plan since the Planning Commission meeting. Having more traffic coming from this development onto Angel Street is a big concern as well as being able to keep Angel Street safe, especially for all the children walking to and from school. Angel Street is also considered part of a cycling route and every intersection added to a cycling route is a hazard. It seems that most of the neighbors are okay that the property is developed, but a middle ground needs to be found. Most of the properties surrounding this are half-acre lots. Mr. DeFilippis suggested that the Johnson's consider a rezone to the R-1-LD zoning district. It would help to maintain a wider minimum lot size and it would help to blend better into the neighborhood. Mr. DeFilippis commented that he was disappointed that the Planning Commission hadn't discussed modifying the proposal to another zone at their meeting.

Christina Castro said that she is one of the Johnson children and only five of the Johnson kids could be here tonight. This property is a big part of their family they are leaving behind and it's hard to see it happen. Ms. Castro said that she watched her dad go through property development approvals as he was on the City Council and as the Mayor, and she watched neighbors become unkind to others when change happens. If this property were to be developed into four large single-family homes, there would likely be more traffic on Angel Street from these homes than the proposed eight patio homes. These homes will be for senior dwelling and would be a good addition to the city. Many of our older generations are looking for a place that is smaller and easier to live in and take care of. This development would do just that. Many of their own family members would like to live here. There hasn't been agricultural farming on this property for several years, and they haven't had any farm animals on the property since their dad passed away in 2008. We appreciate being listened to and considered for this rezone, and we understand the concerns. Change is hard but it is inevitable. We have seen many farms become neighborhoods, but we have become good friends with the neighbors who moved in there. The best way to deal with change is to be part of it and their family is open to ideas and communication with everyone.

Erica Townsend said that her family moved here from New Jersey almost ten years ago and they chose to live in Kaysville because of the feel of the area. They were under the impression that a lot had to be built on a half an acre or more, otherwise it would have to have green space to make up that difference. They learned soon after moving here that they were misinformed because people continued to get their land rezoned and then would sell their land to make as much money as possible by putting in as many homes as they could fit onto their lot. As this continues, the look and feel of west Kaysville continues to change. Angel Street was recently repaved and those traveling along here have finally stopped complaining about the patches of asphalt on Angel Street. By allowing a rezone and the development of eight homes on this property, it will allow the road to be torn up again. We will see an increase in traffic. How will we be assured that only people older than fifty-five will live in these homes? There is no HOA planned for these new homes. The neighbors are concerned about the construction that will occur here and the safety of the kids in the area. There should continue to be green space required here in order to continue the feel of west Kaysville. Mrs. Townsend said that she is not as concerned about the size of the homes being proposed, but rather the amount of them and this setting a precedent for the future. Will there be

guidelines set for this community?

David Johnson said that he is also one of the Johnson children, and he has lived in Kaysville his entire life. They had a house on 400 West and Center Street, and when that home was removed for I-15 to be widened his parents bought this property on Angel Street. At the time it was zoned A-5 and they had a farm for the family. In 2001, their father, Art, wanted to sell off some of his property, so he rezoned his property to A-1. The remainder property to be sold was rezoned to R-1-20. Two of the lots were approved to allow for twin homes for his grandsons. Mr. Johnson said that he bought a home on Angel Street in 1973 and they still live there, and they have seen a lot of change. A new patio home development was recently built by their property and it has become a great asset to the community. There are many people looking for these types of patio homes. The lots that are being proposed tonight are seventy-five feet wide.

Dustin Townsend said that he is also opposed to this rezone request and is concerned about the lot sizes being much smaller than the surrounding properties. There is a lot of room for compromise in this situation and he would rather see four or five lots being proposed for the property. Mr. Townsend said he is concerned about the road being torn up with the construction of this development because contractors tend to do minimal work and the road patches end up looking terrible. Many of the neighbors would like to see these as larger lot sizes. The R-1-8 zone would be more appropriate if there were other high-density housing developments in the area. The neighbors are also concerned about how this might impact property values and the rural feel of the neighborhood, because that is why many of us bought a home in this area.

Rich Baron said that he lives west of this property and has lived in west Kaysville for twenty-three years. They love the area, and one of the main draws for them is because of the lot sizes in west Kaysville. The General Plan has policies in place to guide future growth. However, in Policy 1.1 of the General Plan it states that the city should preserve single-family neighborhoods by restricting development to models that fit the existing character of the neighborhood. This rezone doesn't fit the character of the neighborhood. High-density housing should not be placed in the middle of a neighborhood with one-acre and half-acre properties. Mr. Baron said that there is a housing crisis in Utah but fails to see how a proposal for eight homes would rectify the housing crisis. The only way that argument becomes valid is if other areas of west Kaysville are rezoned the same.

Mayor Tran closed the public comment for this item.

Council Member Hunt asked if the applicant could be required to enter into an agreement that these homes would be for those fifty-five and older.

Melinda Greenwood said that it could be done through a development agreement. The enforcement of it could be done in a variety of ways, such as through deed restriction or through an HOA.

Council Member Oaks said that while he is in favor of a patio home development, he is concerned about limiting these homes to only those falling within that age range. It might be a perfect size home for a young couple.

Council Member Blackham made a motion to deny the rezone request of 602 South Angel Street

from A-1 to the R-1-8 district with a PRUD overlay zone for BeBuilders, seconded by Council Member Oaks.

Council Member Jackson said that cities are feeling significant pressure from the state to help grow and to help accommodate the growth that is occurring statewide. It is astonishing how many homes that we are in need of. We also have the biggest defense program in our nation taking place at Hill Air Force Base and they are estimating that there will be another 4,000-5,000 new jobs being created. This is another reason driving the housing demand. There are several members of our community that would like to downsize to a small, single-level home and there aren't enough being built in our area to meet demand. Council Member Jackson said that he feels that this proposal fits within our General Plan and we need to make some realistic decisions to try to create more housing opportunities in Kaysville. We need diversity in order to have a healthy community. We need to have housing for our elderly and our young couples. This is a good development and it will fit well into this community and will enhance the neighborhood.

Council Member Hunt said that she agrees with Council Member Jackson. There have been some concerns mentioned about setting a precedent, but she doesn't feel that approving this development will do that. This is a good development and will be good for those who would live here.

Council Member Oaks asked if this property were to be rezoned to the R-1-20 district, would twin homes or duplexes be allowed here.

Melinda Greenwood responded that they would be allowed with the approval of a conditional use permit.

Council Member Oaks said that the R-1-8 zone is considered a higher density zone, but is not considered as high-density. Council Member Oaks said that he is not comfortable approving an R-1-8 zone in this area because it is surrounded by half-acre lots. He likes the patio home concept, but doesn't feel that adding eight homes here fits into this area and would like to see the developers come back with a different rezone request.

Council Member Adams thanked the Johnson family for what their family has done for the community. Council Member Adams said that he is in favor of the size of the proposed homes, and would like to see more homes of this size built in the city. He doesn't feel that approving this development would set a precedent, hinder schools, or add much traffic to the area. It is unrealistic to think that west Kaysville will always have half-acre lots. However, he feels that when a development is being proposed in an already developed area, they should build similar housing adjacent to what is already built. It's hard to place the burden of smaller lots and more homes on an area where people are already established. Council Member Adams said he would rather see this development be proposed with only four units.

Council Member Blackham said that for decades, the city councils would only allow for developments of two units per acre west of I-15 and because of that, there is a certain expectation from those who already live here. Residents have purchased here because of the bigger lots and space around them. Many of the neighbors have said that they aren't against development, but want to see a development that better fits into the area. The city's General Plan is a guideline and is left for interpretation. Allowing for an additional eight homes here would be a dramatic change to the neighborhood, and therefore he feels that this development doesn't meet the General Plan.

He also feels that approving this for R-1-8 would set a precedence for future development. Higher density is more appropriate for arterial streets that is closer to mass transit.

Council Member Jackson said that it is extremely important that the council helps the city to grow and adapt to the growth occurring. It is concerning that if the council continues to deny these proposed developments, that the city might be forced to approve certain developments whether we like it or not. The reality is the state is going to continue growing and we need to figure out how we can grow while protecting our neighborhoods. Approving this development would be a great first step.

The vote on the motion was as follows:

Council Member Adams, yea  
Council Member Hunt, nay  
Council Member Jackson, nay  
Council Member Oaks, yea  
Council Member Blackham, yea

The motion passed with a vote of three to two.

#### AN ORDINANCE ENACTING 12-2-7 OF THE KAYSVILLE MUNICIPAL CODE REGARDING CAMPING IN CITY PARKS OR ON PUBLIC PROPERTY

Attorney Nic Mills explained that recently the city has become more concerned about the possibilities of people camping in public parks or on public property. Further, the City's Parks Department occasionally has people that are camping at the East Kaysville Wilderness Park without the appropriate permits. This ordinance would address these issues by prohibiting camping on public property or in parks unless under specific circumstances.

Council Member Adams made a motion to approve an Ordinance enacting 12-2-7 of the Kaysville Municipal Code regarding camping in city parks or on public property, seconded by Council Member Oaks.

The vote on the motion was as follows:

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

The motion passed unanimously.

#### WORK ITEMS

##### BURTON LANE/50 WEST ROUNDABOUT BID DISCUSSION

Public Works Superintendent Josh Belnap commented that in 2019 the city looked at having an

evaluation done on some of the city's intersections to see if changes could be done to make those intersections flow better. Following a formal engineering evaluation by a third party consultant, it was recommended that the intersection of Burton Lane and 50 West would be a good location to install a roundabout. However, with the topography and the alignment of the roadways, combined with the proximity of the nearby parks, it was decided to install a temporary roundabout to study the efficacy of it before committing the funds to a permanent modification of the intersection. Staff recently opened bids for a permanent roundabout at Burton Lane and 50 West. While the city only received one bid, that bid was nearly double what the engineer's estimated cost was originally. Inflation, supply chain issues, and labor shortages are significantly affecting the costs of operations, maintenance and projects. Staff does not feel that the city can do this project at this time because of the cost of the bid. However, city Staff feels strongly that this project still needs to happen at some point in the future. City Council needs to also take into consideration that postponing this project does not guarantee a lower bid price in the future.

Mayor Tran asked about having a four-way stop at this intersection.

Josh Belnap said that the engineer who did the evaluation recommended against a four-way stop because this is a busier road and would likely cause more problems with traffic efficiency movements. There is also more concern for pedestrian safety with a four-way stop.

Council Member Blackham commented that the bid might have been done at the wrong time of year. Typically, contractors for this type of work are bidding for projects later in the year to plan for the next year. This seems to have been bid at a time when contractors already have full-workloads planned. Council Member Blackham said that he would like to see this rebid in the fall.

Josh Belnap said that they are hearing more from contractors that the time of year that they bid is becoming less relevant because of the sheer volume of work they have. Mr. Belnap said that he is hoping to break down some of the items within the bid to see if we can find a more comparable bid price on some of the items that needs to be completed.

Council Member Jackson asked about accidents at this roundabout.

Josh Belnap responded that we have not had any recordable accidents at this intersection with the temporary roundabout in place. We want to balance the flow of traffic and pedestrian access at this intersection, while keeping it as safe as possible.

Council Member Blackham asked if this could be listed as a capital project on the budget and carried into the next year to add more funds then if we had to.

Shayne Scott responded that we could.

#### GENERAL PLAN UPDATE DISCUSSION

The City Council postponed this item until a future agenda.

#### BUDGET DISCUSSION

Finance Director Dean Storey presented the latest reported sales tax for the city and said the budget

would be adjusted to account for the additional revenue in the amount of about \$200,000. Mr. Storey presented a historical listing of fund balance from previous years. The city is required to have at least 5% of total revenues of unassigned fund balance, but no more than 35%. Staff feels that an appropriate level would be 18-20%. The city has used fund balance most recently to transfer one-million dollars to the city hall project. In 2021, \$850,000 was transferred for future capital projects. In our current budget, we are anticipating the use of fund balance of 1.1 million dollars for operational costs, fleet replacement, and the paramedics program. Our initial discussion regarding FY 2023 was to use fund balance for operational costs and for fleet replacement, which would amount to about a million dollars. With the latest sales tax reports, we feel that could be reduced a little. Mr. Storey reviewed the proposed changes to the fee schedule, which included changes to fees related to the cemetery, parks and recreation fees, and a few fee changes to community development. Mr. Storey said that there is also a need to increase water rates. The proposed rate would increase the base rate by \$2 per month per connection. There is also a proposed usage rate increase with an incremental increase per tier. This is being proposed as a way to try to encourage the conservation of water. If there are areas where secondary water is not available, the block rate for that tier has a 20% usage increase.

Josh Belnap added that the increase in water usage not only helps to encourage people to conserve water, but also helps us to capture some of the impact from high water users.

Dean Storey said that Chief Oberg feels that there needs to be an adjustment made to the police department budget in the amount of about \$30,000 for crossing guards. Our police department now has a crossing guard to help coordinate all of the crossing guards, and because of that, she is working more hours and being compensated more. They have also had to hire on more crossing guards over the last few years. Mr. Storey said that earlier in the council's budget discussions, the current state of the operations center was discussed, along with the consideration of a renovation of the building. However, Staff now feels that it would be best to delay the project and instead address the replacement of the doors, which has been included in the FY 2023 budget. The roof also needs to be replaced, but Staff feels that could be put off another year. Mr. Storey said that the tentative budget did not include the grant ARPA funds received, but those have now been included and are in line with projects that have already been discussed for that funding.

Council Member Adams asked about when the council would need to decide on whether a Truth in Taxation hearing needed to be held.

Dean Storey responded that the council would need to make that decision at their next council meeting. If the council decides not to hold a Truth in Taxation hearing, they could approve the final budget that same night.

### **COUNCIL MEMBER REPORTS**

Council Member Oaks said that the RAMP committee held their first meeting this last week and are excited to be starting that process.

### **ADJOURNMENT**

Council Member Oaks made a motion to adjourn the City Council meeting at 9:58 p.m., seconded by Council Member Adams and passed unanimously.

# **CITY COUNCIL STAFF REPORT**



**MEETING DATE:** July 7, 2022

**TYPE OF ITEM:** Action

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

**SUBJECT/AGENDA TITLE:** Rezone of 42 North Angel Street from R-A Agricultural Residential District to R-1-14 Single Family Residential District.

## **EXECUTIVE SUMMARY:**

M. Cody Clifton submitted a rezone application to change the property at 42 North Angel Street from R-A Agricultural Residential District to R-1-14 Single Family Residential District. As it now sits, the property is .554 acres (24,132 ft<sup>2</sup>) and the rezone would allow up the Clifton's to do a lot line adjustment to reduce the size of the lot to .39 acres (16,988 ft<sup>2</sup>), creating a smaller and more affordable lot.

At the June 9, 2022 Planning Commission meeting, the Planning Commission held a public hearing and voted 5-0 to recommend approval of the rezoning request. No public comments were received.

The staff report and minutes from the June 9th Planning Commission Meeting are attached.

## **City Council Options:**

1. Approve the rezone request.
2. Deny the rezone request.

## **Recommended Option:**

Staff recommends that the City Council approve the rezone request of 42 North Angel Street to R-1-14 Single Family Residential District based on the Planning Commission's recommendation and the findings outlined in the staff report.

## **Fiscal Impact:**

N/A.

## **Attachments:**

1. Planning Commission Staff report
2. Draft Rezone Ordinance
3. June 9, 2022 Planning Commission Meeting Minutes



## PLANNING COMMISSION STAFF REPORT

**To:** Kaysville City Planning Commission  
**From:** Melinda Greenwood, Community Development Director  
**Date:** June 2, 2022

**Agenda Item #2:** Public Hearing for the rezone application from M. Cody Clifton for 42 North Angel Street from R-A Agricultural Residential District to R-1-14 Single Family Residential District

|                                   |                                                                         |
|-----------------------------------|-------------------------------------------------------------------------|
| <b>Meeting Date</b>               | June 9, 2022                                                            |
| <b>Application Type</b>           | Rezone                                                                  |
| <b>Applicant   Owner</b>          | M. Cody Clifton                                                         |
| <b>Address   Parcel ID Number</b> | 42 North Angel Street   11-813-0001                                     |
| <b>Lot Size</b>                   | .554 acre   24,132 ft <sup>2</sup>                                      |
| <b>Current Use</b>                | One single family dwelling                                              |
| <b>Current Zoning</b>             | R-A Agricultural Residential District (minimum 21,780 ft <sup>2</sup> ) |
| <b>Density Entitlement</b>        | 1 single family detached dwelling                                       |
| <b>Requested Zoning</b>           | R-1-14 Single Family Residential District                               |
| <b>Density Entitlement</b>        | 1 single family residential dwelling (minimum 14,000 ft <sup>2</sup> )  |

### 1. BACKGROUND

M. Cody Clifton submitted an application for a zone change for 42 North Angel Street from [R-A Agricultural Residential District](#) to [R-1-14 Single Family Residential District](#). In 2017, the Clifton Subdivision created three lots single family lots in the R-A zone. The lots are addressed as 42, 46 and 50 North Angel Street and both 46 North and 50 North are flag lots.

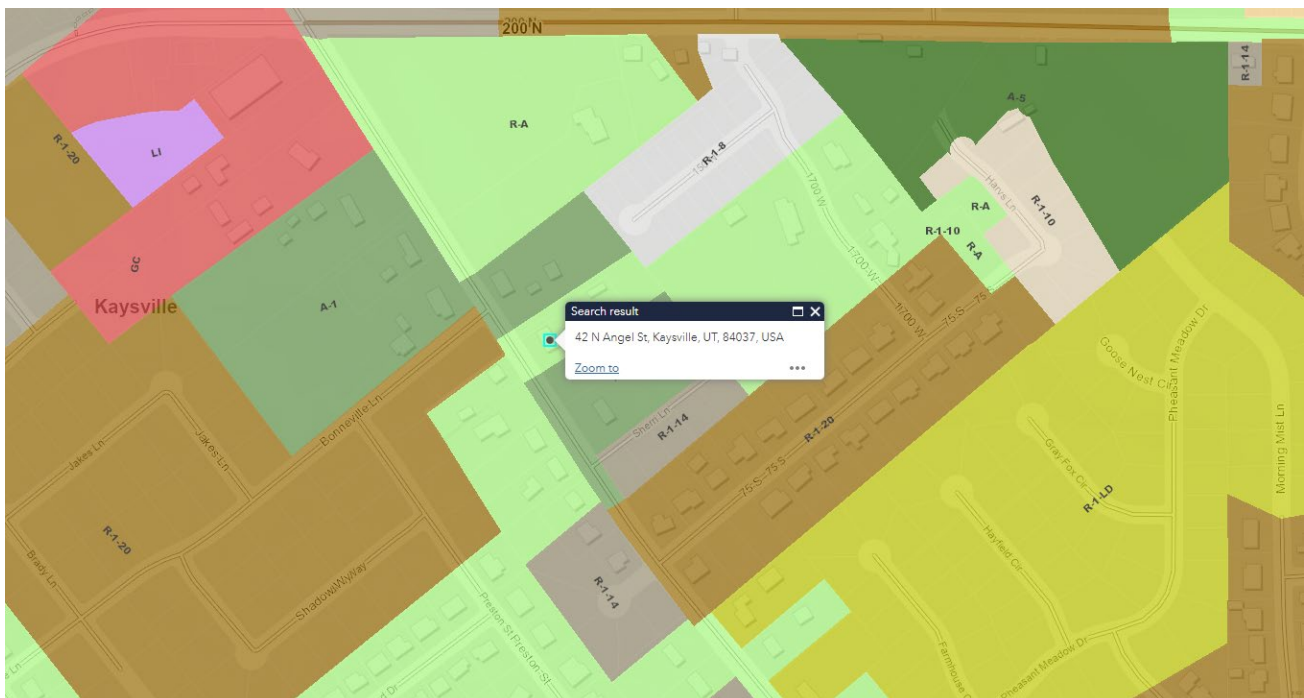


The subject property is a .554 acre (24,132 ft<sup>2</sup>) parcel on Angel Street which is currently used as a single family residence. The rezone would not change the allowed density on the property, which is one single family dwelling unit. The Clifton's anticipate doing a lot line adjustment to reduce the current lot size of .554 acres (24,132 ft<sup>2</sup>) to .39 acres (16,988 ft<sup>2</sup>), creating a smaller and more affordable lot for their son. Their desired lot line adjustment cannot be done without the zone change.

## 2. SURROUNDING LAND USE AND ZONING

The parcel is located on the east side of Angel Street at 42 North. The character of the surrounding zoning in the area includes:

- **Adjacent** – Directly adjacent to the subject property is R-A and A-1.
- **North** – The subject property is bordered by A-1 zoning and R-A further north.
- **South** – Zoning districts to the south include A-1, R-1-14 and R-1-20.
- **East** – To the east is R-A and R-1-8.
- **West** – Across Angel Street to the west is R-1-20, A-1 and R-A zoning.



## 3. GENERAL PLAN

The 2019 Kaysville City General Plan contains the following goals and policies (emphasis added). These excerpts are relevant to the R-1-14 rezone application and should be considered as findings when the Commission makes their recommendation to the City Council.

### ***1. Identity and Character***

*A. Kaysville should be **primarily a residential community** with a vision to promote business, industry and public use.*

The R-1-14 zone is a residential zone, therefore the rezone request falls in line with this goal and policy.

### **III. Growth and Development**

*A.2. Reserve land and promote development that is high quality, **diversified and adaptable to changing conditions.***

The R-1-14 zone allows for single family lots of a smaller size ( $\geq 14,000$  ft<sup>2</sup>) than R-A, which requires at least 21,780 ft<sup>2</sup>. The rezone would allow for diversification of lot sizes.

#### **I. Housing**

*A. Housing should be located throughout the City and restricted only where it is incompatible with other necessary uses.*

*2. West of I-15, allow for similar housing densities in existing neighborhoods while considering medium density housing along the major streets and higher density housing near transit stops and arterial streets (200 North, Interstate 15, and the West Davis Corridor).*

The subject property is located west of I-15 on Angel Street which is considered a collector street per [KCC 8-3-2](#). Given its location along Angel Street and the varied single family zoning districts in its vicinity, it is appropriate to consider applying the R-1-14 zone.

*B. The majority of the housing should be **single unit** attached or detached. **The City will seek to provide a variety of housing choices throughout the community including a means for allowing homes of a variety of sizes.** Multiple unit housing should consist mostly of duplexes (two unit structures) and some three to six unit structures dispersed throughout the City.*

The housing in the area is currently developed as low density single family lots, including R-1-8, approximately 250' to the east, which allows lots as small as 8,000 ft<sup>2</sup>. Approximately 300' to the south, R-1-14 zoning is in place. The change to the R-1-14 zone would not be out of character in this area.

#### **Plan For Additional Moderate Income Housing**

*Approximately fifteen percent (15%) of the additional housing should be moderate income housing. Kaysville will continue to use the following means and techniques to provide a realistic opportunity for development of a variety of housing, including moderate income housing:*

*1. **Zoning properties** townsite (R-T), **single family (R-1)**, diverse (R-D), two-family (R-2), one to four family (R-4), and multiple family (R-M) residential and central commercial (CC) which allows housing.*

*9. **Rezone for densities necessary to assure the production of moderate income housing.***

The R-1-14 zone reduces the minimum lot size to 14,000 ft<sup>2</sup> and would allow the Clifton's to sell a smaller size and less costly property to their son.

The 2019 General Plan provides goals and policies which support the rezone request.

#### 4. ZONING

##### A. R-1 Single Family Residential District

The stated purpose of the R-1 zone is:

*To provide for areas in appropriate locations where quiet, low-density residential neighborhoods may be established, maintained, and protected. The regulations of this district are designed to promote and encourage a suitable environment for families, most of whom will have children. To this end, the regulations permit the establishment of single-family dwellings and also permit, with proper controls, those public and quasi-public activities such as schools, libraries, churches, parks and playgrounds, which serve the needs of families. The regulations are intended to prohibit the establishment or operation of any activity which would be adverse to such a residential environment.*

Based on information in this report, public comment, and discussion at the Planning Commission meeting, the Commission should determine whether or not the application of the R-1-14 zone in this location would meet the stated purpose of the R-1 zone.

##### B. Density

The subject property is 24,132 ft<sup>2</sup>, which currently allows for one single family dwelling. The rezone would require a minimum lot size of 14,000 ft<sup>2</sup>, which would still only allow for one single family dwelling on the property. However, with the rezone applied, that lot size could be reduced through a lot line adjustment by as much as 10,132 ft<sup>2</sup> and remain in conformance with minimum lot size required by zoning code.

##### C. Regulations

Differences between lot size requirements and other regulations between the A-1 (current) and R-1-14 (proposed) zones are identified in the chart below.

| Regulation                  | R-A                    | R-1-14                 |
|-----------------------------|------------------------|------------------------|
| Minimum Lot Size            | 21,780 ft <sup>2</sup> | 14,000 ft <sup>2</sup> |
| Density (based on lot size) | 1                      | 1                      |
| Minimum Lot Width           | 100'                   | 90'                    |
| Building Height Allowance   | 30'                    | 30'                    |
| Front Setback               | 30'                    | 30'                    |
| Side Setback                | 8'                     | 8'                     |
| Rear Setback                | 30'                    | 15'                    |

#### 5. PUBLIC NOTICING AND PUBLIC COMMENT

A total of 31 public notices were mailed to property owners within 500' of the subject property.

As of the date of this report, no comments have been received.

## 6. SUMMARY

The applicant submitted the below concept for their anticipated lot line adjustment.



The 2019 General Plan contains adequate goals and policy objectives to support approval of the rezone request and the rezone would not change or increase the density allowed on the property.

The Planning Commission should debate the rezone request and make a recommendation to the City Council addressing the rezone request based on its findings in this report, compatibility with the 2019 General Plan, the stated purpose of the R-1-14 zone, any public comments received and how well R-1-14 works at this particular location.

## 7. RECOMMENDATION

Staff recommends the Planning Commission send a recommendation of approval to the City Council for the property at 42 North Angel Street to be rezoned to R-1-14 Single Family Residential District.

ORDINANCE NO. 22-\_\_\_\_\_

AN ORDINANCE REZONING 42 NORTH ANGEL STREET, A CERTAIN PORTION OF KAYSVILLE CITY TO THE R-1-14 (SINGLE FAMILY RESIDENTIAL) ZONING DISTRICT, HEREINAFTER FULLY DESCRIBED; PROVIDING FOR REPEALER; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE

**WHEREAS**, the City Council of Kaysville City, State of Utah, has determined in an open public meeting to rezone the subject property at 42 North Angel Street from R-A Agricultural Residential District to the R-1-14 Single Family Residential district which has a minimum lot size of 14,000 square feet; and

**WHEREAS**, said meeting was duly and regularly held and the interested parties were given an opportunity to be heard; and

**WHEREAS**, on June 9, 2022, with a vote of 5-0, the Kaysville City Planning Commission made a recommendation of approval to the City Council on said zoning action; and

**WHEREAS**, the City Council, after due consideration of said district, has concluded that it is in the best interest of the City and the inhabitants thereof that said R-1-14 zone be implemented;

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

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

**SECTION II:** Rezone. The real property at 42 North Angel Street, and known by Parcel Identification Number 11-813-0001, as shown on the attached map which is made a part hereof, containing approximately .554 acres (24,132 square feet) of land, shall be rezoned and the Zoning Map amended by removing it from the Kaysville City R-A Agricultural Residential District as currently delineated and rezoning it to the R-1-14 Single Family Residential district.

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

**SECTION VI:** This Ordinance shall take effect upon execution of the ordinance.

PASSED AND ADOPTED by the City Council of Kaysville City, Utah, this \_\_<sup>th</sup> day of \_\_\_\_\_, 2022.

ORDINANCE NO. 22-\_\_\_\_\_

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

ATTEST:

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



**Kaysville City Planning Commission  
June 9, 2022 Meeting Minutes**

The Planning Commission meeting was held on Thursday, June 9, 2022 at 7:00 pm in the Kaysville City Hall located at 23 East Center Street.

**Planning Commission Members in Attendance:** Chair Nguyen, Vice-Chair Lyon, Commissioners Branch, Allred, and Sundloff

**Staff Present:** Mindi Edstrom and Melinda Greenwood

**Public Attendees:** Matthew Cody Clifton, Kristyn Clifton, Paul Clifton, and Rachel Lott

**1-Opening and call to order:**

Chair Nguyen welcomed all in attendance and called the June 9<sup>th</sup> meeting to order.

**2-Public Hearing for the rezone application from M. Cody Clifton for 42 North Angel Street from R-A Agricultural Residential District to R-1-14 Single Family Residential District:**

**Introduced by:** Melinda Greenwood

Ms. Greenwood said the City received an application for M. Cody Clifton for a rezone at his property at 42 North Angel Street. The property is just over a half acre and is currently used as a single family dwelling and is zoned R-A, Agricultural Residential. The Clifton's are requesting the R-1-14, zone which would allow for a smaller lot size so a portion could be sold to his parents. This rezone is in anticipation to a lot line adjustment. Ms. Greenwood stated that an R-1-14 would not be out of context considering the proximity to the R-1-8 that is north of the lot and an R-1-14 south of it.

Ms. Greenwood shared goals and policies from the 2019 General Plan, which suggest this type of a rezone is supported. She shared how this rezone falls in line with the goal and policy in keeping Kaysville primarily a residential community and allowing for single family lots of a smaller size than the R-A which would allow for diversification of lot sizes.

Ms. Greenwood said that where the property is located west of I-15 on Angel Street has varied single family home districts in its vicinity, which makes it appropriate to consider applying the R-1-14 zone. She further stated that housing in the area is developed as low density single family



lots so this rezone would not be out of character in this area.

Ms. Greenwood shared that the applicant is wanting to have this property rezoned as to create a more affordable product for their son and family. She also said that the Community Development staff had received calls inquiring about the rezone but there were no comments in opposition. Given that, staff recommended the Planning Commission send a recommendation of approval of the 42 North Angel Street to be rezoned to R-1-14 Single Family Residential District.

Commissioner Nguyen asked Ms. Greenwood about the state's definition of our housing income. Ms. Greenwood said that she would look in the states code for the definition.

Commissioner Nguyen invited the applicant to address the Planning Commissioners. Mr. Paul Clifton, the applicant's father, shared that several years ago he made these three lots out of a half-acre plus land. He shared that his daughter's home would be in the back lot, he would have the middle lot, and that his son would have the front lot.

Commissioner Lyon asked Mr. Clifton if the neighbors are ok with this rezone.

Mr. Clifton said that there has been no concerns from the neighbors.

Commissioner Allred asked the applicant who owns the stem part of the flag lot in the back and Mr. Clifton said he understands the 36 feet from the extreme boundary, 18 of them belong to the top lot and the other 18 feet will belong to the middle lot.

Commissioner Nguyen opened the meeting up to the Public Hearing and no comments were made. Commissioner Nguyen closed the Public Hearing.

Commissioner Allred shared that he is in favor of this rezone and feels that the long term policy needs to start breaking down and we should start accepting anything that allows for more flexible living arrangements and reduces the burden on property owners.

Commissioner Nguyen reiterated his feelings that we need to change our views on buying bigger properties and agrees with the rights of property owners.

There were no further comments from the Planning Commissioners.

**Motion:** Commissioner Lyon made a motion to approve recommendation or rezone for M. Cody Clifton at 42 North Angel Street to an R-1-14 single family residential district. Commissioner Sundloff seconded the motion.

The vote was unanimous in favor of the motion.

### **3-Call to the Public:**

None

**4-Other matters that properly come before the Planning Commission:**

Ms. Greenwood said the June 23<sup>rd</sup> meeting we will be starting at 6:00 pm to have a joint discussion with City Council in regards to the 2022 General Plan. The June 23<sup>rd</sup> meeting will include public hearings for a text amendment for model and tract homes and another for the explosives ordinance.

**5-Meeting adjourned:**

The meeting was adjourned at 7:30 p.m.



# STAFF REPORT

**MEETING DATE:** July 7, 2022

**TYPE OF ITEM:** Work

**PRESENTED BY:** Shayne Scott

**SUBJECT/AGENDA TITLE:** Amending FY 2023 Compensation Schedule

## EXECUTIVE SUMMARY:

### Mental Health Therapist:

When the mental health therapist position was approved a pay range was not established due to the unique nature of this position. We started employment for this employee at the same wage as the only other comparable municipal therapist in the Wasatch Front.

We would like to establish an appropriate and comparable pay range for this position now that we have had more time to research comparable positions. The suggested range is that of West Valley City adjusted for the 4.75% COLA which is the best comparable at this time.

### Substation Technician Supervisor:

We recently hired an employee to manage the power substation. In the hiring process it was apparent that the current pay scale for the "Journeyman Substation Technician" was not high enough to attract the required skillset. In order to hire someone it was agreed that they would be compensated equivalent to a "Senior Line Supervisor". The change today will not increase this employee's pay but simply establish a new position called "Substation Technician Supervisor" so that this employee fits within our approved compensation plan.

### Journeyman and Apprentice Lineman:

Because we are making the above change to the compensation plan we wanted to do some housekeeping with the Journeyman and Apprentice Lineman positions as well. We are not increasing the pay scales for these positions but simply breaking them out and establishing a range rather than a fixed set amount. This gives the power director the ability to adjust pay within that range if he feels an employee is not performing at the level expected. The maximum amounts have not changed.

**COUNCIL OPTIONS:** Approve or deny

**RECOMMENDED OPTIONS:** Approve

**FISCAL IMPACT & FUND SOURCE FOR RECOMMENDED ACTION:**

**ATTACHMENTS:**

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION AMENDING THE FISCAL YEAR 2023 COMPENSATION SCHEDULE  
FOR CITY OFFICIALS AND EMPLOYEES.

WHEREAS, the Kaysville City Council has adopted a FY 2023 Compensation Schedule as part of the FY 2023 Budget and now desires to make minor changes to the Schedule.

NOW THEREFORE, BE IT RESOLVED BY THE KAYSVILLE CITY COUNCIL:

1. The City Council hereby amends the Fiscal Year 2023 Compensation Schedule for City Officials and Employees.
2. The amendment to the Schedule is attached hereto as Exhibit A and incorporated herein by this reference.
3. The effective date of this resolution shall be upon adoption.

APPROVED and ADOPTED this 7th day of July 2022.

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

ATTEST:

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

## Exhibit A

### Amendment to FY 2023 Compensation Plan

| Adjusted Plan                                             |  |                     |             |              |  |                           |          |         |
|-----------------------------------------------------------|--|---------------------|-------------|--------------|--|---------------------------|----------|---------|
|                                                           |  | Annual Compensation |             |              |  | Conversion to Hourly Rate |          |         |
|                                                           |  | Minimum             | Midpoint    | Maximum      |  | Minimum                   | Midpoint | Maximum |
| Mental Health Therapist                                   |  | \$68,480.31         | \$91,167.07 | \$113,853.82 |  | \$32.92                   | \$43.83  | \$54.74 |
| Substation Technician Supervisor                          |  | \$77,762.93         | \$91,371.43 | \$104,979.94 |  | \$37.39                   | \$43.93  | \$50.47 |
| Journeyman Lineman                                        |  | \$83,373.19         | \$90,159.38 | \$96,945.57  |  | \$40.08                   | \$43.35  | \$46.61 |
| Apprentice Lineman - 4th Year (86% of Journeyman Lineman) |  | \$79,495.37         | \$81,434.28 | \$83,373.19  |  | \$38.22                   | \$39.15  | \$40.08 |
| Apprentice Lineman - 3rd Year (82% of Journeyman Lineman) |  | \$75,617.54         | \$77,556.46 | \$79,495.37  |  | \$36.35                   | \$37.29  | \$38.22 |
| Apprentice Lineman - 2nd Year (78% of Journeyman Lineman) |  | \$71,739.72         | \$73,678.63 | \$75,617.54  |  | \$34.49                   | \$35.42  | \$36.35 |
| Apprentice Lineman - 1st Year (74% of Journeyman Lineman) |  |                     |             | \$71,739.72  |  |                           |          | \$34.49 |

| Original Plan                    |  |                                                                                                             |             |             |  |                           |          |         |
|----------------------------------|--|-------------------------------------------------------------------------------------------------------------|-------------|-------------|--|---------------------------|----------|---------|
|                                  |  | Annual Compensation                                                                                         |             |             |  | Conversion to Hourly Rate |          |         |
|                                  |  | Minimum                                                                                                     | Midpoint    | Maximum     |  | Minimum                   | Midpoint | Maximum |
| Mental Health Therapist          |  | \$57,193.50                                                                                                 | \$72,591.75 | \$87,990.00 |  | \$27.50                   | \$34.90  | \$42.30 |
| Journeyman Substation Technician |  | \$71,002.15                                                                                                 | \$83,427.77 | \$95,852.31 |  | \$34.14                   | \$40.11  | \$46.08 |
| Journeyman Lineman               |  | \$96,945.57                                                                                                 |             |             |  |                           |          | \$46.61 |
| Apprentice Lineman               |  | Makes a % of Journeyman Lineman wage depending on year. 1st Year=74% 2nd Year=78% 3rd Year=82% 4th Year=86% |             |             |  |                           |          |         |

# **CITY COUNCIL STAFF REPORT**



**MEETING DATE:** July 7, 2022

**TYPE OF ITEM:** Work

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

**SUBJECT/AGENDA TITLE:** Main Street Revitalization Plan Discussion.

## **EXECUTIVE SUMMARY:**

A final draft of the Kaysville Main Street alternative is attached. A draft of this plan was presented at a Main Street stakeholder meeting on June 23, 2022, where approximately 30 businesses and property owners attended. The city incorporated feedback from that meeting and presents a final draft to the City Council for discussion.

A cost estimate for the preferred option is \$2,363,000 in 2025 dollars. How such improvements could be funded is unanswered, but there are some options outside of city funding.

In preparation for the next steps with the Main Street Community Reinvestment project area, staff would like to have this adopted at the July 21, 2022 meeting.

## **City Council Options:**

Discussion of the draft plan.

## **Recommended Option:**

Staff recommends the City Council discuss the proposed Main Street alternative and provide feedback (if any) to staff. Staff would like to have this adopted at the July 21, 2022 meeting.

## **Fiscal Impact:**

\$2,363,000 (2025 dollars) – funding sources are TBD.

## **Attachments:**

1. Kaysville City Main Street Concept – June 28, 2022 Draft



## Kaysville Main Street DRAFT Preferred Concept

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

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

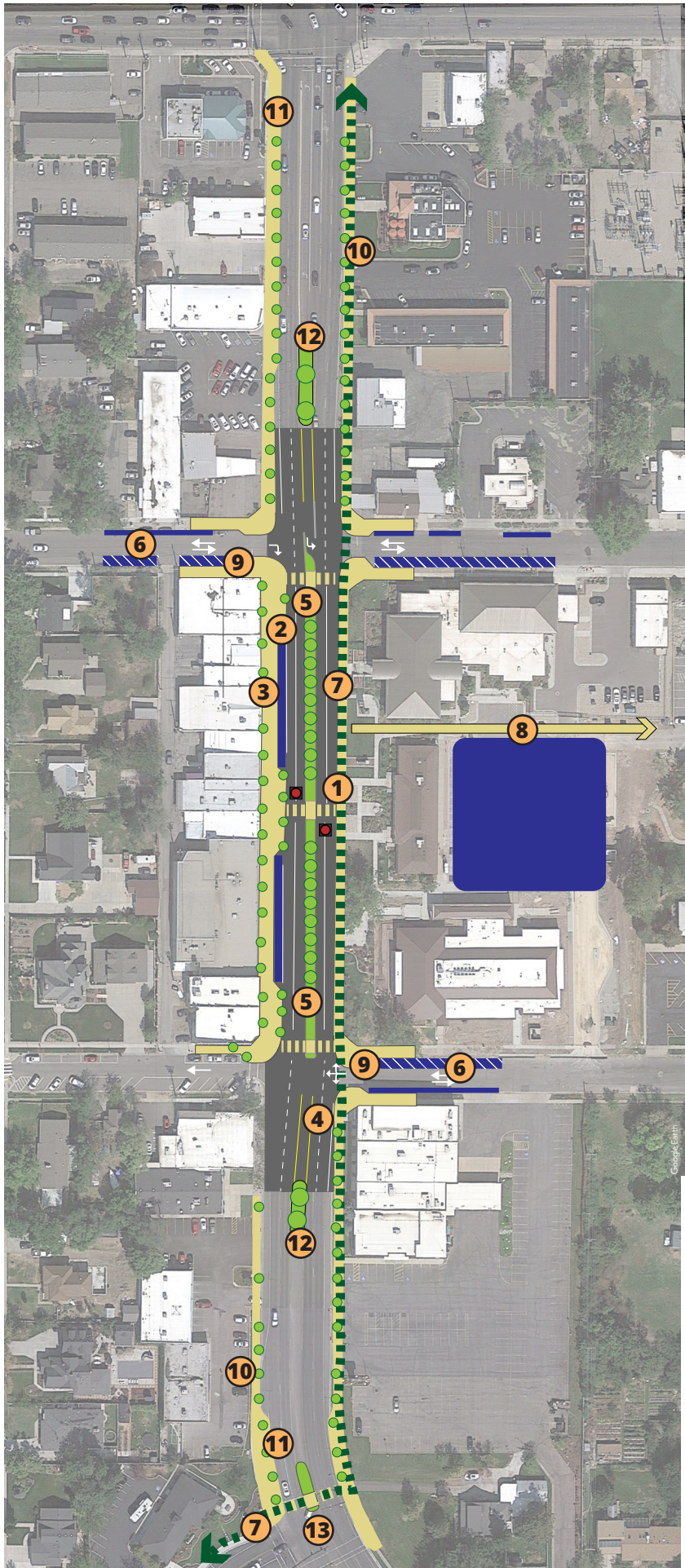
The initial conversations among Kaysville and UDOT highlighted two key priorities: placemaking and access. The concept reflects these themes. Place in this case means public space, aesthetics, slowing traffic, and a full downtown streetscape extension. Access means pedestrian crossings, parking, access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

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



*Rendering of Kaysville Main Street Preferred Concept*





## PEDESTRIAN



New pedestrian space



Marked pedestrian crossing



HAWK pedestrian-activated crossing

## STREETSCAPE



Street trees



Planted median island

## PARKING



Reconfigured diagonal parking



Reconfigured parallel parking



Key district off-street parking area

## NETWORK LINKS



Shared use pathway



## Concept Overview

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

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

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

## Concept Elements

### CENTRAL BLOCK

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

### NORTH AND SOUTH BLOCKS

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

## Enhancing public space.

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

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

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

## Traffic calming.

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

## Increasing and improving pedestrian crossings.

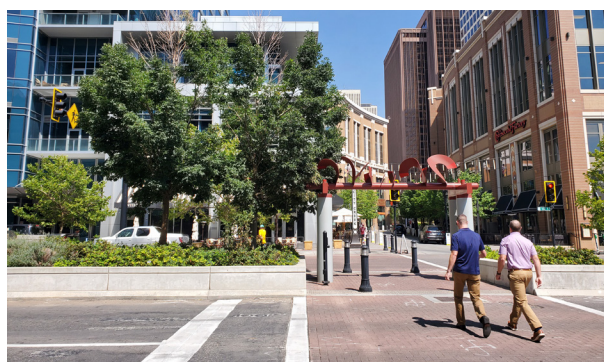
Moving the HAWK crosswalk currently located at Center Street to mid-block will place a safe crossing at the most desired point along Main Street. This will work hand-in-hand with the parking strategy by connecting to and promoting where people can park in the middle of the block in place of some of the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

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

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



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



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



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

### Increasing aesthetics/beautification.

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

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

### Reconfiguring and connecting parking.

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

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



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



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

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

### Managing vehicle access.

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

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

### Connecting the street/pathway network

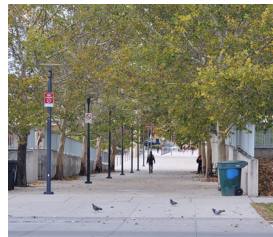
While the gridded street network of Kaysville’s downtown area is established, one smaller street/pathway network improvements is recommended: the consideration of a more intuitive pathway through the civic block, linking the planned mid-block crosswalk of Main Street to the parking lot and the recreation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

### Extending the downtown street character

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



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



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



landscaped medians that still allow for left turns into driveways.

## Helping people riding bikes access Main Street.

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

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



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



## Concept Development Process

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

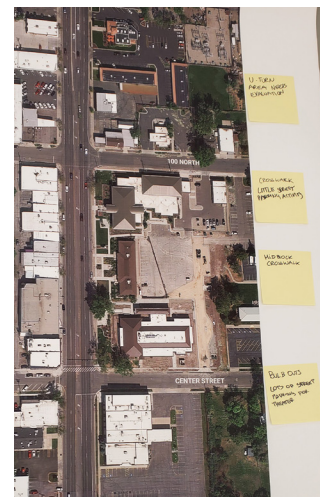
The process started in February 2021 with a site tour undertaken by Kaysville City leadership and staff and UDOT Region 1 staff. Then, over an online meeting using a polling program, the same group provided feedback 1) about the importance of a range of potential goals and 2) what each goal means. These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

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

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

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

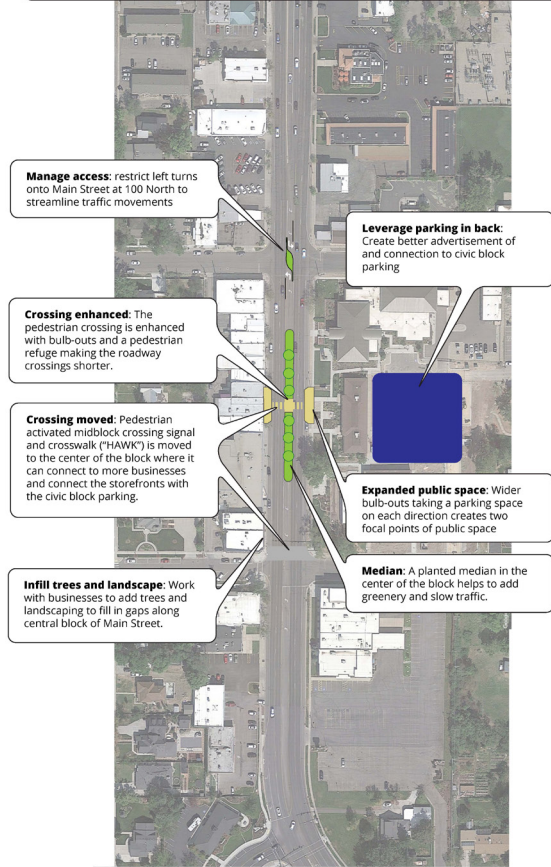
The Kaysville Main Street process shows that focused, careful collaboration between UDOT and a local community that considers common goals can open the door to creative solutions.





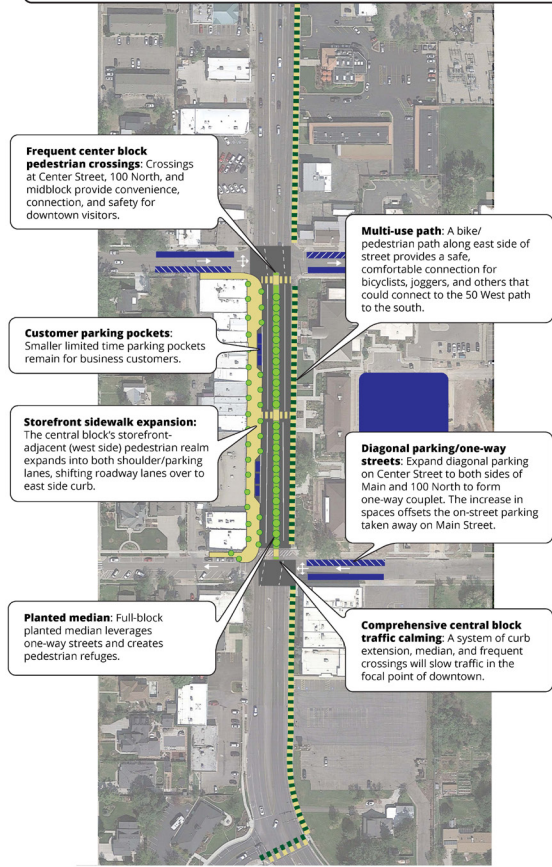
### ALTERNATIVE 1

Move crossing to midblock and smaller improvements



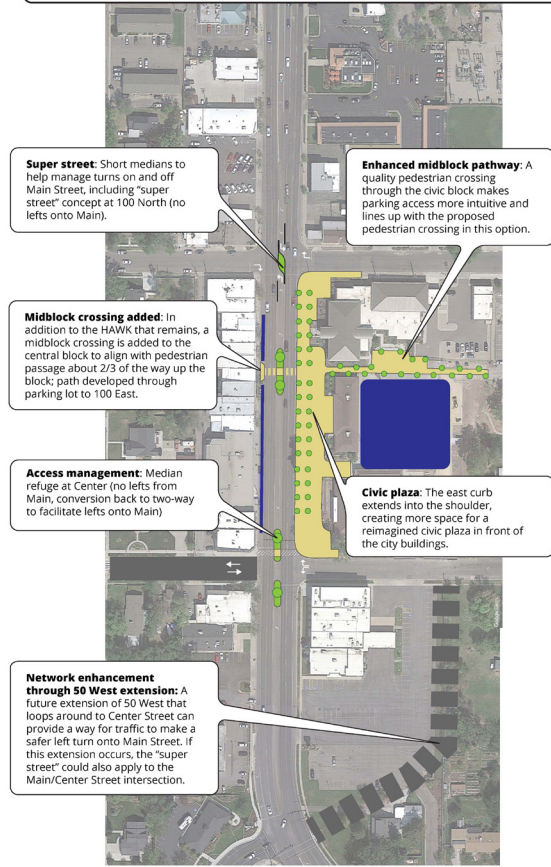
### ALTERNATIVE 2

Historic storefront pedestrian realm expansion



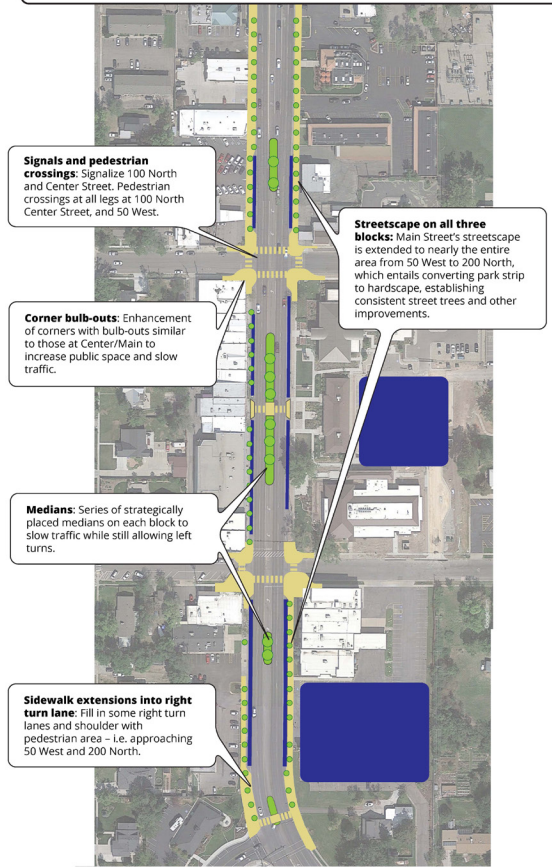
### ALTERNATIVE 3

Civic campus plaza enhancement



### ALTERNATIVE 4

Full historic Main Street streetscape





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

## Implementation

Aspects of implementation discussed here include:

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

Below are considerations for each.

### Roles

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

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

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

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

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

### Funding

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

Local sources:

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

UDOT sources:

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

Other State funds:

- GO-UTAH Utah Main Street Program funds

## Phasing

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

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

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

## Addressing potential concerns

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

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

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

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

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

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



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



**EXISTING STREET**



**VISION CONCEPT**



**APPENDIX: Draft Cost Estimate**

KAYSVILLE MAIN STREET CONCEPT ESTIMATE - DRAFT

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

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

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

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

subtotal \$1,201,340

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

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

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

Total \$2,146,730

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

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



# CITY COUNCIL STAFF REPORT



**MEETING DATE:** July 7, 2022

**TYPE OF ITEM:** Work

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

**SUBJECT/AGENDA TITLE:** General Plan Update Discussion

## **EXECUTIVE SUMMARY:**

On June 23, 2022, the City Council and the Planning Commission held a joint meeting to discuss the May 2022 draft of the General Plan. At the conclusion of the meeting, it was determined that all comments should be compiled so the City Council can discuss them in a work session. Several comments were submitted, and those are attached.

Staff is seeking direction on any final edits to the plan so it can be presented for adoption.

## City Council Options:

Discussion of the General Plan (May 2022 draft).

## Recommended Option:

Staff recommends that the City Council provide direction on final changes to staff and move the General Plan item to the action agenda for adoption.

## Fiscal Impact:

N/A

## Attachments:

1. Compiled General Plan Comments
2. May 2022 Draft General Plan

### May 2022 (Draft) General Plan Comments

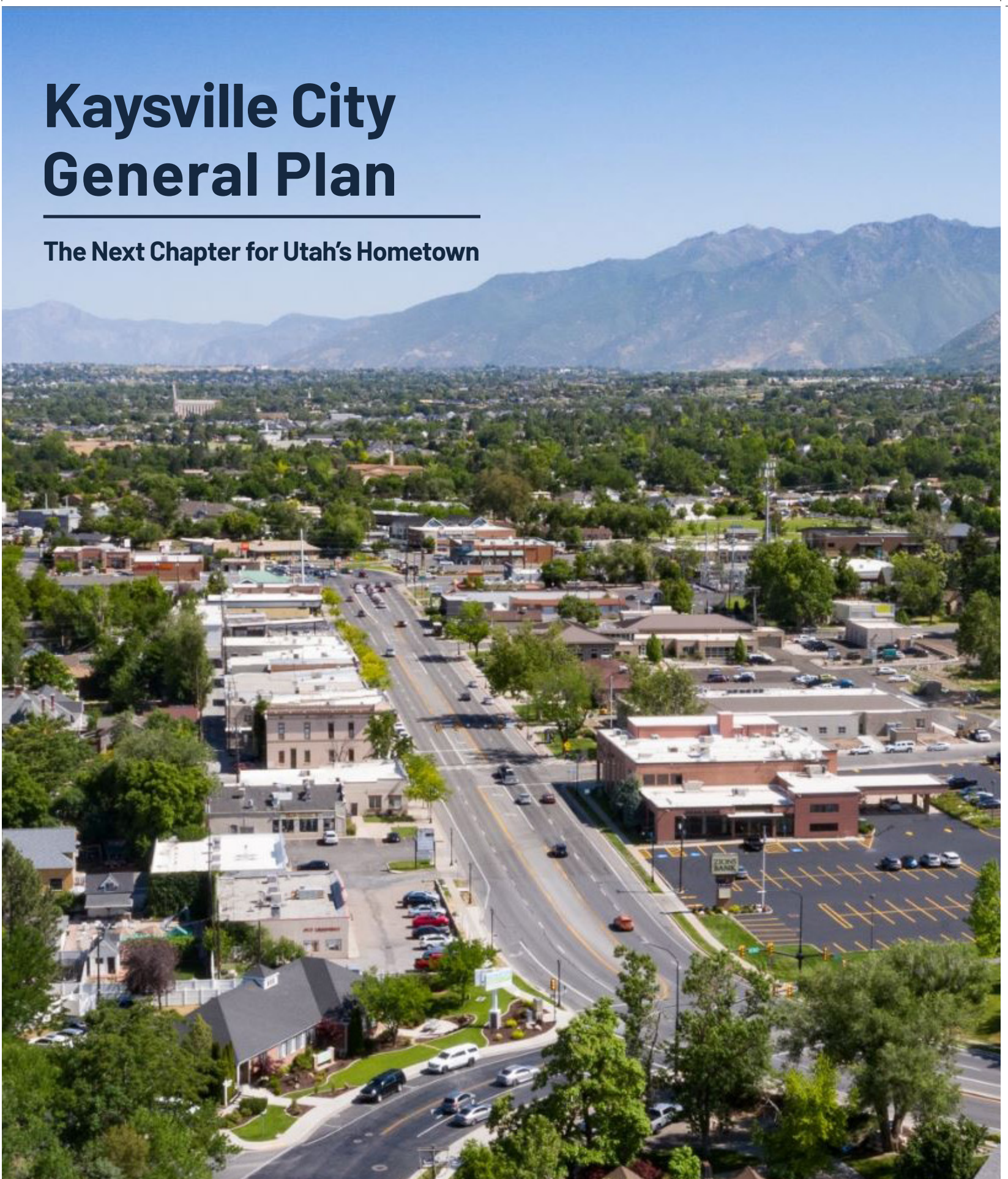
| Commentor            | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Mike Blackham</b> | “ Kaysville General Plan is a guideline and is not mandatory “ Somewhere in the front pages in Bold writing.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                      | Page 7 first paragraph remove the word “ blueprint” and change to “guide”.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                      | Page 16 under the “Commercial” heading in the 8th sentence change the word “Will” to the word “could” .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                      | Remove the drawings on pages 22,23 that restricts vehicle traffic to 1 lane.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                      | I would suggest removing pages 46 thru 53. I feel like this is just outdated statistics.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Cody Branch</b>   | In all of the references about the further development of Multi-family dwellings, the plan suggests that those types of development will be pursued in the City Center. There isn't much definition of what the City Center is considered to be. Also, that seems a bit more limiting than the language that was in the previous General Plan where it stated that higher density housing would be pursued on arterial streets, closer to I-15 and public transit routes (my words from my recollection of the former plan). I'm not sure if the City Center language is more in line with the feedback received from the general public, but this seems a bit more restrictive of multi-family housing development. With the pressure from the state, if possible, I would suggest opening that up a bit if it's not infringing on the feedback from the community. |
|                      | As we discussed in our joint working session, the General Plan should be viewed as guidelines and not rules or policies that our elected officials, staff, and appointed servants should be required to follow. To better align with that function of a General Plan, I recommend we remove the word 'policy' in the section where the specific goals of the General Plan are listed. As was emphasized in the discussion, the General Plan can (and will) be interpreted differently than every party, I think the word 'policy' is generally interpreted as being something that is mandatory to be followed. In that section, if you just remove the word 'policy', I think it will make sense to just have numbered sub-bullets under each overarching goal.                                                                                                     |
| <b>Jared Doxey</b>   | There is one key issue that I want to address. One of the Council members minimized all the work and statistically relevant feedback from Kaysville residents saying in essence the General Plan may or may not be considered as a guide to how the city moves forward.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                      | My take on what he said is his or other personal preferences may factor in more than what the plan recommended or even decrees. I take exception to that notion. Why did we spend big dollars and so much time on the updated General Plan and then to say we may or may not follow what is recommended.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                      | I am one who does not function well with such wishy washy approaches and frankly why I dislike politics. Case in point is what the City Council decided on the request to develop the neighborhood garden on Main Street that the Planning Commission almost unanimously supported, but the City Council turned down. We desperately need more affordable housing and lost an opportunity to do so.                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Abbi Hunt</b>     | Page 52 - concerns with the terminology of "westside"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Perry Oaks</b>    | Page 7 (I think)—somewhere in that first section, we need to state that the General plan is a “Guideline” for the City and Council to follow                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

|                   |                                                                                                                                                                                                                                                                                                                                                                                                              |
|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                   | Page 15—first time we see “Conservation Subdivision”, but there’s no definition of what that actually means. And have we determined, as a city that this is what we actually want?                                                                                                                                                                                                                           |
|                   | Page 18, second paragraph on the right hand side—talks about bold actions that will take place in three areas, but not sure I understand a concept for these areas, or if there’s a draft plan??                                                                                                                                                                                                             |
|                   | Page 19, second paragraph on the right hand side—talks about a new Community Hub (Near VASA??), but no real concept given. Is there one?                                                                                                                                                                                                                                                                     |
|                   | Page 21—the map in figure 2.2 has areas highlighted in yellow, with the key saying it is for “Multimodal node improvements”. I’m not sure what that means, and didn’t see an explanation.                                                                                                                                                                                                                    |
|                   | I very much like the Goals and Policies and how we want to implement them.                                                                                                                                                                                                                                                                                                                                   |
| <b>Perry Oaks</b> | Page 28, goal 3, implementation measure—if this is our goal and implementation, shouldn’t we change the zoning in these areas on the General Plan?                                                                                                                                                                                                                                                           |
|                   | Page 29, Policy 6.1—my question/comment here, is that I think there’s a huge misconception of what constitutes high density housing. Most in the West view it as everything under an R1-20, and that’s not the case. Should we have a definition page of different housing codes?                                                                                                                            |
|                   | Page 29, Goal 8—Just not sure how this can be accomplished without having subsidized housing in the city, and I’m not sure residents want that, in fact I’m sure they don’t.                                                                                                                                                                                                                                 |
|                   | a. I’d be interested in hearing ideas on how this can occur, and maybe deleting the Goal, which probably wouldn’t sit well with the state legislature!                                                                                                                                                                                                                                                       |
|                   | Page 30, Goal 11—I don’t understand this one and am not sure how we could regulate new developments to keep views open? I guess one of the reasons we built where we did was because of the fact that we would never have a backyard neighbor, because of the ravine behind our house, but I’m not sure how you stop a new development from happening because it blocks a view. Am I missing something here? |
|                   | Page 45, Goal 7—With the single family neighborhoods throughout the city, but especially in the West, it just isn’t practical to expect people to use bikes and scooters to perform shopping. We’re not in downtown SLC, and I think the goal should be eliminated.                                                                                                                                          |
|                   | General thought—there are a number of charts throughout the document of historical housing/population/demographics. I think the information is interesting, but am not sure it needs to be in the General Plan. Just my opinion, but I’ve not ever read a General Plan for a city/town before.                                                                                                               |
|                   | Page 53—I realize we need to have this goal, due to state code, but I’m not sure I understand how we’ll make it work...but I’ve said that already                                                                                                                                                                                                                                                            |
|                   | Page 57—I think it’s interesting that paragraph 5 on the left side says to promote “Flip the Strip” when we turned down that program. I guess the idea is still relative, and we are promoting                                                                                                                                                                                                               |
|                   | Page 60, Map 4.2 shows the different public parks, and begs the question of why the Wilderness Park is not a Public Park. Is there a story behind this?                                                                                                                                                                                                                                                      |
|                   | a. I also think that much of this section could be deleted, since it primarily just gives history and information                                                                                                                                                                                                                                                                                            |



# Kaysville City General Plan

The Next Chapter for Utah's Hometown



Published  
May 2022





# Acknowledgements

## Advisory Committee (2021)

|                  |                                                             |
|------------------|-------------------------------------------------------------|
| Katie Witt       | Mayor                                                       |
| Mike Blackham    | City Council                                                |
| Tamara Tran      | City Council                                                |
| Shayne Scott     | City Manager                                                |
| Larry Page       | Planning Commission                                         |
| Josh Sundloff    | Planning Commission                                         |
| Wilf Sommerkorn  | Planning Commission                                         |
| Lyle Gibson      | Community Development Director                              |
| Cole Stephens    | Parks and Recreation Director                               |
| Christy Dahlberg | Wasatch Front Regional Council                              |
| Steve Brough     | Central Davis Sewer Board/Business Community Representative |
| Sarah Robinette  | Business Community Representative                           |
| Jessica Rawson   | Citizen Representative                                      |
| Chris Snell      | Citizen Representative                                      |

## Kaysville City Staff

|                   |                                |
|-------------------|--------------------------------|
| Melinda Greenwood | Community Development Director |
| Cole Stephens     | Parks and Recreation Director  |

## Kaysville City Council

|                 |                |
|-----------------|----------------|
| Tamara Tran     | Mayor          |
| Mike Blackham   | Council Member |
| John Swan Adams | Council Member |
| Abbigayle Hunt  | Council Member |
| Nate Jackson    | Council Member |
| Perry Oaks      | Council Member |

## Kaysville Planning Commission

|                 |                  |
|-----------------|------------------|
| Quan Nguyen     | Chairperson      |
| Steve Lyon      | Vice Chairperson |
| Toby Barrus     |                  |
| Cody Branch     |                  |
| Jared Doxey     |                  |
| Scott Hess      |                  |
| Steve Lyon      |                  |
| Larry Page      |                  |
| Josh Sundloff   |                  |
| Wilf Sommerkorn |                  |
| Paul Allred     |                  |

## Planning Consultants

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|-------------------------------|-------------------------------------|
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| Sam Taylor, ASLA, PLA         | Principal Planner & Project Manager |
| John Locke, Assoc. ASLA       | Project Planner                     |
| Madison Merrill, Assoc. ASLA  | Project Planner                     |

### Township + Range

|                    |                        |
|--------------------|------------------------|
| Tim Sullivan, AICP | Transportation Planner |
|--------------------|------------------------|

### Lewis, Young, Robertson & Burningham

|              |                |
|--------------|----------------|
| Fred Philpot | Vice President |
| Kate Werrett | Analyst        |

### Y2 Analytics

|                 |                            |
|-----------------|----------------------------|
| Kyrene Gibb     | Vice President of Research |
| Danny Cowser    | Director of Data Science   |
| Megan Gilchrist | Data Scientist             |

## Document Design

### X-Factor Strategic Communications

|                   |                         |
|-------------------|-------------------------|
| Muriel Xochimitl  | President/CEO           |
| Britnee Johnston  | Communications Director |
| Marifel Holmquist | Graphic Designer        |

### Funding Provided By:

Wasatch Front Regional Council  
Kaysville City



# TABLE OF CONTENTS

|                                                                 |           |
|-----------------------------------------------------------------|-----------|
| <b>Vision &amp; Guiding Principles .....</b>                    | <b>4</b>  |
| <b>Introduction .....</b>                                       | <b>6</b>  |
| What is a General Plan? .....                                   | 7         |
| History of Kaysville.....                                       | 8         |
| Demographic Profile.....                                        | 9         |
| Community Engagement & Input.....                               | 11        |
| <b>Chapter 1: Land Use .....</b>                                | <b>13</b> |
| Future Land Use.....                                            | 14        |
| Kaysville City Center .....                                     | 17        |
| Placemaking Plan & Elements .....                               | 24        |
| Goals & Priorities .....                                        | 27        |
| <b>Chapter 2: Transportation &amp; Connectivity .....</b>       | <b>31</b> |
| Introduction.....                                               | 32        |
| Major Corridors .....                                           | 33        |
| Regional Access.....                                            | 34        |
| Community Access .....                                          | 37        |
| Goals & Priorities .....                                        | 42        |
| <b>Chapter 3: Housing &amp; Neighborhoods .....</b>             | <b>46</b> |
| Existing Housing .....                                          | 47        |
| Housing Stock.....                                              | 48        |
| Historic Building Permits .....                                 | 49        |
| Housing Gap Analysis.....                                       | 49        |
| Housing Cost Burden .....                                       | 50        |
| Affordable Housing .....                                        | 51        |
| Goals & Priorities.....                                         | 53        |
| <b>Chapter 4: Open Space, Trails and Natural Resources.....</b> | <b>54</b> |
| Natural Resources & Environment .....                           | 55        |
| Parks, Open Space & Recreation.....                             | 58        |
| Community Trails.....                                           | 65        |
| Goals & Priorities.....                                         | 69        |
| <b>Chapter 5: Economic Development .....</b>                    | <b>71</b> |
| Economic Markets .....                                          | 72        |
| Taxable Sales Analysis.....                                     | 72        |
| Sale Leakage Analysis.....                                      | 74        |
| Market Analysis & Growth.....                                   | 76        |
| Promotion & Tourism .....                                       | 84        |
| Goals & Priorities .....                                        | 86        |
| <b>Conclusion.....</b>                                          | <b>87</b> |
| <b>Appendix.....</b>                                            | <b>88</b> |

## **Kaysville's Community Vision**

Kaysville is a beautiful and friendly city known for its small-town feel. Our strength lies in our people, our community bond, access to a flourishing region, and our heritage.

We will continue to be a thriving community where our peaceful way of life is preserved; downtown is the vibrant heart of our city; our neighborhoods are connected by a robust network of parks and trails; and innovation, adaptation and inclusion drive us forward.

# Guiding Principles

---



## Stay true to our heritage

We will preserve and enhance Kaysville's peaceful, small-town atmosphere through careful planning that respects the city's history and sense of place.



## Improve mobility and connectivity

We will create sustainable multi-modal corridors that absorb growth, reflect our community and connect to our region.



## Enrich our city center and downtown

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



## Provide diverse housing options

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



## Preserve our open space, trails and natural resources

We will encourage the preservation of open space through clustered development and the protection of foothills, natural drainages and remaining agricultural areas.





## INTRODUCTION

# A Blueprint for Kaysville's Future

---

■ **What is a General Plan?**

■ **Demographic Profile**

■ **History of Kaysville**

■ **Community Engagement & Input**



## What is a General Plan?

The *Kaysville City General Plan (2022)* is an official document intended to help the public understand the broad planning goals for the city, and to assist staff and decision makers as they evaluate future needs and opportunities. A General Plan serves as the blueprint for making decisions on land use regulation and development, future investment, and the allocation of resources. In addition, a General Plan is required by state law for all municipalities, to address issues such as general health and safety, future land use issues, economic development, affordable housing, transportation, recreation and other elements.

Updating the General Plan provides an opportunity for the citizens of Kaysville to take a look at the community, to determine what works or requires improvement, and to peer into the future and plan for anticipated change. The General Plan typically provides meaningful guidance for a period of five to 10 years, although it establishes a future vision for the next 20 to 30 years or more.

Adoption of the General Plan will require associated zoning ordinances, development guidelines and other implementation tools to be revised and adjusted to be in alignment with the General Plan. For example, Downtown Kaysville has been examined in detail during this planning



process, which will require the development and realignment of specific codes and ordinances to match the planning vision and policies.

A general plan is meant to be a living document, with room for flexibility and adaptation over the next 10 years. The *Kaysville City General Plan (2022)* should be reassessed and updated at least once during its lifespan. As conditions change, trends emerge, and priorities shift, plan elements can be revised as needed.

## How to Navigate the Plan

The *Kaysville City General Plan (2022)* documents existing conditions, identifies and analyzes key issues and presents a future vision and growth direction for the city. The Plan covers a myriad of topics such as land use, transportation, housing, economic development, open space, trails and natural resources.

Each has a collection of strategies aimed at advancing the community towards an elevated state for that topic. The elements of the Plan are highly interrelated and overlapping in nature. As such, they are not intended to serve as standalone components of the Plan.

The general plan has a distinct hierarchy and organization, from a community-wide vision on down to implementation actions. Each section outlines specific goals and implementation strategies to guide decision making and the actualization of the plan. The outline of the Plan is as follows:



**Introduction** describes the purpose of the plan, establishes a historical snapshot of the city, and outlines the Vision and Guiding Principles that evolved out of the community engagement process.



**Chapter 1: Land Use** presents a vision for Kaysville that centers on the intersection of land use, transportation, parks and public spaces and other elements to form a newly envisioned city center and other quality places within the city.



**Chapter 2: Transportation & Connectivity** discusses the goals for connecting neighborhoods within Kaysville and transportation priorities to connect with the entire region.



**Chapter 3: Housing & Neighborhoods** addresses affordable housing within Kaysville, and strategies to solidify Kaysville's residential neighborhoods.



**Chapter 4: Open Space, Trails and Natural Resources** is a master plan for parks, recreation, open space, natural areas and trails within Kaysville.



**Chapter 5: Economic Development** discusses the opportunity for economic development and prosperity within Kaysville.



**The appendix** supplements the plan with detailed background and analysis data compiled as part of the planning effort.



# History of Kaysville

Kaysville is nestled between the foothills of the Wasatch Mountains and the shores of the Great Salt Lake. As the first community to be established in Davis County and the sixth incorporated city in Utah, Kaysville is one of Utah's oldest and most beloved cities.

Like most of Utah's cities, Kaysville's settlement began with the arrival of Mormon pioneers to Utah in 1847. Over the next three years, many pioneers spread out from Salt Lake City to establish other new settlements. A number of settlers built homes in the area that is now Kaysville, including William Kay and his family. By 1851 there were more than 300 settlers in the area, with most living in the present-day city center under the protection of Kays Creek Fort.

Kaysville was incorporated as a city in 1868. General merchandise stores lined Main Street from the mid-1860s until the Great Depression, including a ZCMI and Bowman's, which still operates as a grocery store today. John Barnes, a prominent banker, was also instrumental in founding employment centers such as Deseret Milling Company (still in operation), Inland Printing, and the Kaysville Canning Company.

Kaysville was a typical farming community in its early days, producing hay, grains, cattle, vegetables, fruits and sugar beets. Brickmaking was another early local industry, with several brick companies operating over a 50 year period before WWI. Clover Club Potato Chip Company was established in 1938 and operated in downtown Kaysville for many years.

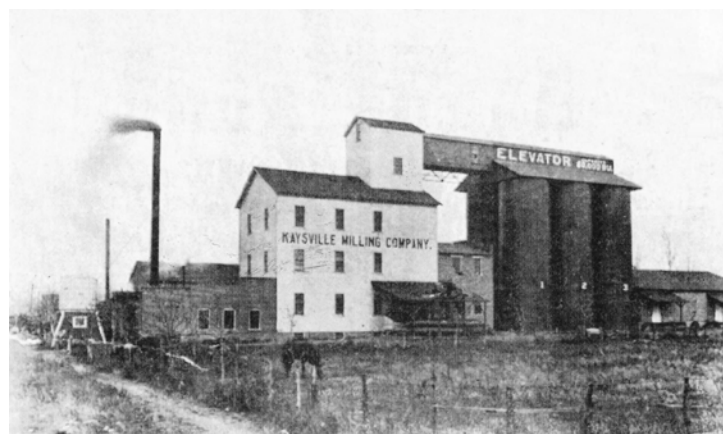
With the beginning of World War II and the establishment of Hill Air Force Base and the Naval Supply Depot, a demand was created for housing in Kaysville, Layton, and Clearfield. Kaysville began to change from an agricultural community to a suburb. This steady urban growth pattern has continued to the present time, as Kaysville has established itself as a desirable bedroom community for Salt Lake and Ogden professional workers, known for its schools, parks and small town feel.

The most recent wave of growth has occurred west of I-15, as West Kaysville has steadily approached the built out condition of the east side. The question for Kaysville moving forward today is, what values do we want to carry forward in keeping Kaysville a great place to live?

*Adapted from: Utah History Encyclopedia, Doneta MaGonigle Gatherum, [https://www.uen.org/utah\\_history\\_encyclopedia/k/KAYSVILLE.shtml](https://www.uen.org/utah_history_encyclopedia/k/KAYSVILLE.shtml)*



*Kaysville Co-operative Mercantile Institution was established in 1870, and included a coal yard and a granary for the Co-op.*



*Agriculture, canneries and mills were an important part of Kaysville's early economy.*



*Clover Club Potato Chips was a familiar Kaysville business for many years.*

# Demographic Profile of Kaysville

In order to understand existing conditions and future needs, it is essential to have clear understanding of Kaysville's existing and projected population, age and household composition. This allows one to understand existing and future needs, and helps to assess multiple aspects of the city, from land use and economic markets to demands for parks, open space, recreation and trails.

The following is a summary of key demographic characteristics, including population, age and household composition, which are generally the most important conditions for understanding trends and needs over time.

## Population

During the past decade, Kaysville City has experienced a relatively slow and metered increase in population, marginally surpassing the state based on an annual percentage increase. Both Davis County and Kaysville have experienced high growth rates, however, the city population increase in terms of actual people is relatively small compared to the county.

This is due in large part to the fact that the city is more mature and most of the area was established in preceding decades. Kaysville has grown by approximately 4,194 persons, or an average annual growth of 1.60 percent, from 2010 to 2019. Table 1.1 shows a comparison of similarly sized and neighboring communities.

Historic and future population projections are shown in Figure 1.1. Based on current trends, it is estimated that the city will have a population of approximately 42,000 by the year 2050. While this population estimate is not necessarily an absolute target, the number is useful in projecting future needs and demands for city-provided services and infrastructure.

## Population Growth (2010-2019)

### KAYSVILLE

1.60% average annual growth  
4,194 total increase  
8.86% of county's increase

### DAVIS COUNTY

2.11% average annual growth  
60,949 total increase  
13.8% of state's increase

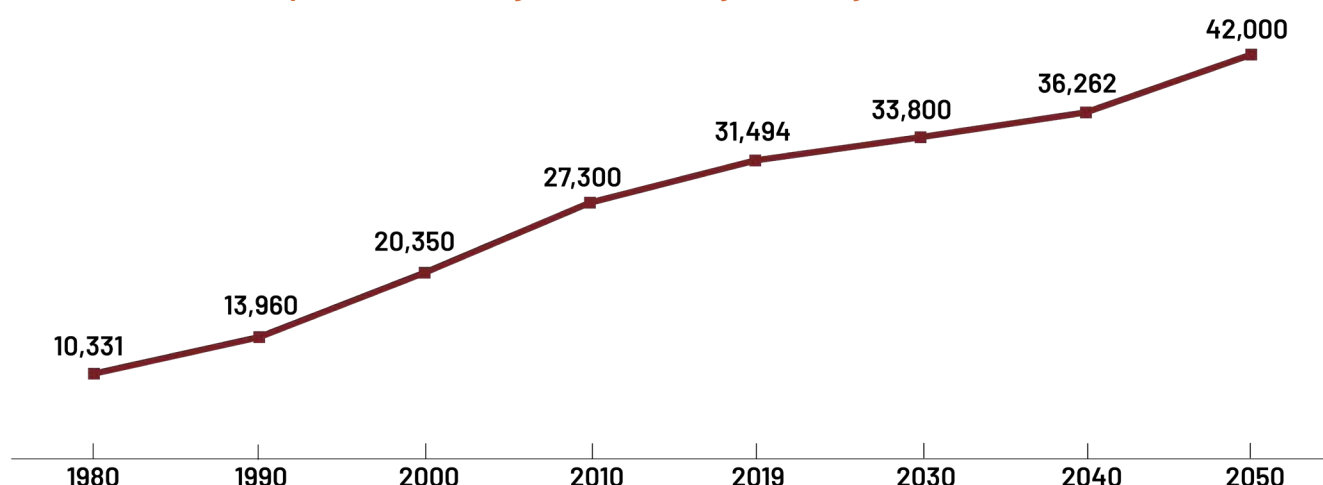
### STATE OF UTAH

1.66% average annual growth  
442,073 total increase

Table 1.1 - Historic Population of Kaysville City

| YEAR           | POPULATION |
|----------------|------------|
| 2010           | 27,300     |
| 2011           | 26,728     |
| 2012           | 27,353     |
| 2013           | 27,928     |
| 2014           | 28,480     |
| 2015           | 29,213     |
| 2016           | 29,799     |
| 2017           | 30,328     |
| 2018           | 30,961     |
| 2019           | 31,494     |
| 2010-2019 AAGR | 1.60%      |

Figure 1.1 - Historical Population and Projections for Kaysville City (1980-2050)





## Age

The age profile of the city has shifted from 2010 to 2019. 2010 data illustrates a younger population, with a concentration in the zero to 19 years of age and 25 to 44. In 2019, the concentration has shifted to the age brackets of 20-24 and 55-84 years old. However, a comparison of the median age illustrates the city is still slightly younger than the County on average. As the population ages and educational attainment increases, the city may experience an increase in income levels and buying power.

## Household Size

Household size is typically correlated to the age characteristics of the community. Larger household sizes are often found in communities containing higher proportions of young families with more children. In the case of Kaysville, household size slightly decreased over the past decade, with 3.69 persons per household in 2010 as compared with 3.62 persons per household in 2019. In line with the percentage of children under 18, Kaysville also indicated a higher average household size than the county (3.23) and nation (2.61).

## Household Income

Household income is expressed as median adjusted gross income (MAGI), which represents a household's total gross income less specific tax deductions. The Kaysville MAGI has been consistently significantly higher than Davis County and Utah, and the gap has been consistently growing, when compared to other cities in the county. MAGI in Kaysville is significantly higher than the county or state average. A comparison of 2019 data also illustrates that Kaysville is higher than the majority of other cities in the state.

## Education

According to the U.S. Census ACS 2015-2019 five-year estimates, approximately 60 percent of Kaysville's adult population holds an associate degree or higher, compared to 48 percent in Davis County and 43 percent in Utah. This indicates that educational attainment and achievement is highly valued and important to local residents.

## Employment

As of July 2021, the unemployment rate in Davis County was 2.2 percent. It is the lowest rate since 1990, with historically higher rates marked by economic downturns. Davis County's unemployment rate is lower than the state, which is at 2.8 percent, and even lower than the national average unemployment rate of 5.4 percent.

### Median Age (2019)

**KAYSVILLE**  
30.4 years old

**DAVIS COUNTY**  
31.1 years old

**STATE OF UTAH**  
30.8 years old

### Associate Degree or Higher (2019)

**KAYSVILLE**  
60% of population

**DAVIS COUNTY**  
48% of population

**STATE OF UTAH**  
43% of population



## Summary of Kaysville's Demographics

Kaysville's metered growth during the past decade will continue the next 30 years, during which time the city is expected to grow by an additional 10,000 residents. The community has more children under age 18 per capita when compared to the county, state and nation, and it is anticipated that those proportions will continue while the community continues to grow.

The percentage of seniors in the community has been increasing, illustrating that the city is maturing even as it continues to grow, and median age will rise as young families mature. Kaysville's average household size is larger than those for the county, state and nation, but are projected to decline in the future as the community continues to mature. The city's relatively high median income is likely to continue to grow, which correlates with Kaysville's high educational attainment and low unemployment rates.

As the city continues to develop, it will be important to maximize the opportunities that exist for a city approaching buildout. One of the key goals of a maturing city like Kaysville is to apply a balanced approach for meeting the needs of its populace with a diverse range of ages and needs.

This is particularly critical when addressing park, open space, recreation and trails needs, which present significant investments of public funding. The special needs of children and seniors will also need to be carefully considered, as it may be challenging to address diverse segments of the population in a manner that is equitable.

# Community Engagement & Input

Engaging the public was an essential component of the planning process, helping to ensure that the General Plan accurately addresses existing and future needs, while providing a clear vision for the city to grow and change. As summarized below and detailed in Appendix A, an extensive engagement process was utilized.

## Plan Advisory Committee

A Plan Advisory Committee was established to review progress and provide guidance as the plan was formulated. The committee included representatives from the City Council and Planning Commission, local business and development community, City staff and residents. The committee met six times to discuss an initial analysis, feedback from the public events, survey findings, and to review the draft plan.

## Public Meetings

The planning processes included three public meetings: a Public Scoping Event at the beginning of the process followed by a Public Workshop once preliminary concepts and ideas had been developed, and finishing with a Draft Plan Open House to receive public input prior to the commencement of the formal plan adoption process.

## PUBLIC SCOPING MEETING

A virtual Public Scoping Event was held in June 2020. The online event consisted of three components: an Interactive Map for geographically placed comments, an open comment Questionnaire, and a Visual Preference Survey, which was used to help gauge public preferences for the land use, transportation, park, open space, trail and recreation features. The online event had nearly 2,000 visitors, 431 map comments, 252 questionnaire responses, and 156 visual preference survey responses. Detailed results from the feedback can be viewed in Appendix A.

## PUBLIC WORKSHOP

A virtual Public Workshop was held from November 10-30, 2020, to help confirm the vision for the plan and identify planning ideas and alternatives for land use in the city. The workshop had 660 visits from members of the public, and had two components. The first was a visual survey in which participants selected images that best represented the guiding principles of the plan. The second portion made a presentation of the planning issues confronting Kaysville and three possible future land use scenarios, followed by a brief questionnaire. The results are detailed in Appendix A.

## DRAFT PLAN OPEN HOUSE

A virtual Draft Plan Open House meeting was held on October 6, 2021, to provide the public an opportunity to review and comment on the Draft Plan prior to the formal plan adoption process. Ideas were documented, analyzed and reviewed with the Plan Advisory Committee and city staff for consideration and guidance.

## Scientific Survey

To ensure the public's input was representative of the general population, Y2 Analytics conducted a statistically-valid survey, which was a subconsultant polling firm and member of the Landmark Design Team. The resulting Kaysville General Plan & Land Use Survey randomly sampled 1,050 residents, resulting in a margin of error of +/- 2.97 percent. The detailed survey results are provided in Appendix A, which included the four key findings:

1. Residents report a high quality of life and a desire to mitigate growing pains and maintain Kaysville's current small town feel.
2. Current commercial areas are the best candidates for future development and growth, especially for low-rise mixed use developments with retail & restaurants.

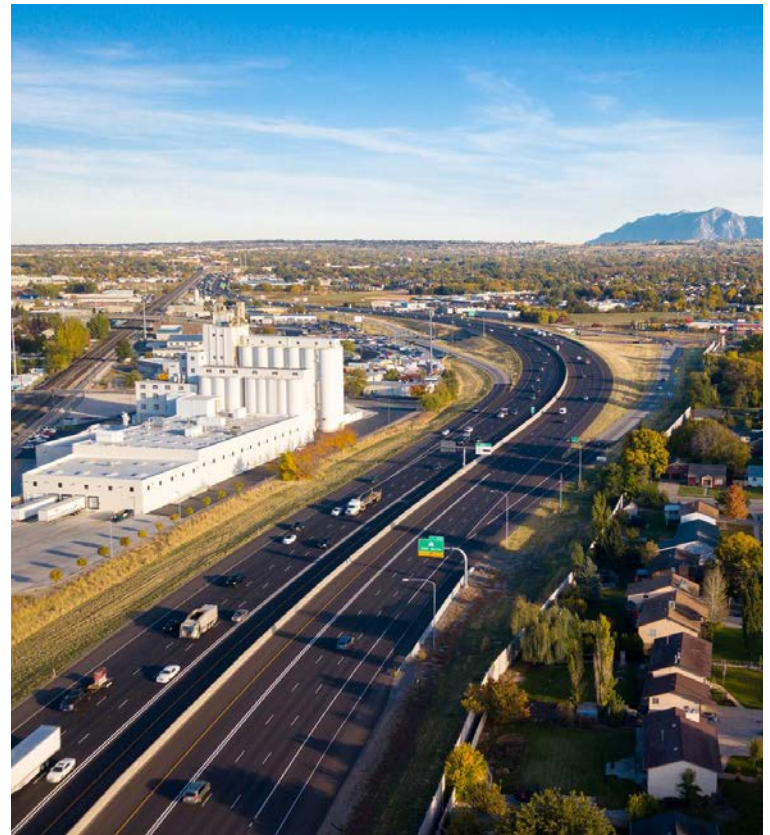


3. Kaysville residents in particular exhibit a strong preference for future housing development in Kaysville to consist of single family homes, preferably with large lots.
4. Residents are satisfied with the current parks and park maintenance, and most residents frequently use city parks. Residents would like to see an increase in trails and open space.

It should be noted that the survey results generally confirmed the input and findings of the preceding public engagement processes, lending credibility to those findings.

## Project Website

A project website was established at the commencement of the project, providing access to background information, project documentation, ideas and updates. The website included information on meeting dates and times, and provided copies of presentation materials, notes and survey results. The website also included an email list sign-up, comment tools and contact information, updates on plan progress, draft plan documents and links to the online public meetings.



## Discussion Summary from the Public Scoping Event

### Land Use

- Concerns included “high density” developments in West Kaysville with a desire to keep remaining open spaces or see large lot sizes.
- Those that support denser development feel it should be located near highways, interchanges or business centers.
- Several comments about high density suggest fears concerning rental tenants and increased traffic on local and connector roads.
- Some comments suggest a disproportionate amount of multi-family housing on the east side.

### Downtown

- Comments support making the historic downtown a destination with small dining and retail spaces, beautifying streetscapes and keeping buildings at the streetfront.
- There is general support for the redevelopment of Main Street north of 200 North. Commercial, multifamily residential and mixed use were all suggested.

### Transportation

- Majority of traffic concerns surround poorly functioning intersections with bad visibility, congestion or design. Suggestions included more stop signs, roundabouts or traffic signals.
- There is a concern with speeding, a lack of crosswalks, sidewalks and bike lanes, and narrow shoulders. The Burton Lane overpass needs improvements.
- Plans for the West Davis Corridor, Shepard Lane interchange, and Angel Street expansion were celebrated.

### Parks & Recreation

- Residents reported that they are generally happy with the parks and recreational facilities provided by the city. Facilities with the most use include Barnes Park, Angel Street Soccer Complex, Gailey Park, Heritage Park and the trail system.
- There is a desire for an updated recreation center with a pool as an added amenity to the system. Other desires include an expanded trail system, a dog park, pickleball and tennis courts, and additional parks.

### Community Character

- A general concern was shared about the ugliness of the 200 North off-ramps and the poor gateway image this presents of the community.
- Several concerns were over maintenance of road and trail surfaces.
- There were several suggestions of areas that could use tree planting to provide shade or mitigate highway impacts.





PLANNING FOR FUTURE GROWTH

# Land Use & Placemaking Plan

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- Future Land Use
- Kaysville City Center
- Placemaking Plan & Elements
- Goals & Priorities



# Future Land Use

To adequately address increasingly complex needs and to ensure that future growth meets the needs and expectations of the community, a clear, long-term land use concept needs to be implemented. This begins by preserving and protecting established areas while simultaneously facilitating focused development and redevelopment to support a more diverse and responsive city.

As illustrated in the accompanying Future Land Use Map (Map 2.2), future land uses are envisioned to strike a balance between maintaining well-established existing uses and encouraging new uses and districts that create compatible relationships and provide logical transitions.

With the exception of the Kaysville City Center, land use modifications should focus primarily on:

- Stabilization and enhancement efforts that maximize infrastructure and services
- Embrace local history and traditions; strengthen established patterns
- Enhance and complete the existing green system
- Provide a wider range of well-distributed parks and trails
- Support a rational road system that meets the needs of all users – drivers, cyclists and pedestrians alike

A new and thriving City Center is a central feature of the future city, and is the primary location of significant growth, development and redevelopment. These changes will provide a wider range of services and opportunities,

engendering a new “sense of place” while preserving Kaysville’s small town vibe. The result will be a different type of city than exists today, but one which retains the essence of what makes Kaysville a wonderful city to live and work. The future City Center will be the place where residents continue to enjoy and new generations can discover and embrace.

## Character Areas

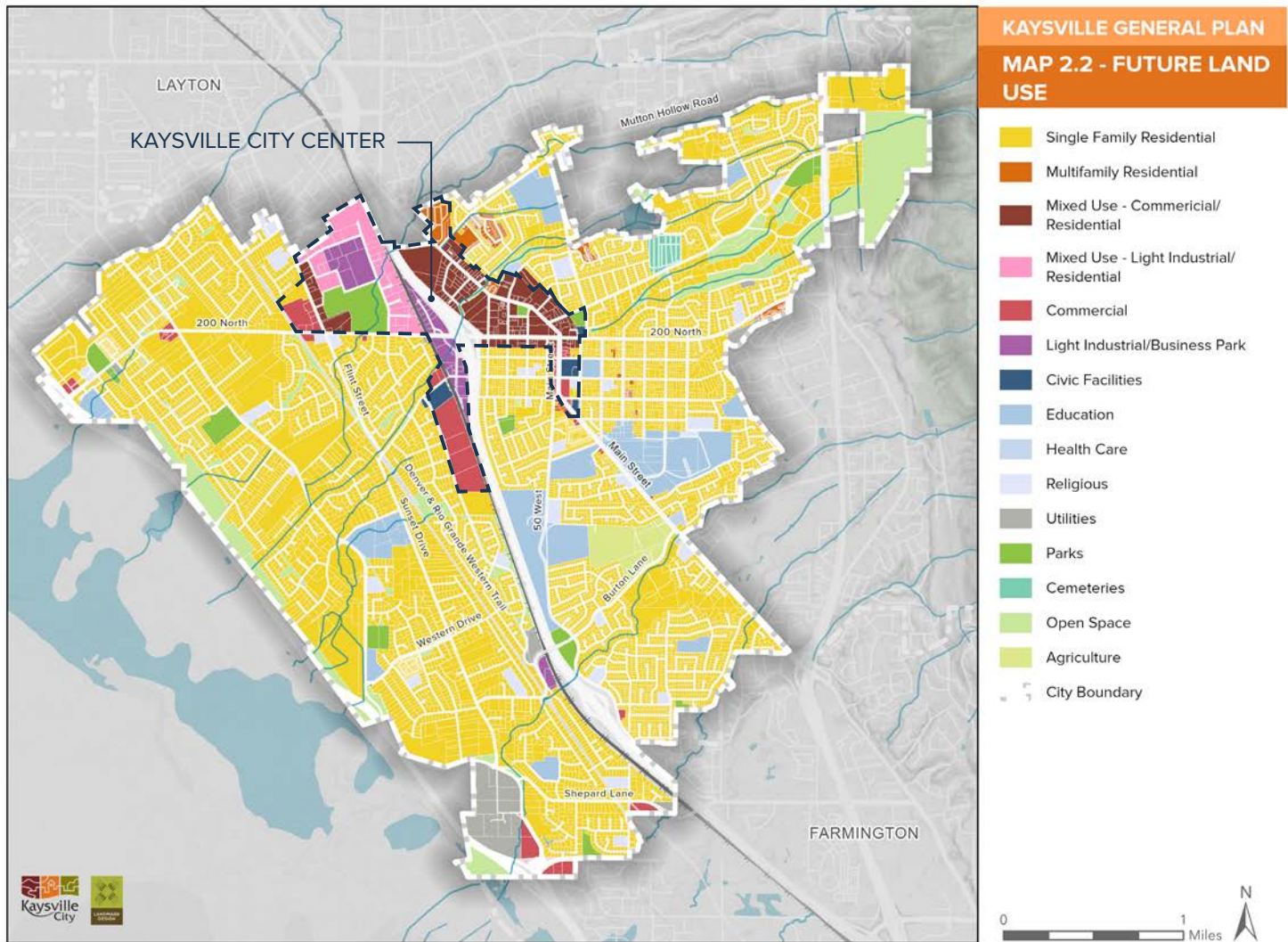
The Future Land Use map indicates a range of land uses, or Character Areas, which create a vision of how the city will take shape over the next 10 to 20 years. Since the city is nearly built out, it is envisioned that much of the city’s land use patterns will remain the same, particularly in well-established residential neighborhoods and similar districts. In many of these areas, the desired future land use is consistent with the existing land use.

In this context, the Placemaking Plan serves as a guide for preserving and strengthening those areas. In other locations, moderate changes to land use and form are envisioned through revised zoning and similar placemaking strategies. Most of these changes are anticipated in Kaysville’s City Center, which is detailed in the *Kaysville City Center* section.

The Character Area boundaries depicted on the Future Land Use map are intended to be illustrative in nature, and should not be inferred as establishing strict boundaries and delineations. Interpreting these areas as part of establishing future zoning tools will require detailed assessment and interpretation, and may vary accordingly. Each Character Area is described on the following pages.







## SINGLE-FAMILY RESIDENTIAL

Single Family Residential Character Areas comprise the majority of both existing and future development in Kaysville. These areas consist of established neighborhoods with a range of single-family residential uses, types and forms, and are often auto-oriented in nature. Neighborhood street layouts vary, with older neighborhoods and the historic core marked by traditional street grids and newer neighborhoods utilizing meandering or cul-de-sac road layouts and block patterns.

As Kaysville is largely a family-oriented bedroom community, this character area is consistent with established values that are hoped to be maintained into the future. Larger vacant and undeveloped properties are encouraged to develop as Conservation Subdivisions, which would provide a variety of single-family housing types and forms, and clustering development and open space in a manner the can preserve the small town, pastoral and open feel of the city.

## MULTI-FAMILY RESIDENTIAL

Multi-family Residential Character Areas are intended to help meet existing and future housing needs within the established framework of the city. They can provide affordable housing options, draw on multiple transportation systems and provide spending power to local businesses. Most Multi-family Residential areas are anticipated to be located adjacent to or within the City Center, which will provide excellent access to Downtown businesses and services, as well as easy access to regional transportation corridors via transit or automobile.

Development in multi-family residential neighborhoods is generally anticipated to be less than three stories in height, and is intended to be a complimentary transition between single-family residential neighborhoods and commercial areas. Buildings may take a range of forms and styles, including townhomes, twin homes, green courts and multi-plex units, and larger multi-unit structures.

## COMMERCIAL/RESIDENTIAL MIXED USE

The Commercial/Residential Mixed Use Character Area is a new land use type for Kaysville as part of the City Center. It is intended to mix both small-scale commercial and multifamily residential uses in creating a vibrant downtown destination district and is specifically targeted to the downtown area. This City Center character area is further detailed in the *Kaysville City Center* section.

## LIGHT INDUSTRIAL/RESIDENTIAL MIXED USE

The Light Industrial/Residential Mixed Use Character Area is also a new land use type that is associated with the future City Center concept. It maintains the existing light industrial/business park area on the north and east of Barnes Park, while allowing for multifamily residential infill as part of a work-live environment with the large park at its heart. This character area is further detailed in the *Kaysville City Center* section.

## COMMERCIAL

Commercial Character Areas in Kaysville are the economic lifeblood of the city. While some existing commercial uses are envisioned to be redeveloped within the City Center, many will be maintained, including those along 200 North, Historic Main Street and Deseret Drive. As the West Davis Corridor and Shepard Lane Expansion projects are completed, small neighborhood-scale commercial nodes located near highway exits will provide essential services and help draw visitors to the city.

Existing and future commercial areas should generally continue to be limited to a maximum of two-stories high and implemented in a manner that complements nearby residential areas.

## LIGHT INDUSTRIAL/BUSINESS PARK

Light Industrial/Business Park Character Areas are existing land uses within the Flint Street and Deseret Drive neighborhoods and adjacent to I-15. These areas serve the city as employment and production centers, and should be maintained and supported into the future.

## CIVIC, EDUCATION, HEALTH CARE AND RELIGIOUS FACILITIES

These Character Areas provide critical public uses and spaces for the community and are key sites for providing essential services, hosting public events, and fostering community bonds. As Kaysville is nearly built out, it is anticipated that most of these areas are already established and should be maintained into the future.

## PARKS, OPEN SPACE AND CEMETERIES

Parks and Open Space Character Areas provide critical green space to the city and benefit the physical and mental well-being of its residents. They include public parks, private parks, playgrounds and athletic facilities, cemeteries and natural areas. These areas are described in greater detail in the *Open Space, Trails & Natural Resources* chapter.





# Kaysville City Center

## Building Upon Strengths to Establish a Thriving City Center

In a city known as “Utah’s Hometown”, Downtown Kaysville is the traditional place where local residents take friends and family to stroll, shop, eat and check out local businesses, shops and wares. Over the years the area has morphed to include a wider range of shops and businesses, which lends an eclectic vibe to the area. The core of Downtown Kaysville is small, and is demarcated by a number of historic commercial and business buildings along Main Street, which quickly transition into adjacent historic residential neighborhoods, which provide a sense of what it was like to live here long ago.

Downtown Kaysville is a place where the history and tradition meets new and emerging uses, where long-established traditions and activities thrive and new ideas and undertakings are given opportunity to take root and grow. Events such as Stroll Kaysville have been developed to introduce people to the businesses on Main Street while providing opportunities for the community to gather and enjoy an evening out with friends and family. One can eat at Orlando’s Mexican Restaurant, watch a movie at the Kaysville Theater, or attend a class at the Parks and Recreation Center, all within walking distance of City Hall.

While Main Street between 100 South and 200 North is undoubtedly the “heart” of Kaysville, how far downtown extends and where the borders are located is up for debate. Many of the most successful businesses are located well-beyond the historic core, providing a broader mix of businesses and more diverse uses and forms that help meet the business needs and goals of a growing city. In addition, there are a range of parks and open spaces in the area that, with a few tweaks and changes, could help make Downtown Kaysville into a more active and vibrant “24/7” destination.

## From Downtown Kaysville to a New, Live/Work City Center

When polled about where future growth and development should take place in Kaysville, the public indicated strong support that the central part of the city/greater downtown should be transformed into something more than it is today, rather than developing small, dispersed neighborhood centers and infiltrating single-family neighborhoods.

Furthermore, the public support expanding and redeveloping downtown in a manner that breaks away from the confines of Main Street and expanding west along 200 North to bring Flint Street, Deseret Drive and Barnes Park into the downtown fold. The public prefers low rise mixed-use and small-scale shopping and dining



in these areas in addition to more sidewalks, trails, and improved connections over I-15 by bike or walking.

The vision for a modified and expanded City Center goes well beyond historic downtown as the traditional commercial and civic core. There is demonstrated support for a new and appropriately-scaled mix of commercial and residential uses and forms that will eventually form a cohesive living/working City Center. Achieving this vision will require careful development and redevelopment, and even greater care in the historic core to ensure the “sense of place” that exists is retained and that new uses are carefully matched with existing uses.

As illustrated in Appendix B, a number of specific concepts were developed and considered for an expanded Kaysville City Center. After careful review and consideration, the Kaysville City Center Preferred Concept illustrated in Map 2.4 and was selected as the future vision.



# Kaysville City Center Preferred Concept

## OVERVIEW

Kaysville City Center is a place that builds upon the well-established history, patterns and forms of the downtown area, yet is not timid in the introduction of new ideas and places as part of creating a larger, more diverse and people-centric City Center of the future.

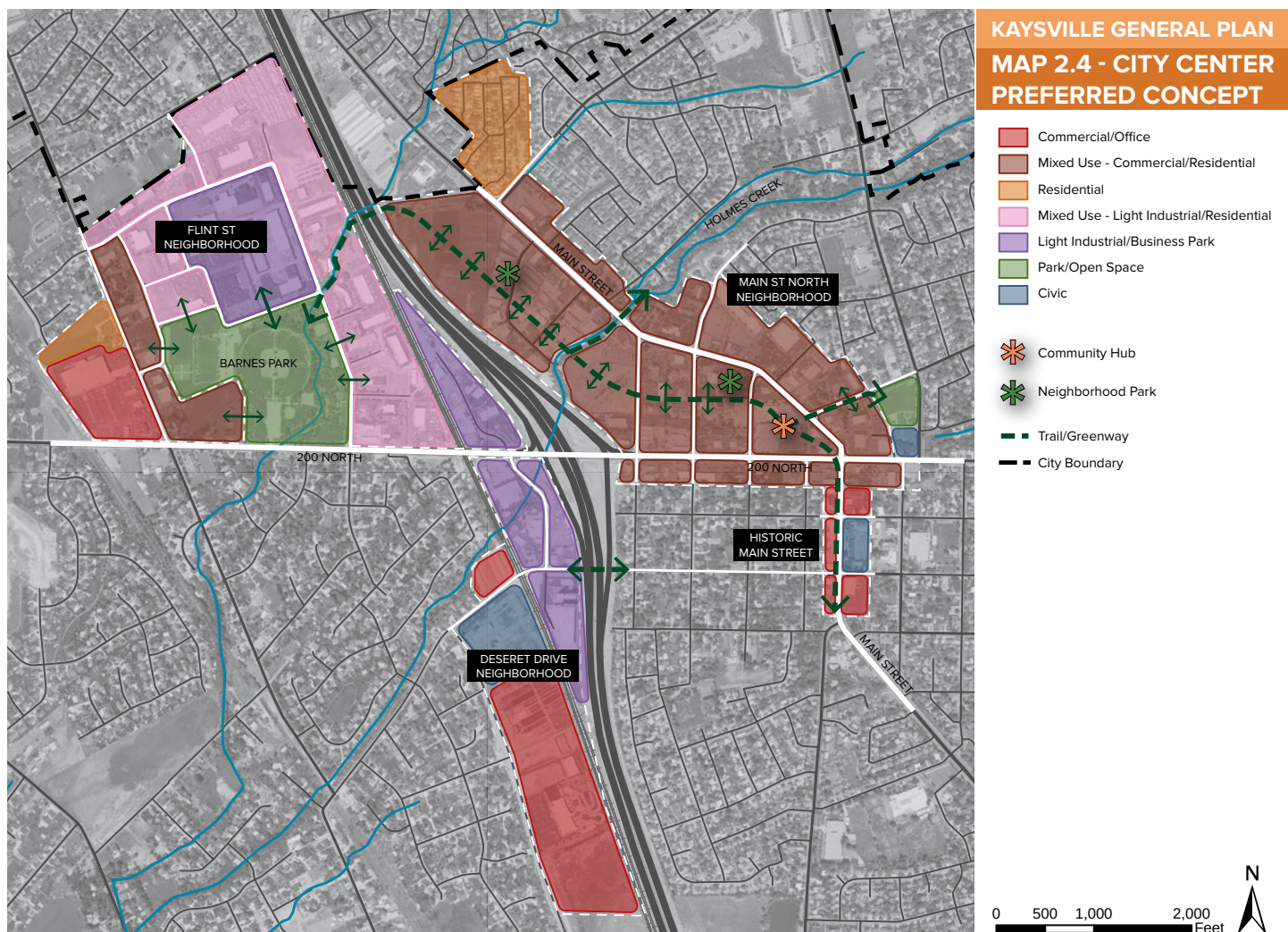
The concept acknowledges the importance of Historic Main Street between 200 South and 200 North, both as a standalone destination and as a key district within a future mixed use City Center. Changes in this area are envisioned to be restrained and small in scale, in an effort to maintain the comfortable feel and protect the unique uses found here.

Implementing specific streetscape and mobility improvements is a major focus of change in this part of the City Center, and will help transform the area into a pedestrian-friendly district and a place for the community to gather for more and bigger events and activities.

Historic Main Street is also envisioned to be a catalyst for the transformation of under-realized areas to the north and to the west, where redevelopment is envisioned to be much less restrained.

Main Street North and the areas around Flint Street and Deseret Drive will include a number of bold actions, including the introduction of new land uses and the replacement of car-oriented roadways with a new pattern of streets, and the addition of greenways, corridors and trails that are part and parcel of pedestrian-friendly, multi-modal and mixed use neighborhoods.

Together, these areas will form a singular City Center that builds on established strengths and patterns. It will carefully stitch together the old, the new and everything in-between, merging seemingly disparate uses and districts into a thriving Kaysville City Center.



## Land Use and Urban Design

As illustrated in Map 2.4 and in the accompanying images and diagrams, a number of land use/character changes and associated enhancements are anticipated for Kaysville City Center, each helping to transform the area into a cohesive place for local residents and visitors alike.

These include a wide-range of commercial, office, residential and mixed uses that are distributed throughout the area in patterns that allow the new development and opportunities for each City Center sub-area. As previously indicated, well-established areas such as Historic Main Street will see fewer changes than areas further to the north and west, as the patterns here are well-established and generally function as intended.

Urban design changes throughout the City Center will focus on the introduction of new roadway grids, the introduction of new parks, plazas, greenways and trails that will create a more people-friendly place and help establish the City Center as a singular place that is easy to access and navigate.

As detailed in the following pages, there are eight specific land use character areas envisioned for Kaysville City Center.

### COMMERCIAL/OFFICE

A range of commercial uses are supported throughout the City Center, providing highly-visible locations for a wide variety of commercial endeavors. These areas are centered along key corridors such as Main Street and 200 North. As illustrated, they are envisioned to encompass existing, redeveloped and newly developed areas, and which have buildings that are generally 2-3 stories in height and which have clear and discernible storefronts that are located in close proximity to adjacent sidewalks and streets.

People are encouraged to walk from business to business throughout these areas of commerce, which requires upgrades and improvements to adjacent roadways and sidewalks, and the introduction of improved bike lanes, street crossings and streetscapes. As previously indicated, changes in the historic core and other well-established areas are anticipated to be less significant than in other portions of the future City Center.

### MIXED USE - INDUSTRIAL/RESIDENTIAL

The existing light industrial area surrounding Barnes Park is transformed into a unique mixed use industrial/residential area, with existing light industrial uses remaining. Utilizing Barnes Park as the neighborhood focus, smaller-scale residential uses are intermixed with low-intensity warehouse, craftsman and light industrial uses. This is obviously not a neighborhood for everyone, and will therefore attract residents who enjoy the vibe of this live/work area, and will support the transformation of the area into an exciting City Center place.

### MIXED USE - COMMERCIAL/RESIDENTIAL

These areas are envisioned to encompass a wide range of commercial and residential uses that will help transform the City Center to a true live/work place. These are transitional uses that purposefully blur the line between residences and business. Specific buildings and uses are envisioned to be similar in scale and height to those in Commercial/Office areas. The mix of uses should be primarily vertical within buildings, although the inclusion of standalone commercial and residential buildings is also anticipated.

In particular, standalone commercial is anticipated along major roads such as North Main Street and 200 North, while standalone residential is envisioned adjacent to existing residential neighborhoods. Other existing uses in the area may remain but are anticipated to eventually transition to this commercial/residential mix. A new Community Hub is envisioned on the northwest corner of Main Street and 200 North, which will be the place where a range of transportation modes are linked with plazas to encourage interactions and events.

### RESIDENTIAL

Standalone residential uses are proposed along the eastern edges of the City Center, helping to create a seamless transition from the City Center to adjacent well-established residential uses. A mix of yard and row buildings are envisioned, the height and density decreasing as one approaches the established neighborhoods.







## INDUSTRIAL/BUSINESS PARK

Some existing Industrial/Business Park uses in the Flint Street and Deseret Drive neighborhoods are higher in intensity and/or adjacent to the freeway and railroad tracks. These areas were deemed inappropriate to include in the mixed use industrial/residential area, so the existing uses are envisioned to be maintained.

## PARKS/OPEN SPACE

Kaysville City Center includes a new and robust park, open space, greenway and trail system that enhances connections and interactions within the City Center while providing links to adjacent neighborhoods and areas beyond. One of the key elements of this system is a new grade-separated crossing of I-15, which will provide a direct pedestrian and bicycle connection between the Flint Street neighborhood area, Barnes Park and Main Street North.

## CIVIC

City Hall, the Kaysville Park and Recreation Center and Senior Center will continue to operate in the historic core, attracting residents to the area. The Kaysville Library and Heritage Park will also continue to be an important community gathering place at the east end of the City Center.

## URBAN DESIGN DETAILS

A number of physical enhancements are proposed to help transform City Center into a unified and discernible place. These focus on new streets, greenways and trails to facilitate pedestrian movement, the introduction of a community hub as a focus of movement and interaction, and the inclusion of new parks and streetscape enhancements to make City Center a more attractive and inviting place in the city. Transportation connections to the area should reflect the scale of the development and the types of uses and users.

Historic Main Street is also envisioned to be a catalyst for the transformation of under-realized areas to the north and to the west, where redevelopment is envisioned to be much less restrained. Main Street North and the areas around Flint Street and Deseret Drive will include a number of bold actions, including the introduction of new land uses and the replacement of car-oriented roadways with a new pattern of streets, and the addition of greenways, corridors and trails that are part and parcel of pedestrian-friendly, multi-modal and mixed use neighborhoods.

Together, these areas will form a singular City Center that builds on established strengths and patterns. It will carefully stitch together the old, the new and everything in-between, merging seemingly disparate uses and districts into a thriving Kaysville City Center.



## Mobility in Kaysville City Center

The City Center concept identifies North Main Street and the Flint Street/Barnes Park area for increased development and change. A key part of the transformation of these areas is the building of a connected and dense network of streets and pathways. Connected street networks provide a range of benefits – for multi-modal mobility, community health, community access, economic development, and other areas.

The current street networks in the Barnes Park and North Main Street area provide a foundation for the future networks. The streets are not disconnected per se, but in their current capacity serve primarily industrial and commercial land uses, and as a result fail to form the denser connections needed to serve the land use character envisioned here. As these areas redevelop, additional strategically located street and pathway links will, over time, form a more connected network. Figure 2.2 shows one way this connected network can evolve.

Kaysville City can ensure these connections by adopting maximum block lengths and minimum street connectivity indices, as well as designating some specific connections.

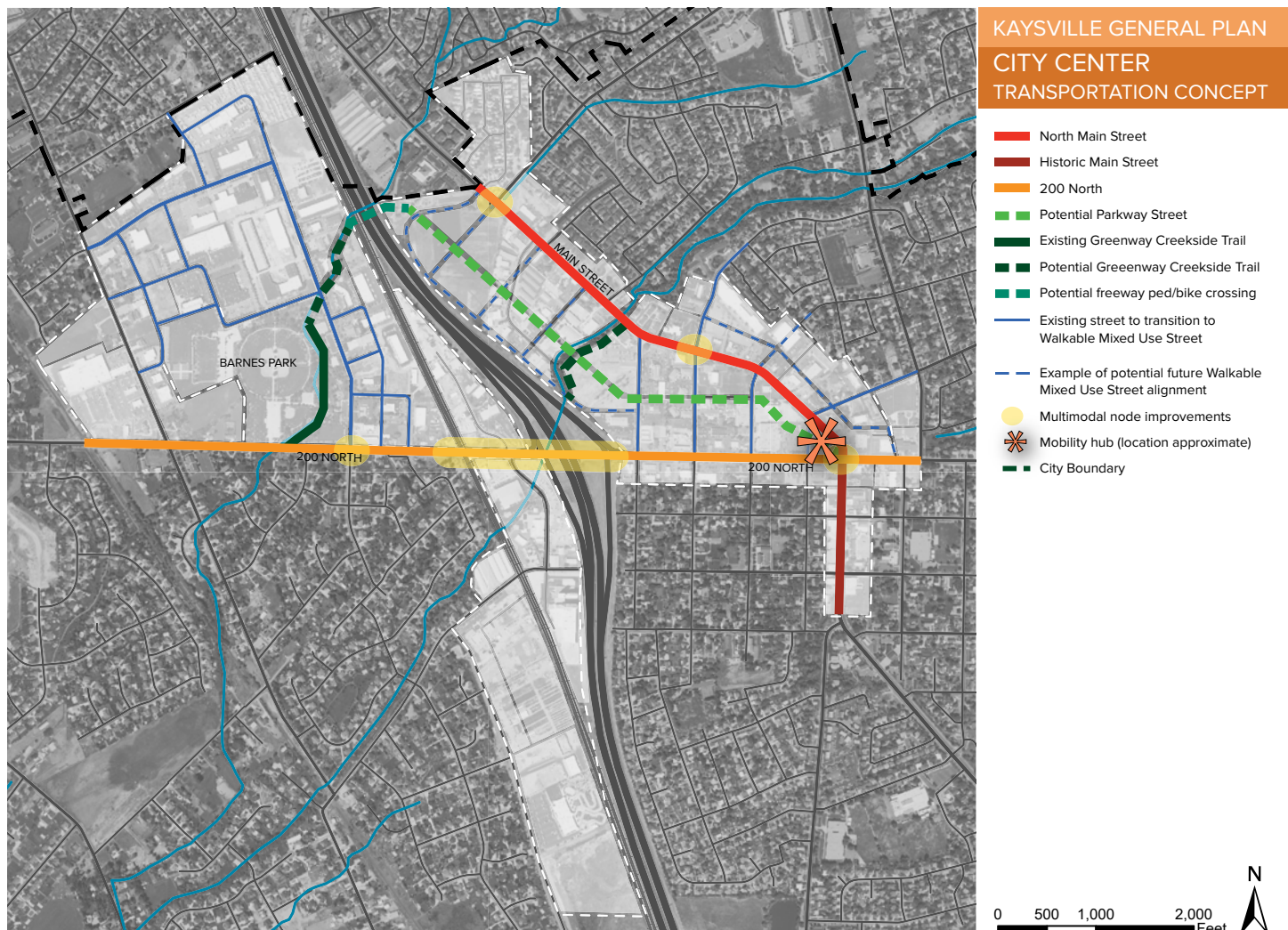
## WALKABLE MIXED USE STREETS

As the area transitions, the design of the streets themselves should transform to cater to pedestrians. While the area's streets will balance all the modes – driving, bicycling, transit, freight – their foundational design characteristic will need to be a human scale that is comfortable and safe to walk along.

Key aspects of the future walkable street profile for the Barnes Park and North Main Street areas are:

- A heavier emphasis on person space than vehicular space
- High quality pedestrian realm – wide sidewalks and furnishings area
- Regular street trees
- Streetscape amenities
- High-quality relationship with development sites – frequent direct building/site entries to the sidewalk, building transparency, and active yard spaces

**Figure 2.2 - City Center Transportation Concept**





## NEW ACTIVE TRANSPORTATION (OR FULL STREET) CONNECTION ACROSS INTERSTATE 15

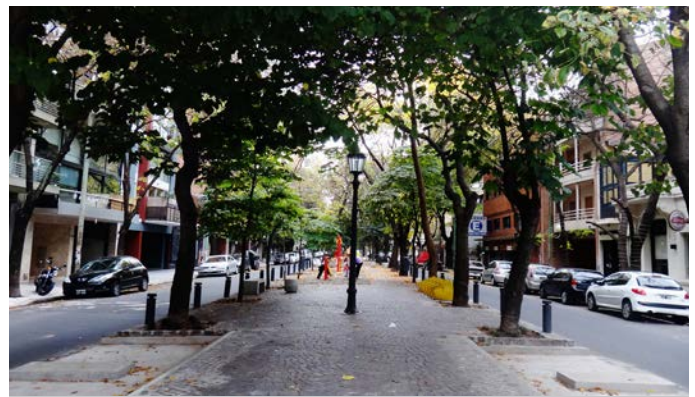
It is recommended that Kaysville City seek opportunities for funding to design and construct an additional bridge (or tunnel) for those walking, bicycling, and using other active transportation modes to connect between the Barnes Park and North Main Street areas. This bridge will help link these two areas for those accessing, for example, destinations or transportation services.

## HOLMES CREEK GREENWAY

The North Fork of Holmes Creek runs through both the Barnes Park and North Main Street areas and can serve as a central public space of these areas, extending the green space from Barnes Park in a green corridor that will link over I-15 to North Main Street via a new bridge or tunnel connection. This greenway will connect to the Parkway Street described in the next paragraph or other existing streets and be part of a larger envisioned east-west regional trail along Holmes Creek.

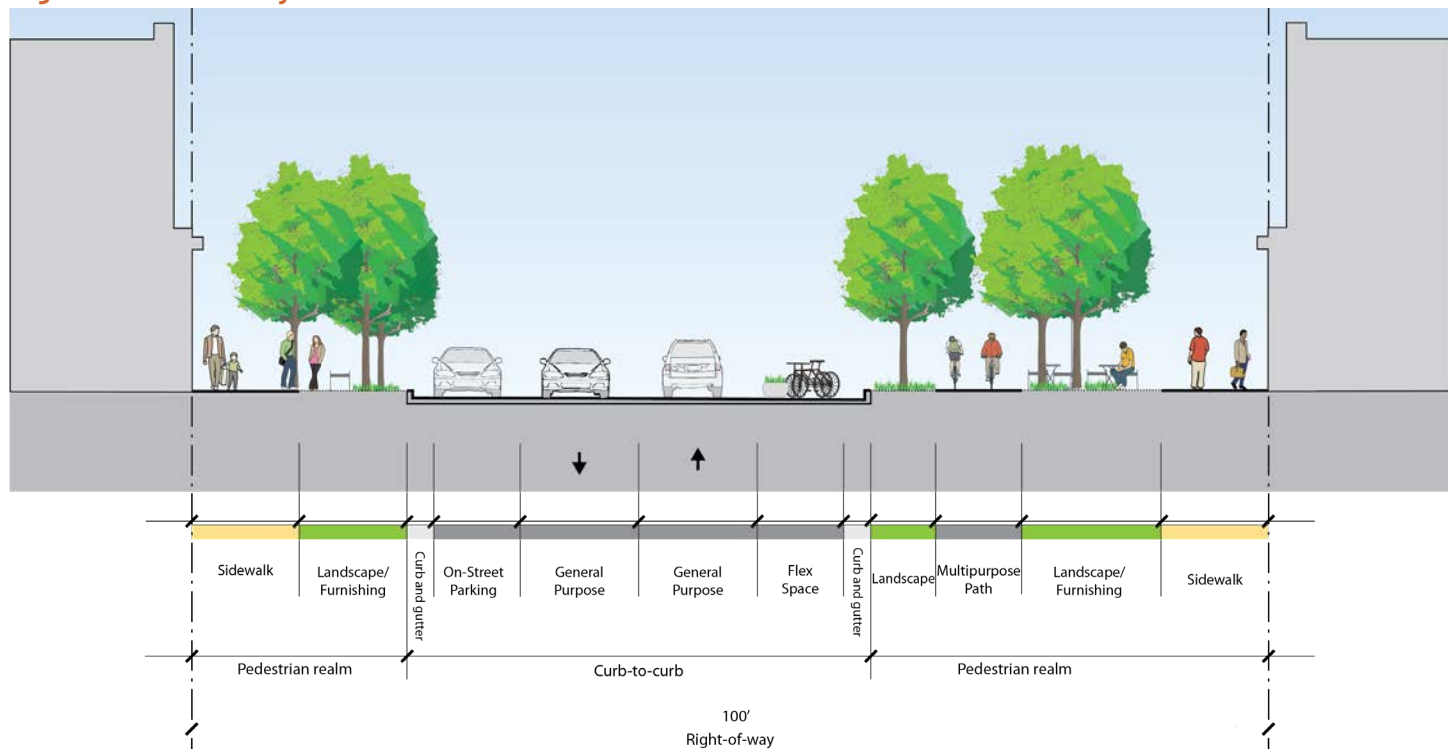
## PARKWAY STREET

As the uses in the North Main Street district begin to change, the city should consider modifying the street network to better compliment the mixed use environment. A Parkway Street could be the centerpiece public space and amenity corridor of this area. Generally paralleling Main Street and running from North Fork Holmes Creek to 200 North and Historic Main Street, it would allow for vehicular travel but focused on green space, walking and bicycling. Figure 2.3 provides a possible vision for this Parkway Street – with a mix of complementary land uses such as retail, restaurants, and housing.



Examples of parkway streets

Figure 2.3 - Parkway Street



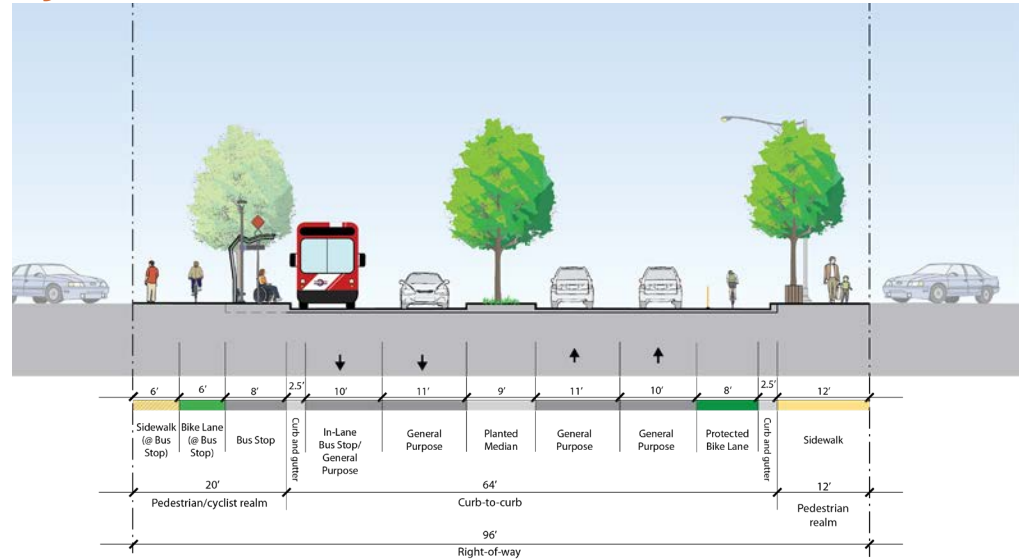
## NORTH MAIN STREET TRANSFORMATION

North Main Street is the segment of Main Street that runs between 200 North and the northern Kaysville City boundary. The southern segments of Main Street are part of the UDOT highway network, provide a regional link between major highways, and also encompass the city's historic downtown. The northern segment of Main Street is not controlled by UDOT, has fewer regional vehicular transportation roles and is less imperative for preservation. Because of this, Main Street north of 200 North has more opportunity for transformation.

Figures 2.4 and 2.5 show a vision for North Main Street, with improved pedestrian and bicycle facilities as well as improved transit waiting environment and mobility. The vision for North Main Street is to serve and complement the land use change envisioned for the area. This includes:

- An improved pedestrian realm
- Improved bicycle facilities
- Elements to reduce traffic speeds such as planted medians and narrower traffic lanes
- Increased, shorter, and more visible pedestrian crossings

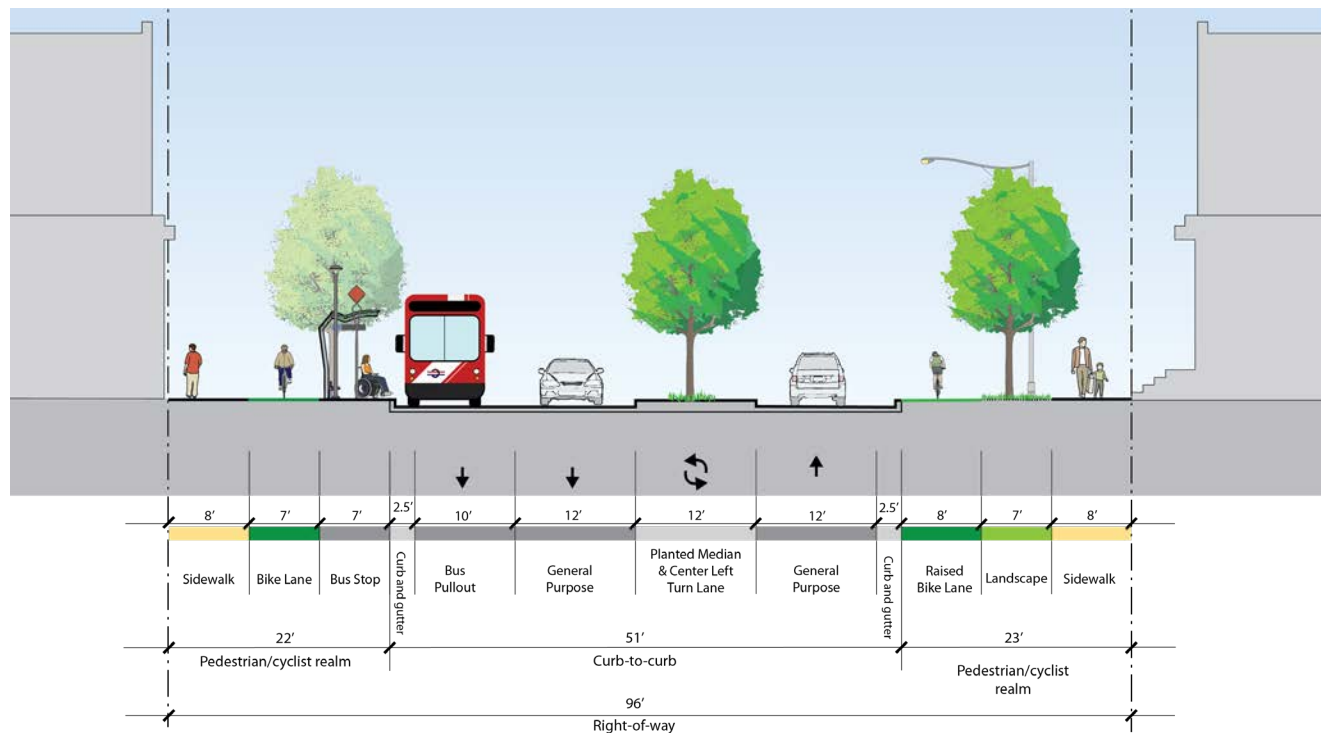
Figure 2.4 - North Main Street: Potential Short-Term



## FUTURE NORTH MAIN TRANSIT SERVICE

Main Street is the primary corridor where Kaysville can seek higher levels of bus transit service. Main Street is currently served by the 470 Route. In the long term, Kaysville can work together with Utah Transit Authority, Wasatch Front Regional Council and neighboring jurisdictions to seek opportunities to increase frequency for the 470 or other routes along the Main Street corridor.

Figure 2.5 - North Main Street: Potential Long-Term







## Catalytic Projects

Catalytic projects are transportation investments that will take large steps to achieve transportation goals and objectives. If funding can be found to construct the projects, the following are major efforts that will transform the community in positive ways:

- Central mobility hub
- Historic Main Street collaborative project with UDOT
- North Main Street transformation
- Parkway Street in North Main Street redevelopment area
- Extension of 50 West pathway to Main Street
- Separated pathway on Burton Lane
- Pedestrian crossings over I-15 at North Fork Holmes Creek and Center Street
- 200 North separated pathway
- 200 North vehicle capacity modifications at I-15 interchange and West Davis Corridor approach

The city should prioritize coordination with UDOT on reconstruction projects involving freeways and other right-of-ways to ensure multiple transportation modes are considered and accommodated for. Coordinating larger projects with the pursuit of additional crossings across I-15 will maximize funding impacts in making these connections a reality.

## Placemaking Plan & Elements

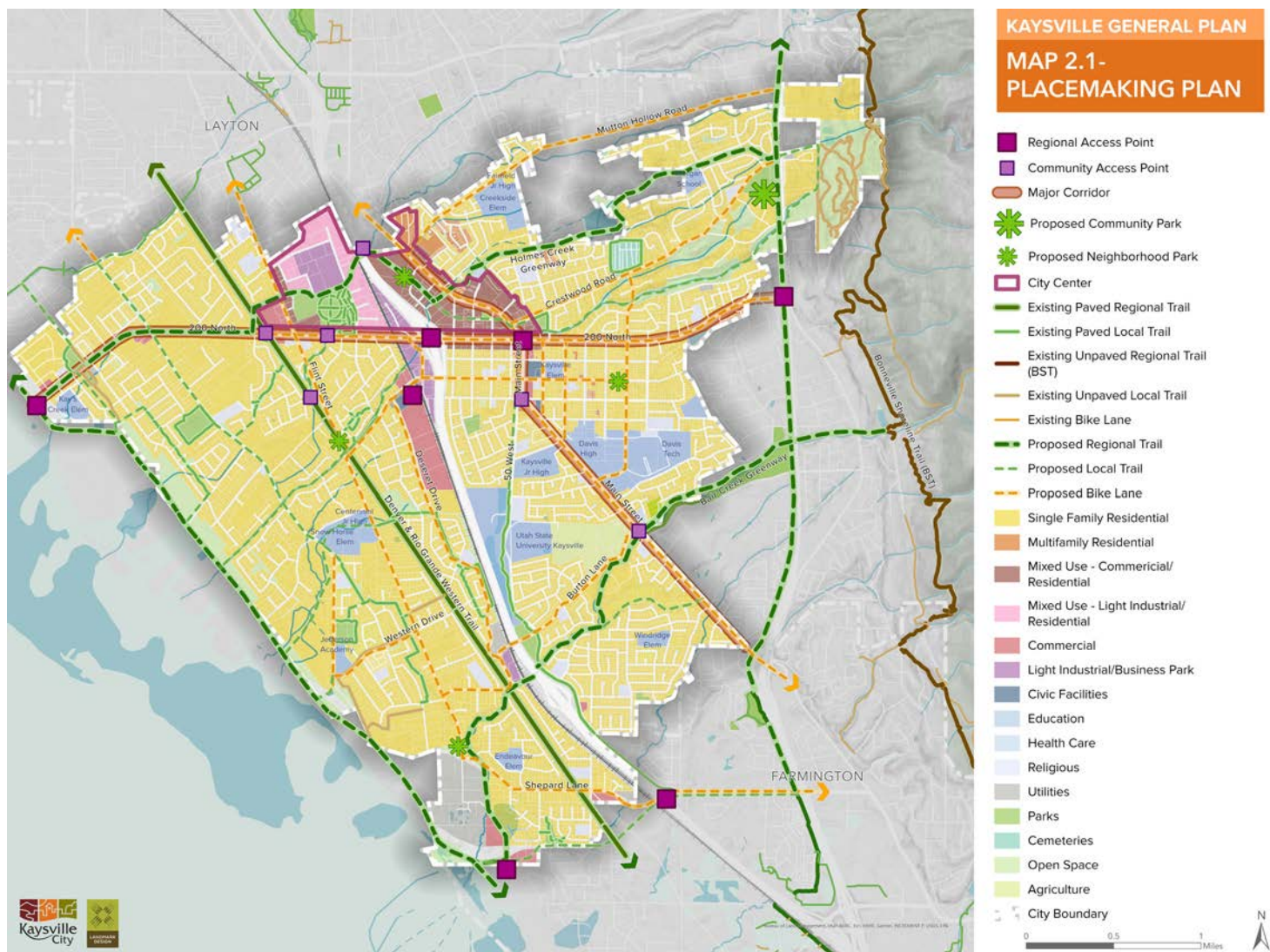
Conventional planning often places future land use as a separate and distinctive element from the other elements of a general plan. However, the reality is that many other elements are directly connected to land use and are an equal player in forming the city and sense of place. This plan takes a slightly different approach by seeking to integrate the different elements together as part of a Placemaking Plan.

The principles and ideas of this plan are a reflection of the public input heard through the community engagement efforts undertaken through the plan process. While the ideas paint a vision of the future of Kaysville as a whole, they are multi-faceted and most likely to be implemented one project at a time rather than collectively. The plan emphasizes the relationship between land use and transportation in particular, as each has direct influences on the other, and seeks to blur the separating lines between these two cooperative elements.

Placemaking is about people – creating spaces where people want to spend their days living, working, learning and playing. Quality places are about quality of life – they include a mix of uses and housing, embody good design, contain effective public spaces and green spaces, and multiple options for transportation. They are appropriately scaled for people, are walkable, and are comfortable, safe and welcoming. Ultimately, quality places are destinations which people are proud to call home.

Placemaking is also driven and enhanced by the efforts of active community groups, businesses and organizations. They directly contribute to the placemaking of the city through neighborhood beautification, individual property maintenance and improvements, programming in public spaces, and promoting neighborliness among residents.





## Trails and Bicycle Facilities

The Placemaking Plan (Map 2.1) illustrates a network of existing and recommended trails and bike lanes. This network is described in greater detail in the *Kaysville Active Transportation Plan* and in *Chapter 4, Section C: Trails*.

The network of recommended trails and bikeways provides connections between residential neighborhoods to destinations such as the City Center, parks and open spaces, business and employment centers, transit hubs and other neighborhoods. It also completes connections between existing trail segments and enhances the functionality of the existing trail system. Based on public input, trail development is a major priority for Kaysville, and trails and bike lanes should be implemented at every opportunity.

To help shift more short trips to bikes and micromobility options, Kaysville should consider a bicycling promotion and education campaign to make residents aware of bicycling as a transportation option for short trips. This campaign could include social media, branding, presence at existing community events, new stand-alone events, demos of e-bikes or scooters, community challenges,

incentives, and partnerships with micromobility companies (see following examples).

## Micromobility

It is recommended that Kaysville take an active role in partnering with micromobility companies and deploying scooters and bikes at strategic locations. Shared electric scooters have already begun appearing at locations such as the Ponds area along 50 West and Historic Main Street. Shared scooters and bikes offer a way around town without the use of a car, or the first/last mile of a bus or FrontRunner transit trip. Creating a shared scooter/bike policy will help the City have a more successful relationship with the private scooter/bike vendors and will increase the City's ability to concentrate micromobility at key nodes and centers of activity like at a potential future Community Mobility Hub.

## Streetscapes

There are numerous opportunities for making streets more people friendly that extend beyond the road and pathways. By adding amenities to the street environment, such as street trees and landscaping, human scale lighting, benches and street furnishings, and traffic calming features, the



street becomes a place that is both comfortable and enjoyable to people using it. Investing in streets for people in addition to the automobile helps shape adjacent land uses into developing into quality spaces.

## Parks and Open Space

The provision, maintenance and expansion of public parks and open spaces is a critical component of placemaking and forming the identity of neighborhoods. Recommendations for these important assets are addressed in the *Open Space, Trails & Natural Resources* chapter.

## Historic Preservation

Placemaking is enhanced by preserving our historic built environment. Kaysville has an excellent stock of historic buildings, both within Historic Main Street and the residential neighborhoods surrounding it. Care should be exercised by the City to preserve these historic neighborhoods, areas and building. Ordinances may need to be revisited to ensure that any future infill development is consistent with the neighborhood character. Possible impacts from public works and utility projects should be considered so projects remain respectful of historic neighborhood identity.

## Public Space Design within Private Development

Many of the benefits of public spaces can be incorporated into the site design of private development. Creating quality spaces is not limited to setting aside land for parks, nor is it limited to purely green landscaping. Well-designed, dynamic spaces play an integral role in community placemaking.

When space is limited within a development site, the benefits of public parks can still be obtained at a small scale through the creative design of building forms and the spaces between them. Human-scale building design can create small gathering places, beautiful landscapes, and whimsical spaces for play. When designed properly, they reinforce a strong sense that people are valued as residents of a place, not merely consumers of products.

As the City progresses toward achieving the City Center concept, the City should gradually raise the standards for development to include the provision of plazas, al fresco dining, and other gathering spaces and landscapes. These could be incorporated into form-based codes for mixed use areas. These enhancements should be viewed as investments by property owners and developers. They will bolster economic activity and enhance the vibrancy of the area, strengthening the sense of place and yielding increased returns to owners.

## Public Space Programming, Events and Art

Another key element in creating vibrant places in the community is programming activities and events in public spaces and neighborhood centers. Kaysville has a strong culture of hosting festivals and other events which it sponsors, as well as supporting events held by other local groups and organizations.

These include the 4th of July events, USU Farmers Market, Movies in the Park, Baby Animal Days, Stroll Kaysville, Kaysville GIVES, the Daddy Daughter Dance and others. The City should continue to promote events such as these, particularly in public spaces such as Barnes Park or Heritage Park, which have a direct impact in energizing adjacent areas of the City Center.

Public art offers an opportunity for beauty and expression on a scale that reaches everyone. Many communities feature public art installations, ranging from temporary to rotating to permanent features. These installations enliven public spaces and create an identity for the area. It is recommended that Kaysville add more public art installations throughout the community, particularly in the City Center and Historic Main Street. These works could be sponsored by the City, private development or grassroots organizations or local artists.



## Goals & Policies

### GOAL 1: PRESERVE AND PROTECT KAYSVILLE'S "SMALL TOWN" ATMOSPHERE BY LIMITING CHANGE IN FUNCTIONING NEIGHBORHOODS AND DISTRICTS

#### Policy 1.1: Preserve single-family neighborhoods by restricting development to models that fit the existing character of the neighborhood.

- **Implementation Measure:** Preserve existing ordinances and codes that support single-family dwellings in established neighborhoods.
- **Implementation Measure:** Establish detailed guidelines and educational information regarding the benefits of new residential models, including the benefits of Open Space Subdivisions/Clustered Development and infill, as the city reaches buildout.

#### Policy 1.2: Preserve Historic Main Street as the heart of the community.

- **Implementation Measure:** Protect historic structures in order to maintain the sense of history and special qualities of the historic core. Facilitate small-scale changes in the historic core where needed in a manner that respects existing patterns and structures. This can help ensure that a better mix of uses is achieved while improving the overall function and appearance of the area.
- **Implementation Measure:** Make streetscape and parking improvements to Historic Main Street to better activate the space and accommodate visitors.
- **Implementation Measure:** Follow the recommendations of the *2022 Kaysville Main Street Vision* in partnership with UDOT.

### GOAL 2: MAKE KAYSVILLE CITY CENTER DISTINCT AND IDENTIFIABLE FROM ADJACENT NEIGHBORHOODS AND SURROUNDING CITIES

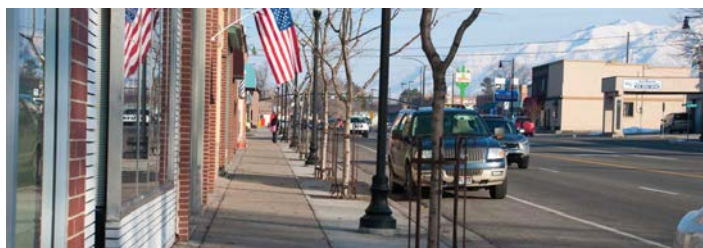
#### Policy 2.1: Improve commercial frontage and streetscapes along key corridors such as Main Street and 200 North.

- **Implementation Measure:** Preserve the best of what exists and develop new commercial and mixed use buildings to create a "street edge" along the major corridors.

- **Implementation Measure:** South Main Street should continue to focus on vehicular access and movements, while Historic and North Main Street are envisioned to be pedestrian-friendly corridors that support city center activities and uses.

#### Policy 2.2: Create a distinct city center and expand the "heart of the community" to include areas beyond the historic core.

- **Implementation Measure:** Modify existing ordinances and codes to allow for mixed-use development in the Main Street North and Barnes Park neighborhood areas, as detailed in the Placemaking Plan. Consider the implementation of a form-based code to guide future development in achieving a form, scale and style that are appropriate for Kaysville.
- **Implementation Measure:** Create new streets and renovate existing ones into pedestrian-friendly, walkable places. Incorporate traffic-calming and similar techniques to reduce speed in the core of the district while not impacting necessary vehicular access and traffic flow. Provide enhanced street crossings and unified streetscape treatments that help reduce pedestrian crossing distances and slow traffic.



#### Policy 2.3: Carefully integrate new development with existing uses in established neighborhoods.

- **Implementation Measure:** Protect historic structures in order to maintain the sense of history and special qualities of the historic core.
- **Implementation Measure:** Protect good housing. Well maintained homes within and along the edges of the City Center should be maintained. Preserving such structures can help provide a feeling of stability amidst change as other less attractive structures and areas are redeveloped.
- **Implementation Measure:** Respect the unique character and context of each City Center neighborhood. Redevelopment should be sensitively designed and located, particularly when incorporating parking and in proximity to adjacent established residential neighborhoods. Appropriate placement of uses and the provision of aesthetically-appealing buffers between differing uses are tools for consideration.
- **Implementation Measure:** Reuse existing buildings where possible. Retrofit and repurpose rather than replacing older structures, particularly in areas with unique vibes such as the historic core and

## GOAL 2 (CONTINUED)

Flint Street. This provides stability and connections with the past, particularly in areas undergoing significant new development and change.

- **Implementation Measure:** Ensure new buildings match the scale of existing uses. When existing structures cannot be retrofitted or transformed, new buildings be developed in a manner that is sympathetic to the scale of established structures and patterns.
- **Implementation Measure:** Work closely with Davis School District to ensure the long-term need for additional school sites is understood and supported. Since vacant land suitable for these purposes is rapidly diminishing, it is essential that land should be secured by the school district as soon as possible.

### **Policy 2.4: Create Places for the community to gather and events to draw users and visitors.**

- **Implementation Measure:** Develop the Community Hub into the most active place in the City Center. Incorporate small plazas, streetscape enhancements and transportation improvements that clearly indicate the importance of this site to the city. Further express the importance of the site by including specific civic functions and community events.
- **Implementation Measure:** Connect a robust system of parks and civic spaces to key destinations in the area, utilizing a robust system of greenways and sidewalks/trails. The addition of a new pedestrian-friendly streets, pathways, plazas and parks will provide options for accommodating expanded and diverse City Center events.
- **Implementation Measure:** Maintain the civic function of City Hall by incorporating additional civic and cultural uses in the historic core. Design the new street system with the possibility of closing streets and parking areas to accommodate large functions and celebrations.



## GOAL 3: IMPROVE THE COMMERCIAL PROFILE AND OPERATIONS ALONG THE OUTSKIRTS OF THE COMMUNITY AND REGIONAL CORRIDORS

### **Policy 3.1: Leverage the West Davis Corridor by implementing small-scale commercial opportunities at interchanges.**

- **Implementation Measure:** Modify existing ordinances at codes to allow for small commercial nodes at the West Davis Corridor exits at Shephard Lane and 200 North.

## GOAL 4: ENSURE THE FUTURE NEEDS FOR SCHOOLS AND OTHER PUBLIC SERVICES MEET FUTURE DEMAND

### **Policy 4.1: Cooperate with Davis School District, Central Davis sewer District and other public service and utility providers to locate and reserve appropriate sites for schools and other essential public services.**



## GOAL 5: PRESERVE AND ENHANCE KAYSVILLE'S REMAINING PASTORAL ATMOSPHERE AND AGRICULTURAL HISTORY THROUGH CAREFUL PLANNING AND THE PRESERVATION OF OPEN SPACE

### Policy 5.1: Encourage Conservation Subdivisions on vacant and undeveloped residential parcels identified in the Future Land Use Map.

- **Implementation Measure:** Reach out to specific land owners as part of consolidating individual holdings and to promote high-quality Conservation Subdivisions.

### Policy 5.2: Adopt new tools to preserve Kaysville's open space and pastoral character.

- **Implementation Measure:** Evaluate Zoning and Development Restrictions, Fee Simple Title (Outright Purchase), Purchase and Sellback/Leaseback, Conservation Easements and Land Banking.
- **Implementation Measure:** Apply identified streetscape and similar improvement to maintain and preserve key views and viewsheds.
- **Implementation Measure:** Enhance Community Gateways and Key Intersections.
- **Implementation Measure:** Apply physical buffers and land use transitions to improve linkages between incompatible uses.

## GOAL 6: PRESERVE THE ESTABLISHED CHARACTER OF KAYSVILLE

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

- **Implementation Measure:** Establish transitional and mixed use districts as needed to provide buffers between incompatible land uses.
- **Implementation Measure:** Prohibit high density land uses in areas established for lower density residential uses. Higher density land uses are generally limited to the City Center and similar areas to help meet long-term placemaking goals.



## GOAL 7: ENSURE LAND USES ARE COMPATIBLE AND/OR UTILIZE ADEQUATE BUFFERS TO ENHANCE COMPATIBILITY

### Policy 7.1: Provide land use transitions and development buffers between incompatible land uses.

- **Implementation Measure:** Buffer residential uses from commercial and similar uses through the use of transitional land uses and/or physical buffers (tree rows, walls, fences, berms, etc.).
- **Implementation Measure:** Ensure commercial uses that are in proximity to residential zones are incidental to the primary use and do not negatively impact existing character and qualities.

## GOAL 8: PROVIDE A RANGE OF HOUSING OPTIONS AND PRICE POINTS THAT HELP ENSURE KAYSVILLE IS AN AFFORDABLE PLACE TO LIVE

### Policy 8.1: Coordinate and align Land Use and Housing Policies

- **Implementation Measure:** Allow and encourage new residential development models that meet the future needs of the community.
- **Implementation Measure:** Modify existing ordinances and codes to facilitate Conservation Subdivisions.
- **Implementation Measure:** Ensure land use standards address affordable housing needs.

## GOAL 9: ENCOURAGE DIVERSE COMMERCIAL USES TO MEET THE NEEDS OF THE COMMUNITY AND VISITORS

### Policy 9.1: Focus primary commercial uses in the City Center and secondary uses in smaller existing/future nodes

- **Implementation Measure:** Limit commercial acreage to the amount required for market needs.
- **Implementation Measure:** Encourage mixed use and flex development in the City Center.

### Policy 9.2: Ensure appropriate land use transitions between commercial uses and surrounding land uses.

- **Implementation Measure:** Ensure uses adjacent to commercial uses are compatible when possible.
- **Implementation Measure:** Require physical buffers (trees, shrubs, walls, fences and berms) between commercial uses and adjacent residential neighborhoods.

**GOAL 10: ENSURE COMMERCIAL, CIVIC, SCHOOL, PARK, OPEN SPACE, INDUSTRIAL, UTILITY AND OTHER NON-RESIDENTIAL USES ARE PROVIDED IN A MANNER THAT MEETS THE ESTABLISHED LAND USE VISION AND FUTURE NEEDS**

**Policy 10.1: Encourage the development of a small commercial/civic Town Center near City Hall.**

- **Implementation Measure:** Encourage the development of low-intensity mixed use commercial uses that fit with the local appeal and ambience of the City Center.
- **Implementation Measure:** Incorporate engaging and unified streetscapes, trails, pathways, trees and vegetation to form a unified and distinguished City Center.
- **Implementation Measure:** Investigate the possibility of implementing a Special Assessment Area (SAA) or similar program for implementing streetscape, parking, signage and other improvements.

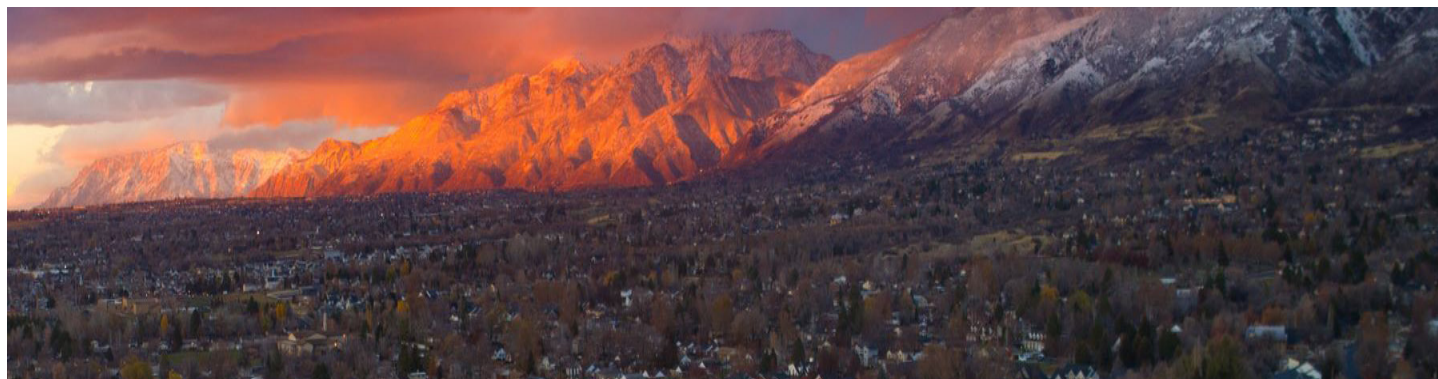
**Policy 10.2: Ensure public facility needs are being adequately met.**

- **Implementation Measure:** Follow recommendations in the Parks and Recreation element to ensure existing and future needs are met.
- **Implementation Measure:** Essential transit, trail and other transportation facilities should be maintained and extended to meet the transportation needs of the community.
- **Implementation Measure:** Cooperate with Davis School District officials and other public service providers to locate and reserve appropriate sites for schools and other public services, as needed.

**GOAL 11: IMPROVE KAYSVILLE VIEW CORRIDORS AND VIEWSHEDS**

**Policy 11.1: Investigate new ideas to maintain existing natural areas, sensitive lands and open space areas.**

- **Implementation Measure:** Modify existing ordinances and codes to protect critical open space and view corridors in the City.
- **Implementation Measure:** Modify existing ordinances and codes to ensure sensitive lands, drainage corridors and critical natural features in Kaysville are preserved.
- **Implementation Measure:** Investigate and implement Low Impact Development (LID) stormwater techniques in key locations.
- **Implementation Measure:** Modify the existing City code and other ordinances to ensure the changes contained in the Land Use Element are codified.
- **Implementation Measure:** Ensure zoning and land use decisions are consistent with the General Plan Map and the adopted policies and goals.
- **Implementation Measure:** General Plan amendments, while occasionally necessary and desirable, should be based on changing circumstances and should be beneficial to the community at large and not based solely on the desires of individual property owners.







## COMMUNITY ACCESS AND MOBILITY

# Transportation & Connectivity

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■ **Introduction**

■ **Major Corridors**

■ **Regional Access**

■ **Community Access**

■ **Goals & Priorities**



## Introduction

A robust transportation network is critical to moving people around the city and a key part of placemaking within Kaysville. This chapter details the transportation network as a series of components that closely reflect the transportation goals. The following key transportation elements will be discussed and addressed in detail:

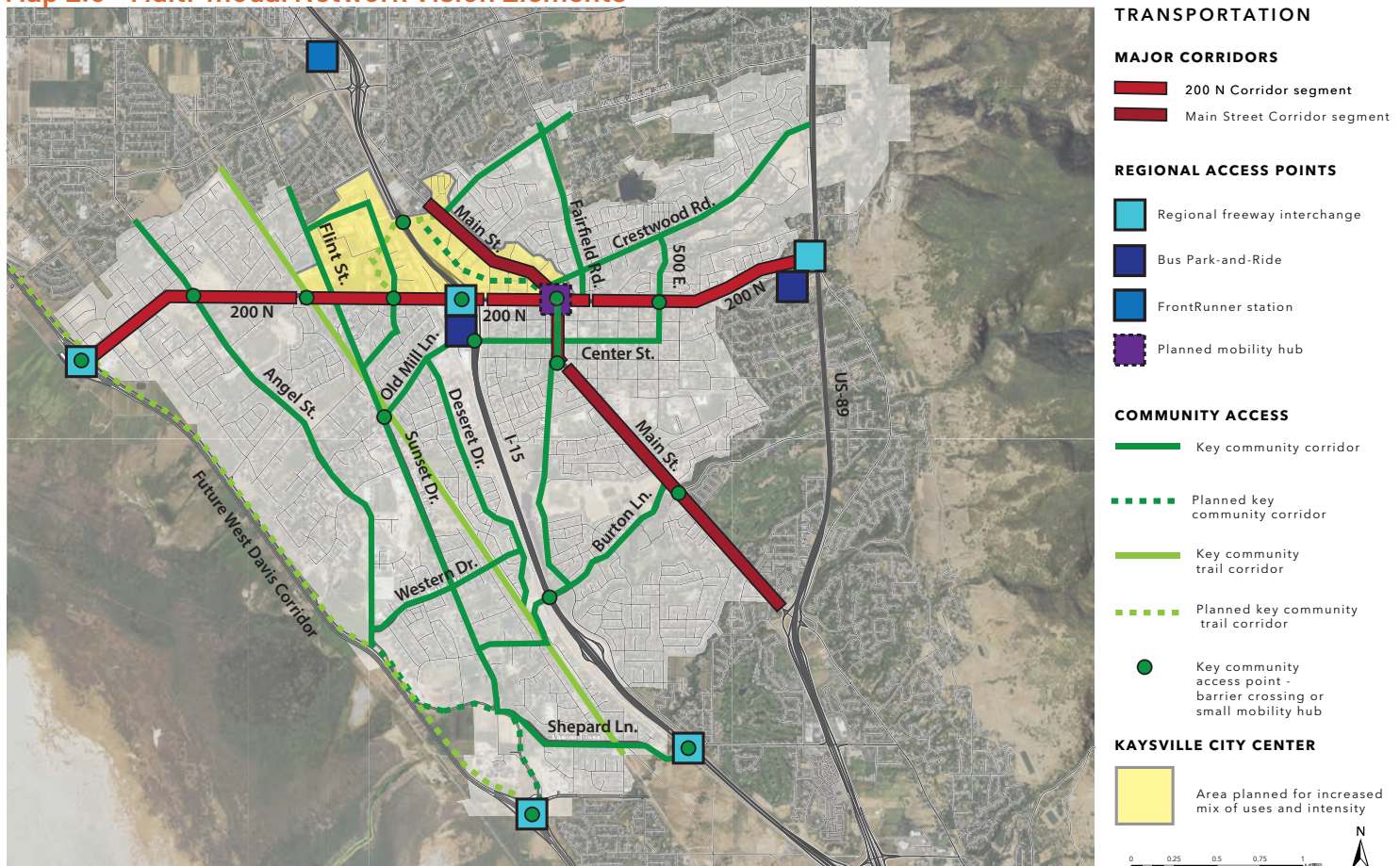
- **Major corridors:** The two major arterial streets that run through Kaysville are 200 North and Main Street.
- **Regional Access:** Regional highway and interstate interchanges, key regional transit access points, and a planned mobility hub.
- **Community Access:** Community-level street corridors, trail corridors, and key community access points such as barrier crossings and mobility hubs.
- **Kaysville City Center:** Areas of central Kaysville identified for transformation by the planning process.



The 200 North and I-15 interchange in Kaysville.

Map 2.3 illustrates how these elements connect and complement one another. In addition, we identify a series of recommended programs, operational improvements, and catalytic projects in this chapter that can help Kaysville achieve community goals.

### Map 2.3 - Multi-modal Network Vision Elements



# Key Corridors and Nodes

## Major Corridors

Kaysville's two major corridors - 200 North and Main Street are the focus of movement throughout the city, especially regional access and community access. As the only major arterial corridors in the city, they bear the burden of facilitating highway access, hosting regional transit routes, and linking different areas of town, and are envisioned to achieve these functions in a way that doesn't disrupt the fabric of the community. The following guidance represents an attempt to strike a balance for these roads and the areas they serve.

### 200 NORTH

200 North is the major east-west corridor for Kaysville. It is both the community's primary connection to Interstate 15 and the primary crossing of the barrier created by the freeway through the city. It links to U.S. 89 and will link to the future West Davis Corridor. 200 North ties in to nearly all of the Transportation Goals - regional connections, local connections, neighborhood character, Historic Main Street and the Kaysville City Center.

200 North will remain a vital corridor for vehicle travel, and will therefore remain a priority for the street. 200 North west of Main Street is one of the few corridors in Kaysville that is projected to be over capacity in 2040. In response to this anticipated condition, this plan does not recommend adding more general-purpose lanes, but instead recommends that the existing lanes be utilized more efficiently and shift more trips to other transportation modes. For one of the key areas of potential future congestion, the I-15 interchange, see the Regional Access section. As the West Davis Corridor opens, the very western segment of 200 North may benefit from reconfiguring the lanes to match the rest of the corridor's five-lane roadway cross section.

200 North is currently not a transit corridor. However, adding transit to this corridor could help more efficiently move people along the corridor and link Kaysville residents to regional transit points in the central part of the city as well as at the Fruit Heights Park and Ride near U.S. 89. Implementing a flexible microtransit service could address this need initially, or a shuttle running back and forth along the 200 North corridor. A service like this could be complemented and reinforced well with a mobility hub in downtown Kaysville.

The largest transformation for the corridor recommended by this plan is to make the corridor more comfortable for those traveling by active modes such as walking, bicycling, scooting, and rolling - especially to encourage more community-level trips by those modes. Therefore, a two-way multiuse path (sidepath) is recommended along 200 North for its entire length. The city should seek to build the path to 10 feet wide (8 feet minimum) with at



*Existing pathway along 200 North in Kaysville.*

least a 5-foot buffer although there may be situations where a buffer is not possible.

While the retrofitting of a multi-use path project onto the 200 North corridor would be challenging due to lack of roadside spaces and utilities in many locations, this is a project that would have a transformative effects on shifting more trips to bicycles.

### MAIN STREET

Main Street carries the highest consistent traffic volumes of any surface street in Kaysville (only the short segment of 200 North between Main and I-15 is higher), but the 14,000 - 18,000 vehicles per day on average doesn't make for an exceedingly busy corridor by regional standards. Main Street has multiple identities in Kaysville that in many ways correspond with its three segments. Because these segments are all so different, the city's vision for the Main Street corridor is for these segments to be treated differently moving forward.





South Main Street in Kaysville.

## SOUTH MAIN STREET

It is recommended that the current function and general cross section of this segment be preserved, as it serves as an important vehicular connection between I-15 and U.S. 89 and provides access to destinations such as Davis High School and Davis Technical College. However, like in other segments, walking, biking and transit could be improved on this segment of Main Street, so opportunities should be leveraged that improve those modes as they arise.

## HISTORIC MAIN STREET

The *2019 Main Street Vision* provides the foundation for the concept for this segment of Main Street from 200 North to 50 West. Priorities include serving a walkable downtown with local businesses and events and that reflects the city's heritage and character. As an implementation measure contained in the document, Kaysville City and UDOT are currently collaborating on an approach to this segment of Main Street / S.R. 273 that balances the priorities of all stakeholders.

The *2019 Main Street Vision* includes ideas that will transform Historic Main Street to be more walkable and to embody Kaysville's identity and character to a higher degree. The city is closely cooperating with the Utah Department of Transportation to implement the Main Street Vision, which is also referred to as S.R. 273, and is managed by UDOT.

## NORTH MAIN STREET

The vision for this northern segment of Main Street (north of 200 North) is to transform it to serve and complement the land use and character mix envisioned for the Main Street North (see *Kaysville City Center section*), including more emphasis on walking, bicycling and transit.

# Regional Access

Regional access in Kaysville should provide balance, choice, and resilience – preserving and enhancing highway connections, expanding regional transit, reducing travel demand for single occupant vehicle trips, and collaborating with regional and state agencies. In addition to the major corridors described previously, the primary places driving regional transportation access for Kaysville are its key nodes – freeway interchanges and transit stops/hubs.

## Regional Highway Access

Kaysville has a high level of regional highway access that is in the process of increasing. The city is located at a point in the Wasatch Front metro region where the urban fabric is so narrow between the mountains and Great Salt Lake shorelands that east-west regional travel is extremely challenging, making north-south travel the key regional orientation. Kaysville sits amid the key north-south freeways in the region, I-15 and U.S. 89, as well as a planned third highway, the West Davis Corridor, located along the city's western edge. In addition, S.R. 73 (Main Street), is a regional route that functions more as a community-level corridor.

Existing interchanges include I-15 / 200 North and U.S. 89 / 400 North (Fruit Heights). An additional I-15 interchange is planned at Shepard Lane. The West Davis Corridor will have interchanges located at 200 North and another one near Shepard Lane.

In seeking to preserve and enhance access to and from the greater region, Kaysville's vision of regional highway access is to continue to diversify its points of access so that it is not overly dependent on one point – while ensuring that these freeway interchanges effectively move traffic through them in a way that is in balance with other modes and the surrounding community.

## I-15 / 200 NORTH INTERCHANGE ENHANCEMENTS

The I-15/200 North interchange is Kaysville's most important point of access to the regional highway network. In 2016, UDOT studied the interchange and found that the current levels of service of the interchange and related intersections (600 West, 400 West, and 300 West) operate at generally acceptable levels of service (C and D – 20 to 30 seconds of delay). But without intervention, this delay to motorists using the interchange will rise to up to nearly four minutes at 400 West.

The study proposed improvements to the interchange that would reduce the delay at 400 West to just over a minute, primarily through the addition of turn lanes and access management on the surrounding cross streets like



400 West. The proposed project adds a bike lane through the interchange as well. The project cost estimate was \$17.4 million, with an additional \$26.5 million for a new I-15 structure.

This plan recommends implementation of this project, with the potential modification of a north side shared use path in addition to or instead of the bike lanes.

## KEY REGIONAL TRANSIT ACCESS

As with regional highway access, regional transit access is primarily oriented to the north and south – to the main transit routes connecting Davis County communities and to Weber and Salt Lake Counties. These routes currently include the 470 and 455 bus routes and the FrontRunner commuter rail, as well as some peak hour commuter routes such as the 473, 472, and 456.

Places to access this regional transit network include stops along Main Street and the Park and Rides in Kaysville and Fruit Heights. FrontRunner does not stop in Kaysville but has stations in Layton to the north and Farmington to the south. There are many opportunities to improve regional transit access for Kaysville, as described below.

## MOBILITY HUB

One key opportunity is to create a mobility hub at a central location in Kaysville that provides access between the 470 route and connecting circulator transit, on-demand micromobility and active transportation. As ridership of the 470 or a comparable future route increases, a push for higher frequencies can then drive more ridership.

Currently, the best opportunity for a community-wide mobility hub is the Kaysville Park and Ride, which



Concept developed by UDOT to increase mobility and safety at 200 North/I-15 interchange

connects to regional transit but could use more service and first-last mile options. However, as the City Center area transforms, the city should seek opportunities to create a mobility hub in a more central area that is better integrated with the community – and could potentially also host the UTA park-and-ride.



Kaysville's Historic Main Street

## IMPROVE AND INTEGRATE KAYSVILLE PARK AND RIDE

The existing UTA Park and Ride at 200 North and 600 West is a valuable asset for basic regional transit access. However, it can be improved and better integrated into the structure of the community, in line with the city's evolving approach to regional and local transit and active transportation. Ultimately, the park and ride would be better used as an integrated mobility hub that provides more of Kaysville's service and a better connection to the community. Below are some concepts for creating mobility diverse opportunities.

- Attract more service – currently the lot is served by only the 456 and 472, two infrequent commuter routes. Adding more routes and service to this park and ride would better take advantage of it.
- Improve transit waiting environment with amenities such as lighting and transit/community information.
- Provide more multi-modal resources such as shared scooters, bike lockers, and on-demand local transit.
- Link to planned trail on 200 North – likely on the north side, with a pedestrian/ bicycle crossing.
- Consider converting the park and ride to an integrated mobility hub with land uses more complementary to transit.

## RESHAPE KAYSVILLE CITY CENTER ORIENTED TO TRANSIT

Development of the Kaysville City Center with anticipated increased residential and employment density should be reconfigured with a connected street and pathway network, and walkable streets, which together can create the foundation for residents choosing a transit-oriented lifestyle.

## PRESERVE AND ENHANCE ACCESS TO FRONTRUNNER

Capitalize on opportunities to improve active transportation access to Layton FrontRunner Station (approximately one mile from the Kaysville city limit via Flint Street or the Denver & Rio Grande Western Trail) and Farmington FrontRunner Station (approximately 1.8 miles from the southern Kaysville city limit via the Denver & Rio Grande Western Trail), as well as microtransit or other shuttles linking Kaysville residents to the station.

Improvements should focus on improving the quality and safety of active transportation routes to these stations, including measures such as protected bike lanes or street crossings.





# Community Access

Community access identifies the network used by people moving within the Kaysville community for accessing goods, services, recreation, social visits, and other trips. The community access aspects of the network should seek to preserve existing access and further enhance it. This includes improving multi-modal access to local and neighborhood destinations; overcoming barriers; creating a connected network; shaping collector-level streets that balance modes as well as mobility and neighborhood character; leveraging and expanding trail corridors; implementing planned active transportation facilities and programs; and pursuing innovative and cost-effective local transit options.

## COMMUNITY STREET CORRIDORS

Community street corridors are those that play a large role in moving people around the city. They include:

- 50 West
- Angel Street
- Burton Lane
- Crestwood Road
- Fairfield Road/100 East
- Flint Street
- Mutton Hollow Road
- Sunset Drive
- Deseret Drive
- Western Drive
- Old Mill Lane
- Center Street

### Community Street Corridors should:

- Seek to create a moderately slow environment that is safe for all transportation modes, especially the most vulnerable travelers.
- Establish a human scale with an appropriate balance of person-oriented space (sidewalks, landscaping, planted medians, bike lanes) to vehicular space (travel lanes, turn lanes, shoulders).
- Not pose major barriers to those crossing them, and in practice should include more frequent marked crossings than currently.
- Include active transportation facilities on them per the *Active Transportation Plan* and implementation opportunities.
- Include traffic calming elements on them such as neckdowns, chicanes, or traffic circles.
- Reflect the desired character of the largely residential neighborhoods they serve, including trees and landscaping, public art, and streetscape elements.





## Neighborhood Streets

Kaysville's residential neighborhood streets, whether winding or gridded, calm or vibrant with resident activity, form an important foundation of neighborhood character and quality of life that residents value. The following are some guidelines for preserving and enhancing Kaysville neighborhood streets (also see Transportation Goal 3):

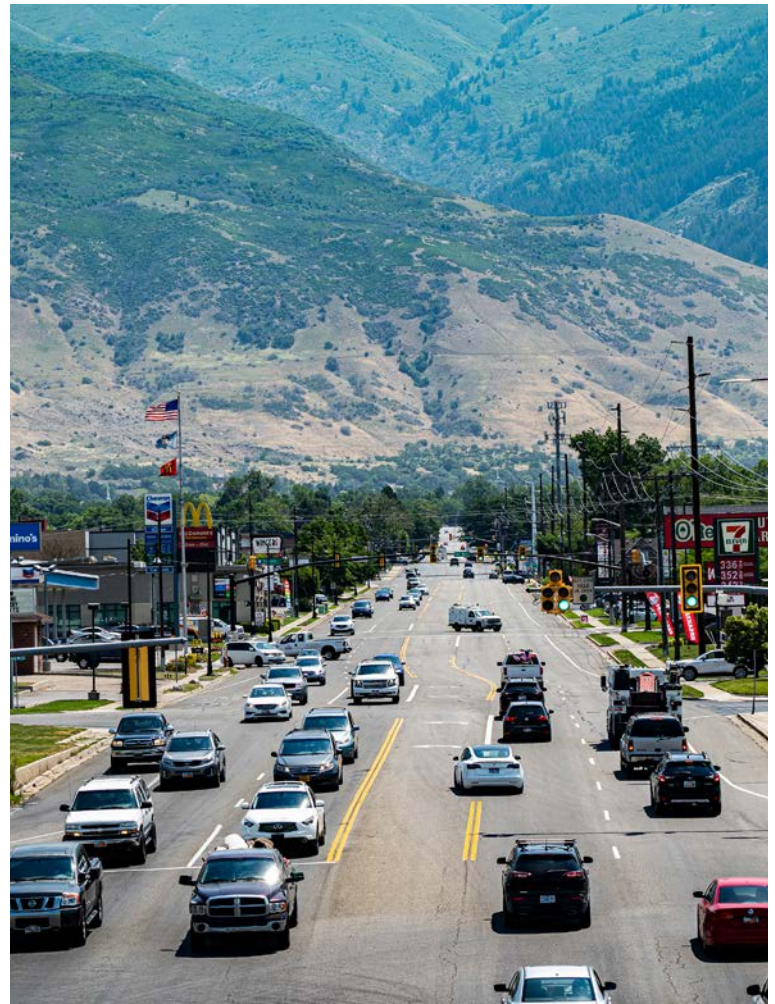
- Design and improve neighborhood streets to create a slow environment while maintaining street connectivity.
- Design and improve streets to reflect desired neighborhood character and create a sense of place. Balance the proportion of person and vehicular space and green streets with trees and landscaping.
- Create neighborhood gateways to increase community pride and visitor and motorist awareness.
- Manage on-street parking to maintain safety and neighborhood livability.
- Leverage opportunities to reconnect the street network, especially to increase access to destinations such as schools, parks, and commercial areas.
- Connect new development to the existing street and pathway network in ways that respect and support neighborhood livability.

These recommendations are envisioned in large part as citizen-driven. The city should help provide residents with the programs and tools to make improvements to their neighborhood streets – such as tree plantings, public art projects, or traffic calming projects.

## Traffic Calming

Traffic calming was identified as a major priority for residents in the community engagement feedback. Traffic calming refers to a set of physical elements designed to slow vehicle traffic, often in residential neighborhoods or walkable activity centers, with the intended result of reducing collisions, reducing severity of injuries from collisions, and, most of all, improving neighborhood livability. Traffic calming is critical in Kaysville to mitigate the impacts of increasing regional traffic through neighborhoods and to create walkable environments in activity centers.

To help achieve the goals of preserving neighborhoods and enhancing community access, Kaysville will continue to develop traffic calming solutions for neighborhoods through a dialogue on hot spots and other issues. Key goals and opportunities for this program include:



- Identifying potential “cut-through” routes and making them unattractive to non-local traffic.
- Piloting horizontal deflection strategies such as chicanes and neckdowns on neighborhood streets.
- Evaluating the vehicle speeds on Community Street Corridors and identifying locations and segments where calming needs to occur.
- Building on the Bicycle Boulevard designations in the *Kaysville Active Transportation Plan* to create slow, traffic-calmed corridors for walking, biking, and rolling, and potentially pedestrian-priority “Open Streets.”
- Identifying neighborhood intersections to better manage traffic.



## Community Trail Corridors

Community trail corridors serve a similar role as community street corridors – to provide access for local-level trips around Kaysville and other surrounding communities. Currently, the Denver and Rio Grande Western Trail is the only community trail corridor in Kaysville. The West Davis trail corridor (see Figure 2.1) will add another community trail corridor.

Community trail corridors should:

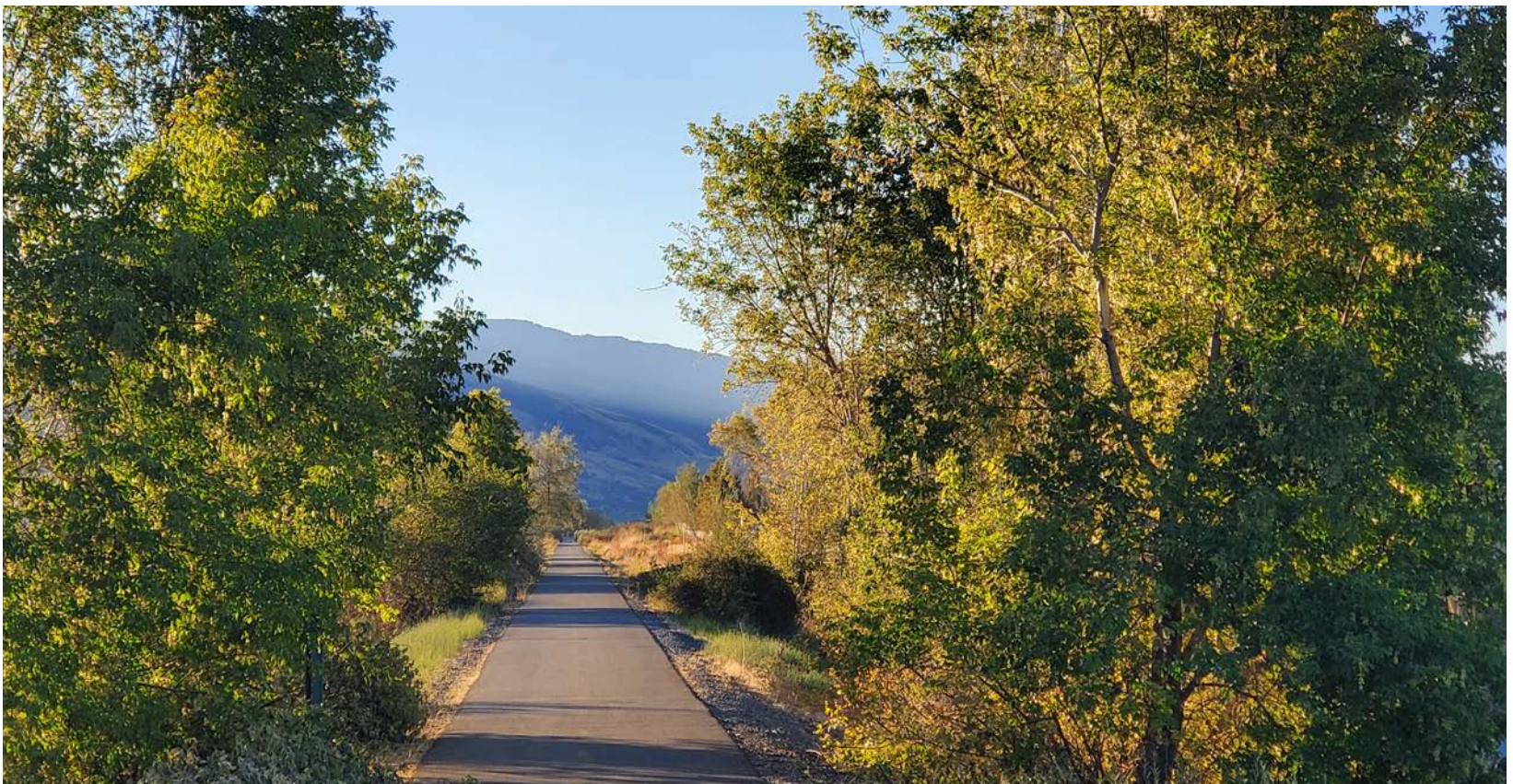
- Include frequent access points to the surrounding Kaysville neighborhoods.
- Avoid and mitigate as many conflicts with crossing surface streets as possible – especially major streets.
- Conform to recommended standards identified by FHWA, AASHTO, and other resources.
- Consider regional connections beyond Kaysville city limits.

Kaysville should also seek opportunities to implement future community trail corridors. Potential opportunities could include Bair Creek, Holmes Creek, or Holmes Creek North Fork (see also the *Open Space, Trails & Natural Resources* section).

When combined with the recommended separated pathway on the entire length of 200 North and the extension of the 50 West pathway to and potentially extending up Main Street, the community trail corridors will form a network of separated/off-street paths accessible by a large percentage of Kaysville and accessing many of the city's destinations.

With three north-south pathway corridors (Denver and Rio Grande Western, 50 West, and West Davis Corridor), the overarching goal for this network should be to connect these north-south corridors with east-west trails such as 200 North, Burton Lane, 950 North, and new I-15 crossings at Holmes Creek and Center Street. Because of the barrier created by I-15 and the rarity of crossings over it, these east-west connections pose challenges, but implementing them would form a robust network of off-street pathways.

The existing bridge at Burton Lane is a rare crossing of I-15 without the conflicts of a freeway interchange. But with no existing pedestrian or bicyclist facilities, retrofitting or reconstructing this crossing to integrate a pathway should be a top priority for this network. In addition, integrating a path on 950 North linking the D&RGW trail with the West Davis Corridor trail (likely in partnership with UDOT and Farmington City) is a major opportunity.





**Figure 2.1 - Bicycle/Pedestrian Pathway Primary Network**



Figure 2.1 - With existing pathways such as the Denver, Rio Grande & Western rail trail and the pathway along 50 West, as well as the planned West Davis Corridor pathway, Kaysville has the potential to create a connected network of separated pedestrian and bike pathways to allow residents to ride and walk safely all over the community. In this concept, implementing a pathway along the entirety of 200 North, extending the 50 West path to Main Street, creating paths in the planned Kaysville City Center, and a few other short links creates a connected, comprehensive network.

## KEY COMMUNITY ACCESS POINTS

Some places in the transportation network are critical for local access. These focus on points that overcome major barriers, such as Interstate 15, and provide access to a range of modes.

## BARRIER CROSSINGS

Barrier crossings are active transportation crossings of major barriers, such as limited access freeways, rail lines, waterways, large properties, and major streets. Kaysville's major barriers are I-15 and the U.P./FrontRunner rail tracks. 200 North and Main Street are also barriers, although not as physically determinant as the freeway and rail lines.

Map 2.3 identifies a series of the most important crossings of these barriers that should be prioritized for preservation and enhancement. Enhancement of barrier crossings means making these crossings shorter, more visible, and potentially adding higher levels of signalization. The *Kaysville Active Transportation Plan* identifies specific crossing improvements.

## MOBILITY HUBS

Mobility hubs are places where a person can go to access a range of mobility services and amenities. These include bus routes, on-demand microtransit vehicles, shared scooters and bicycles, bicycle parking, and potentially private motor vehicle parking.

The Regional Access section identified a proposed location for a regional-level mobility hub, but there are opportunities for a network of smaller hubs throughout Kaysville. These would be as simple as bike parking and wayfinding, or a microtransit stop and high-quality barrier crossing. The key is that they are located well at important points in the network and cater to people's needs at those places.

## LOCAL TRANSIT

While regional transit constitutes a more immediate and tangible opportunity for Kaysville, local transit offers opportunities and is an important element of providing a quality choice for how Kaysville residents travel. For the purposes of this plan, local transit is defined primarily as bus service.



Currently, local transit consists of the 627 bus route that serves as a downtown area circulator reaching Kaysville from Clearfield and Layton to the north. The 470 bus route also offers some level of local service with frequent stops along Main Street. Otherwise, the city is not served by local transit – the dispersed development pattern and lack of regional level destinations in other parts of town make effective fixed route transit service difficult throughout most of Kaysville.

However, new innovations in mobility, as well as a potential change in service style from UTA, means that Kaysville has improved opportunities for local transit in the future. It is increasingly more important for local service to run from hubs served by frequent regional transit service, such as the 470 route. For Kaysville, the local transit vision is for flexible and on-demand transit services to serve the community from one or more centralized mobility hubs near community destinations and served by frequent regional routes.

## Transportation Demand Management

While transportation demand management (TDM) is often a strategy more geared to larger cities and employment centers, Kaysville should continually consider ways it can reduce the number of vehicles on its streets and highways.

This effort will likely focus on participation in regional TDM efforts led by WFRC, UTA, UDOT, and others; Kaysville's participation is likely to focus on facilitating telecommuting and increasing trips on transit and by carpool for Kaysville residents.

The combination of TDM promotion with the physical infrastructure of, for example, a community mobility hub, is likely the most effective way Kaysville City can contribute to reducing vehicle trips, thereby reducing traffic congestion, impact on road facilities and air pollution.



UTA offers "microtransit" – on-demand rides in smaller vans with flexible routes and destinations.

# Goals & Policies

## GOAL 1: PRESERVE AND ENHANCE ACCESS TO AND FROM THE GREATER REGION

### Policy 1.1: Balance and choice on major corridors

- Balance the design and operation of Kaysville's major corridors among transportation modes to create a choice of modes to access regional destinations.

### Policy 1.2: Build in resilience to Kaysville's portion of the regional network

- Continue to increase connections to the regional highway and transit networks, as well as connections to adjacent communities, in order to build resilience to the network and avoid bottlenecks. Shape transportation demand to distribute trips throughout the regional network.

### Policy 1.3: Create effective multimodal nodes

- Identify key nodes throughout Kaysville that can balance and serve all transportation modes and provide each with its own unique balanced design, operations, and programming.

### Policy 1.4: Preserve and enhance highway connections

- Preserve and enhance functionality of Kaysville's connections to the highway network, including I-15, U.S. 89, and the West Davis Corridor. Implement planned highway connection points and pursue new highway connections.

### Policy 1.5: Expand regional transit

- Increase options for Kaysville residents to access the region through public transit service. Improve connections to FrontRunner; Maintain/enhance regional bus service connection to activity centers and regional hubs; Create a transportation hub that functions as a portal to the region. Make 200 North and Main Street as successful as possible as transit corridors.

### Policy 1.6: Reduce travel demand for single occupant vehicle trips

- Work with public and private partners to pursue transportation demand (TDM) strategies.

### Policy 1.7: Collaborate with regional and state agencies.

- Collaborate with UDOT continually and early in project development, collaborate with UTA, and with WFRC.

## GOAL 2: PRESERVE AND ENHANCE COMMUNITY ACCESS

### Policy 2.1: Improve multi-modal access to local and neighborhood destinations

- Increase Kaysville residents' ability to walk, bike, and roll to schools, parks, places of worship, recreation centers, services, and commercial areas. At the same time, plan new and redeveloped local destinations to be accessible by a full range of modes.

### Policy 2.2: Overcome barriers

- Overcome key barriers to local travel such as Interstate 15 with the enhancements of existing crossings and addition of new crossings, while increasing street connectivity. Overcome major street barriers with frequent, visible, short pedestrian crossings, especially where there is demand for trips to destinations.

### Policy 2.3: Create a connected network

- Seek to create a highly connected street and pathway network for new and existing development. This includes connected streets, a dense network, and accessibility to community destinations.

### Policy 2.4: Balance community corridors

- Balance community corridor – i.e. "collector" level – streets for modes and speed. Establish slower design and posted speeds, frequent crossings, quality pedestrian environments, and ability to manage traffic at key destinations such as schools and commercial centers.

### Policy 2.5: Leverage and expand trail corridors

- Preserve and enhance Kaysville's existing and planned trail corridors such as Denver & Rio Grande Western Rail Trail and the West Davis Corridor and integrate these into the greater active transportation network by increasing access to them and connecting them to community destinations.

### Policy 2.6: Implement active transportation facilities and programs

- Implement the Active Transportation Plan and leverage new micro-mobility modes.

### Policy 2.7: Pursue innovative local transit options

- Work with partners such as Utah Transit Authority and the private sector to leverage new transit innovations such as on-demand micro-transit to increase options of Kaysville residents and visitors to access community destinations.



## GOAL 3: PRESERVE NEIGHBORHOOD CHARACTER

### Policy 3.1: Calm traffic

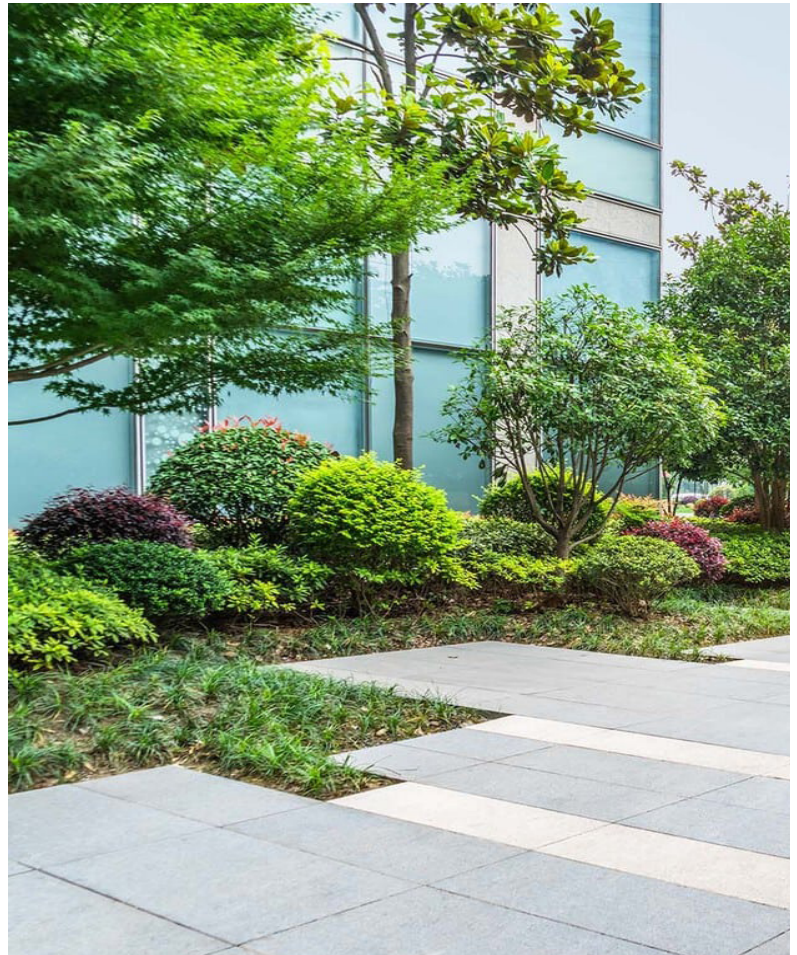
- Design streets and implement interventions that create an overall slow environment on Kaysville neighborhood streets while maintaining connectivity.

### Policy 3.2: Use street design to shape neighborhood character

- Design and improve streets to reflect desired Kaysville neighborhood character. Balance proportion of person and vehicular space; green streets with trees and landscaping; and create neighborhood gateways to increase visitor and motorist awareness. In older Kaysville neighborhoods, preserve the grid of central neighborhoods and in newer, less connected street networks, balance connection and the “cul-de-sac” lifestyle.

### Policy 3.3: Integrate new development

- Balance the preservation of neighborhoods with the integration of new development. Connect new development to the existing network in ways that respect neighborhoods.



## GOAL 4: IMPROVE ACCESS, WALKABILITY, AND SENSE OF PLACE ON HISTORIC MAIN STREET

Implement the 2019 Main Street Vision and the ongoing collaboration with UDOT for Main Street/State Route 273. Historic and North Main Street are envisioned to be pedestrian-friendly corridors that support city center activities and uses.

### Policy 4.1: Work with UDOT collaboratively

- Continue to work closely with the Utah Department of Transportation on improvements to historic Main Street that address the needs of both Kaysville and UDOT. It is especially important to continue to collaborate with UDOT Region 1.

### Policy 4.2: Slow traffic

- Create an environment that forces Main Street traffic to slow, so to create a better environment for walking and bicycling.

### Policy 4.3: Develop shared parking solutions to support Main Street businesses and walkability

- Critical to Main Street access is convenient parking that complements Main Street's walkable environment. The parking areas should conveniently connect to a comprehensive pedestrian network that allows for easy and safe navigation of the Main Street area for those walking as well as, for example, those pushing strollers or using mobility devices. Safe pedestrian access and vehicular access will need to be balanced.

### Policy 4.4: Improve Walkability

- Continue to create a high-quality pedestrian realm for a variety of uses such as walking and gathering.

### Policy 4.5: Improve cross and parallel streets to support needs of Main Street

- The access and parking of parallel and cross streets are critical to making Main Street successful.



## GOAL 5: CREATE KAYSVILLE CITY CENTER TO INCREASE SUSTAINABLE TRANSPORTATION CHOICES

The General Planning process has identified key areas of central Kaysville to accommodate new growth and transformation – these include the Main Street North area and the area surrounding Barnes Park, areas that are to different degrees ready for redevelopment that can take on more housing and create sustainable transportation choices.

### Policy 5.1: Create a new and enhanced person-focused network

- Create a foundation for the transformation of these areas by planning and implementing a connected and dense network. This network will include street types new to Kaysville that create more focus on space designed for people and less space designed for motor vehicles. This network will benefit from improved links across I-15, which divides this area – 200 North and a new active transportation connection across I-15.

### Policy 5.2: Create transit lifestyle choice

- Establish the ingredients for people in central Kaysville to live a transit lifestyle. A transit lifestyle is the ability to not depend on the use of a private auto and instead use transit, walking, or bicycling for the vast majority of one's trips – in a way that is convenient, safe and intuitive. With the vision of the General Plan, a transit lifestyle is possible in central Kaysville. The key ingredients that would need to be added are higher frequency transit service, daily needs within walking distance, and a vastly more walkable environment.

### Policy 5.3: Re-envision major corridors running through the area

- A major barrier to the transformation of this area is the set of major streets that are central to the area – North Main Street and 200 North. The transformation of the area requires a new vision for north Main Street. 200 North needs to continue to move major amounts of traffic but could add active transportation and transit facilities to achieve the goals for the area.

### Policy 5.4: Complement new land uses with walkable environment

- New land uses in these areas are envisioned to be oriented to walking and transit. The transportation network can complement these uses by establishing a human scale network and pedestrian-oriented environment.



## GOAL 6: LEVERAGE AND INTEGRATE THE WEST DAVIS CORRIDOR

The West Davis Corridor presents opportunities and challenges for Kaysville. The General Plan envisions a balance of increased auto access to the region and the addition of a trail corridor with a lessened impact of the freeway interchanges on neighborhoods and the mitigation of the barrier created between West Kaysville and the Great Salt Lake shorelands.

### Policy 6.1: Protect neighborhoods

- Build and maintain West Davis Corridor interchanges that complement neighborhoods by buffering from traffic, maintaining bike and pedestrian environments, and abating noise.

### Policy 6.2: Create great multimodal nodes

- West Davis Corridor interchanges will create new major transportation nodes that serve and impact the community in a range of ways. Kaysville should work with regional partners to shape these as balanced, multimodal nodes – points to access the freeway network from an auto as well as to access the planned West Davis trail corridor, and perhaps one day, access the transit network.

### Policy 6.3: Maintain access across the corridor

- Mitigate the barrier created by the West Davis Corridor for both people and nature.

## GOAL 7: SHIFT MORE SHORT TRIPS TO BIKES AND OTHER MICROMOBILITY

Convince and empower more Kaysville residents to take more of their short trips – to school, the store, church, friends' houses – by bike. Kaysville's primarily flat topography, general lack of large busy streets, and burgeoning bike network make bicycling a realistic alternative to driving for many residents. While Kaysville's spread-out development pattern is challenging for transit and walking for daily trips, the distances of these trips are doable on a bike or scooter. If Kaysville can improve barrier crossings, increase awareness, and continue to build its network, bicycling is Kaysville's best opportunity to reduce motor vehicle trips.

### Policy 7.1: Bike promotion and education

- Increase awareness among Kaysville residents of bicycling as a transportation option.

### Policy 7.2: Implement bike and scooter share

- Scooter share has begun to occur in Kaysville, but the city could leverage shared scooters as a transportation option with a more strategic partnership with companies such as Bird, Lime, and SPIN.

### Policy 7.3: Create infrastructure catering to beginning riders

- The Denver, Rio Grande & Western rail trail demonstrates the effectiveness of a separated pathway for attracting riders of all kinds. Now, the city has the opportunity to build off this trail to form a citywide network of separated pathways that can include the West Davis Corridor pathway (planned), a pathway along 200 North (recommended by this plan); the 50 West pathway (extension to Main Street recommended by this plan); and a North Fork Holmes Creek pathway (recommended by this plan). This is the infrastructure that will most help Kaysville achieve this goal.



## GOAL 8: ADAPT TO CHANGING TECHNOLOGY, SOCIETY, AND ENVIRONMENT

### Policy 8.1: Orient technology to community vision

- Thoughtfully employ emerging technologies to serve the Kaysville community vision. Measure potential transportation technologies against aspects of the community vision. Ensure a people-centered concept of safety and a human scale environment. Ensure deliveries balance service and public quality of life.

### Policy 8.2: Pursue opportunities for new technologies.

- Emerging transportation technologies can help Kaysville achieve transportation goals and address gaps in its diverse transportation network. These technologies could include electric vehicles, automated vehicles, shared vehicles, and on-demand transit service. The city should pursue partnerships with private and public entities to pilot these new technologies.

### Policy 8.3: Create infrastructure

- Kaysville City should continue to establish foundational infrastructure and networks for new transportation technology such as electric vehicle charging stations, vehicle share and microtransit locations, and lanes and routes for micromobility, microtransit, and/or automated vehicles.





## ESTABLISHING A COMMUNITY

# Housing & Neighborhoods

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- Existing Housing
- Housing Stock
- Historic Building Permits
- Housing Gap Analysis
- Housing Cost Burden
- Affordable Housing
- Goals & Priorities



# Existing Housing

Kaysville City is an established community with 31,494 residents, according to the 2019 U.S. Census Bureau Population Estimates. Between 2010 to 2019, the city has experienced an average annual population growth of 1.6%, growing from 27,300 to its current residential count.

As shown in Table 3.1, Kaysville has 8,777 housing units in total, of which 8,712 are occupied units. There are many more homeowners than renters in Kaysville, with 87.7 percent of homes owner-occupied. This is due mostly to the large amount of single-family homes in the city, and very few multi-family housing units. The city has 7,643 owner occupied units and 1,069 renter occupied units. Occupied housing has grown at an annual average growth rate ("AAGR") of 2.4 percent from 2010 through 2019, with owner occupied housing units growing at 2.1 percent and renter occupied units growing at 4.4 percent.

As shown in Table 3.2, 90 percent of Kaysville's occupied housing stock is single family with 10 percent multi-family, mobile home and other housing types. By comparison, Davis County's housing stock is comprised of 94 percent single family homes and 6 percent multi-family, mobile home and other housing types.



**Table 3.1 – Kaysville Housing Units**

|                        | 2010  | 2019  | AAGR |
|------------------------|-------|-------|------|
| Total Housing Units    | 7,268 | 8,777 | 2.1% |
| Occupied Housing Units | 7,064 | 8,712 | 2.4% |
| Owner-occupied Units   | 6,340 | 7,643 | 2.1% |
| Renter-occupied Units  | 724   | 1,069 | 4.4% |

Source: US Census Bureau American Community Survey, 2015-2019

**Table 3.2 – Kaysville Occupied Housing Units**

| TYPE                | OWNER OCCUPIED |              | RENTER OCCUPIED |              | TOTAL        | % OF TOTAL  |
|---------------------|----------------|--------------|-----------------|--------------|--------------|-------------|
| Single Family       | 7,383          | 96.6%        | 456             | 42.7%        | 7,840        | 90%         |
| 2 to 4 Units        | 168            | 2.2%         | 292             | 27.3%        | 460          | 5%          |
| 5 to 9 Units        | 15             | 0.2%         | 96              | 9.0%         | 111          | 1%          |
| 10 or more Units    | -              | 0.0%         | 204             | 19.1%        | 204          | 2%          |
| Mobile Home & Other | 76             | 1.0%         | 2               | 2.0%         | 97           | 1%          |
| <b>Total Units</b>  | <b>7,643</b>   | <b>87.7%</b> | <b>1,070</b>    | <b>12.3%</b> | <b>8,712</b> | <b>100%</b> |

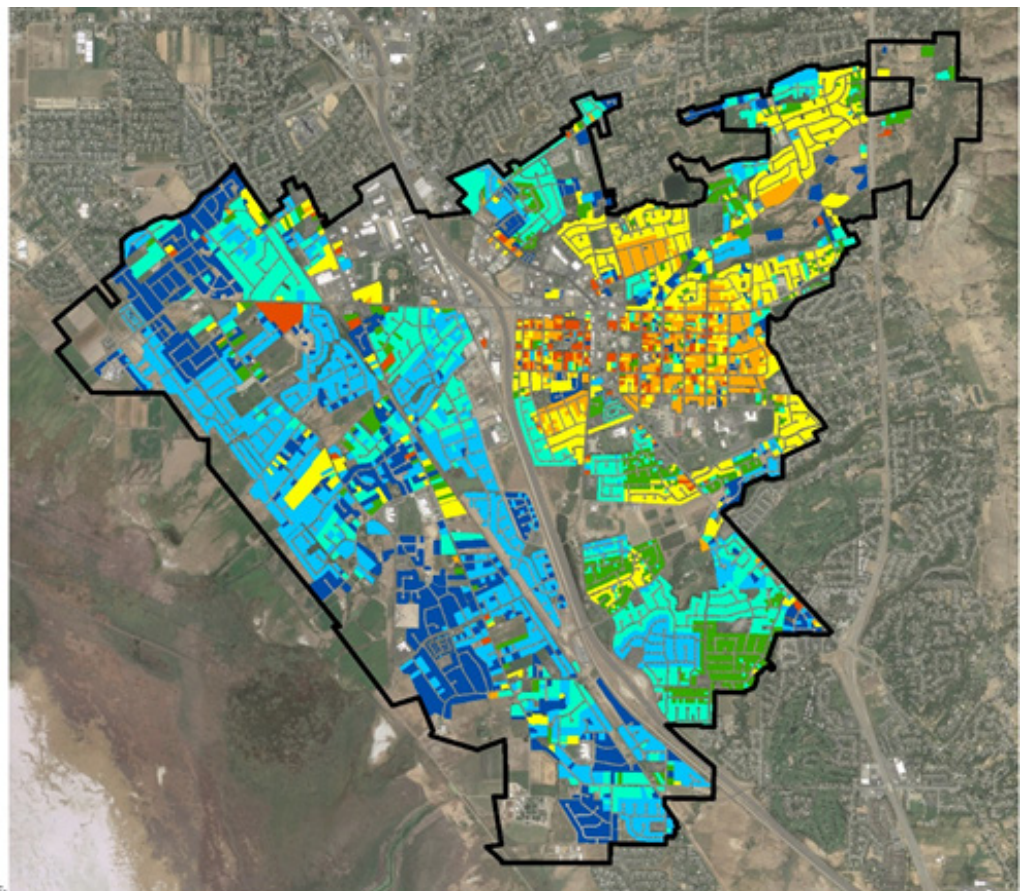
# Housing Stock

Figure 3.1 depicts the age of the housing stock within the city. The eastern portion of the city contains development primarily from the initial city settlement between 1849 and 1939. Development remained concentrated in this area and expanded in all areas, especially to the east and south through the 1980s. In the 1990s, the concentration of residential development moved westward. The heavy concentration of home building continues to be on the western border of the city. By age, the central eastside housing stock will be more vulnerable and may be prime areas to focus rehabilitation efforts.

## Available Housing Programs

There are a variety of housing programs available to help maintain and support affordability, which will be increasingly critical as increasing housing costs erode the city's affordability. Municipalities are encouraged to utilize the programs offered by the Utah Housing Corporation and the Department of Community and Economic Development to assist in establishing and maintaining the requirements set forth for affordable housing by Section 10-9a-4. Some of these programs include:

- Community Development Block Grant (CDBG) Program
- Home Investment Partnership Acts
- Section 8 Housing Choice Voucher Program
- Supportive Housing Program
- Shelter Plus Care
- Low Income Housing Tax Credits (LIHTC)
- Section 202 Loans for Housing the Elderly
- Olene Walker Trust Fund
- McKinney-Vento Fund
- FIRSTMORE
- UHC'S Subordinate Loan
- HomeAgain
- Score
- NOMI
- Streamline Refinance Loan Program
- CROWN



# Historic Building Permits

The city has issued building permits for 1,399 residential units over the last 10 years. These include 19 multi-family units, 2 duplex or twin homes, 1 mobile home, and 1,372 single family units. Historically, Kaysville has constructed mainly single

family units. Multi-family units, including townhomes, condos, and apartments, have been more prevalent in recent years and will continue to be an important tool to address moderate income housing needs within the city.

**Table 3.6 - Kaysville City Building Permits**

| YEAR         | SINGLE FAMILY UNITS | DUPLEX DWELLINGS | MULTI-FAMILY UNITS | MOBILE/ MANUFACTURED | TOTAL CONSTRUCTED UNITS |
|--------------|---------------------|------------------|--------------------|----------------------|-------------------------|
| 2011         | 83                  | -                | -                  | -                    | 83                      |
| 2012         | 135                 | -                | -                  | -                    | 135                     |
| 2013         | 151                 | 2                | -                  | -                    | 153                     |
| 2014         | 168                 | -                | -                  | -                    | 168                     |
| 2015         | 190                 | -                | -                  | -                    | 190                     |
| 2016         | 157                 | -                | -                  | -                    | 157                     |
| 2017         | 124                 | -                | -                  | -                    | 124                     |
| 2018         | 158                 | -                | 18                 | -                    | 178                     |
| 2019         | 105                 | -                | 6                  | 1                    | 112                     |
| 2020         | 101                 | -                | -                  | -                    | 101                     |
| <b>Total</b> | <b>1,372</b>        | <b>2</b>         | <b>19</b>          | <b>1</b>             | <b>1,399</b>            |

## Housing Gap Analysis

The Utah Housing and Community Development Division within the Utah Department of Workforce Services (DWS) utilizes American Community Survey data and the U.S. Housing and Urban Development Comprehensive Housing Affordability Strategy (CHAS) to identify the current number of rental households, as well as project the number of units needed over the next five years, by percentage of household area median family income (HAMFI). The total number of moderate to low income renter households according to CHAS is 1,530.

As illustrated in Table 3.7, at ≤80 percent HAMFI, there are 810 renter households with 755 units currently available. This suggests a shortage of 55 rental units at the ≤80 percent of HAMFI income level. However, the city has a total of 940 affordable units suggesting a surplus of affordable units for this income bracket.

This mismatch in available and affordable housing suggests 185 households are living in affordable housing despite their median income being above the ≤80 percent HAMFI threshold. The mismatch is more also seen in the ≤50 percent HAMFI category as a 65 affordable unit deficit exists, as well as a mismatch in renters with incomes higher than the ≤50 percent threshold occupying 285 units. At ≤30 percent HAMFI, there is a deficit of 95 rental units.

**Table 3.7 - Kaysville Housing Gap**

| SHORTAGE    | RENTER HOUSEHOLDS | AFFORDABLE RENTAL UNITS | AVAILABLE RENTER UNITS | AFFORDABLE UNITS - RENTER HOUSEHOLDS | AVAILABLE UNITS - RENTER HOUSEHOLDS | HOUSING MISMATCH |
|-------------|-------------------|-------------------------|------------------------|--------------------------------------|-------------------------------------|------------------|
| ≤ 80% HAMFI | 810               | 940                     | 755                    | 130                                  | (55)                                | 185              |
| ≤ 50% HAMFI | 490               | 710                     | 425                    | 220                                  | (65)                                | 285              |
| ≤ 30% HAMFI | 230               | 270                     | 135                    | 40                                   | (95)                                | 135              |



The current ACS and CHAS data indicate the number of rental units lags behind the number of rental households. The Kem C. Gardner Institute identified this lag citing the period from 2010-2018 where the number of rental households were increasing at a faster pace than housing units. Since 2010, the

Since 2010, the increase in households has outpaced the growth in housing units by an average annual growth rate of 2.4 percent. The current inverse relationship is evidence of the housing shortage in Utah. The Kaysville gap analysis further identifies a need to provide affordable housing for households in all three categories – 30 percent, 50 percent, and 80 percent of HAMFI.

**Table 3.8 - Renter Population Projection**

|             | 5 YEAR PROJECTION | 10 YEAR PROJECTION |
|-------------|-------------------|--------------------|
| ≤ 80% HAMFI | 3,982             | 4,621              |
| ≤ 50% HAMFI | 3,755             | 5,441              |
| ≤ 30% HAMFI | 1,157             | 1,358              |

The demand for affordable housing is anticipated to grow over the next 10 years. The demand for units meeting the ≤50 percent HAMFI category requirements is expected to grow the most with a growth rate of 7.7 percent per year. The other two categories will grow about 3 percent per year.

Table 3.8 provides the projected population in the three categories– 30 percent, 50 percent, and 80 percent of HAMFI in 5 and 10 years. Table 3.9 provides projected housing demand in the three categories along with the current affordable rental unit housing supply.

**Table 3.9 - Projected Affordable Housing Needs**

|             | AFFORDABLE RENTAL UNITS | GROWTH RATE | 5 YEAR UNIT DEMAND | 10 YEAR UNIT DEMAND |
|-------------|-------------------------|-------------|--------------------|---------------------|
| ≤ 80% HAMFI | 940                     | 3.02%       | 1,091              | 1,266               |
| ≤ 50% HAMFI | 710                     | 7.70%       | 1,029              | 1,491               |
| ≤ 30% HAMFI | 270                     | 3.26%       | 317                | 372                 |

## Housing Cost Burden

As shown in Table 3.3, the median household income in Kaysville is \$99,597. The median household income has grown at an AAGR of 3.04 percent from 2009 through 2019. The Kaysville owner-occupied income in 2019 was \$107,962 while renter-occupied income was \$44,178. The renter gross median income grew at an AAGR of 2.08 percent compared to a 4.01 percent growth rate in median gross rent.

The overall average monthly housing costs for all owner-occupied housing in Kaysville is \$1,421. Monthly costs for owner-occupied housing units with a mortgage is \$1,761 while those without a mortgage is \$421. The median gross rent in the city is \$948. The ratio of the city's median rent to renter income is 25.8 percent. The ratio of the city's median income to median household owner income is 19.6 percent. Ratios greater than 30 percent indicate the average renter or household owner is burdened by housing costs. Ratios greater than 50 percent suggest a severe burden. Currently, the overall renter income to rent ratio is not considered a burden. However, the ratio is nearing the burden threshold.



The area median income (AMI) for Davis County for 2019 was \$83,310. The median family income for a family of four in Davis County is \$93,688. The Appendix Table 3.4, represents the ratio of median rent in Kaysville at 100 percent of the AMI income for a family of four in Davis County. Ratios greater than 30 percent indicate a burden based on typical housing costs within the County. Ratios greater than 50 percent suggest a severe burden. At 30 percent of AMI, a family of four is burdened and nearing the severe burden threshold.

The U.S. Department of Housing and Urban Development annually reviews fair market rents to determine a standard for various housing programs in order to publish HOME Investment Partnership Program ("HOME") rent limits. The rent limits for the Ogden-Clearfield HUD Metro FMR Area for 2021 is found in the Appendix Table 3.5.

**Table 3.3 – Kaysville Housing Cost Burden Ratio**

|                                 | 2009     | 2019      | AAGR  |
|---------------------------------|----------|-----------|-------|
| Median Income                   | \$78,395 | \$99,597  | 3.04% |
| Owner-occupied Median Income    | \$84,498 | \$107,962 | 3.11% |
| Renter-occupied Median Income   | \$37,477 | \$44,178  | 2.08% |
| Median Gross Rent               | \$692    | \$948     | 4.01% |
| Owner-occupied w/ Mortgage Cost | \$1,591  | \$1,761   | 1.28% |
| Median Rent to Renter Income    | 22.2%    | 25.8%     | 1.5%  |
| Median Mortgage to Owner Income | 22.6%    | 19.6%     | -1.4% |

Source: US Census Bureau American Community Survey 2015-2019, Utah Department of Workforce Services: Housing and Urban Development

## Affordable Housing

### Recommendations for Affordable Housing

Kaysville is an established community with a population of 31,494 and total number of households of 8,712, according to the 2019 American Community Survey. Kaysville aims to facilitate a reasonable opportunity for a variety of housing, including moderate income. Currently, the median rent and median income ratio is below the 30 percent cost burden suggesting affordability in the near-term. Likewise, the median mortgage and household owner income ratio is below the 30 percent cost burden. However, rents are increasing at a higher rate than income.

There is also cause for concern that ownership of single-family homes is becoming too expensive for moderate-income households as housing prices continue to outpace income increases. The housing element of the General Plan is designed to determine the demand for moderate income housing and provide an outline of how to meet the needs of current and future residents. Kaysville land use plans and programs may encourage diverse housing opportunities that compliment and enhance the existing community.

Y2 Analytics conducted a Kaysville Community Survey which provided resident feedback regarding a variety of community topics, including housing. From this survey, and feedback from community members, the guiding principles regarding housing – including moderate income housing – were developed.

Utah Code 10-9a-4 requires the city to implement strategies for ensuring moderate income housing options are available throughout the community. The following goals and recommendations fulfill this requirement, address community sentiments, and address strategies to provide development of moderate income housing over the next five years and beyond.

- Meet state requirements for affordable housing
- Accommodate a full range of housing opportunities to meet the economic, lifestyle and life-cycle needs and expectations of the city
- Encourage the preservation of open space through clustered development and the protection of foothills, natural drainages and remaining agricultural areas
- Facilitate the incorporation of Accessory Dwelling Units (ADUs) into existing neighborhoods

Kaysville City residents appreciate the lifestyle offered by their community and have the desire to share the community with their children and others while preserving the existing sense of place. The focus of many residential zones is on single family residential units in low and medium density neighborhoods. To provide housing opportunities while maintaining the existing sense of place, a focus on cluster development in undeveloped areas and low-rise mixed use redevelopment within central commercial areas was supported by the Y2 Analytics survey.

Clustered development allows for a concentration of homes in one area to allow extra land to be preserved as open space or other nonresidential land uses such as parks, neighborhood commercial sites, and public infrastructure. A revitalization of the commercial areas along Main Street and above 200 North can offer the needed housing opportunities for the area.

Existing zoning allows residential development in several zones. These zones include:

- Old Kaysville Townsite Residential District (R-T)
- Single Family Residential District (R-1)
- Diverse Residential District (R-D)
- One To Two Family Residential District (R-2)
- One To Four Family Residential District (R-4)
- Multiple Family Residential District (R-M)
- Central Commercial District (CC)
- General Commercial (Mixed Use Zoning District Overlay)
- Light Industry/Research Use (Mixed Use Zoning District Overlay)

Development activity within the city, especially on the westside is expected to continue expanding the low and medium density neighborhoods within the city. With a majority of housing stock on the westside focused on single family homes, allowing clustering will encourage open space preservation.

Kaysville has a strong desire to preserve their existing community culture while providing a full range of housing opportunities to meet the economic, lifestyle and life-

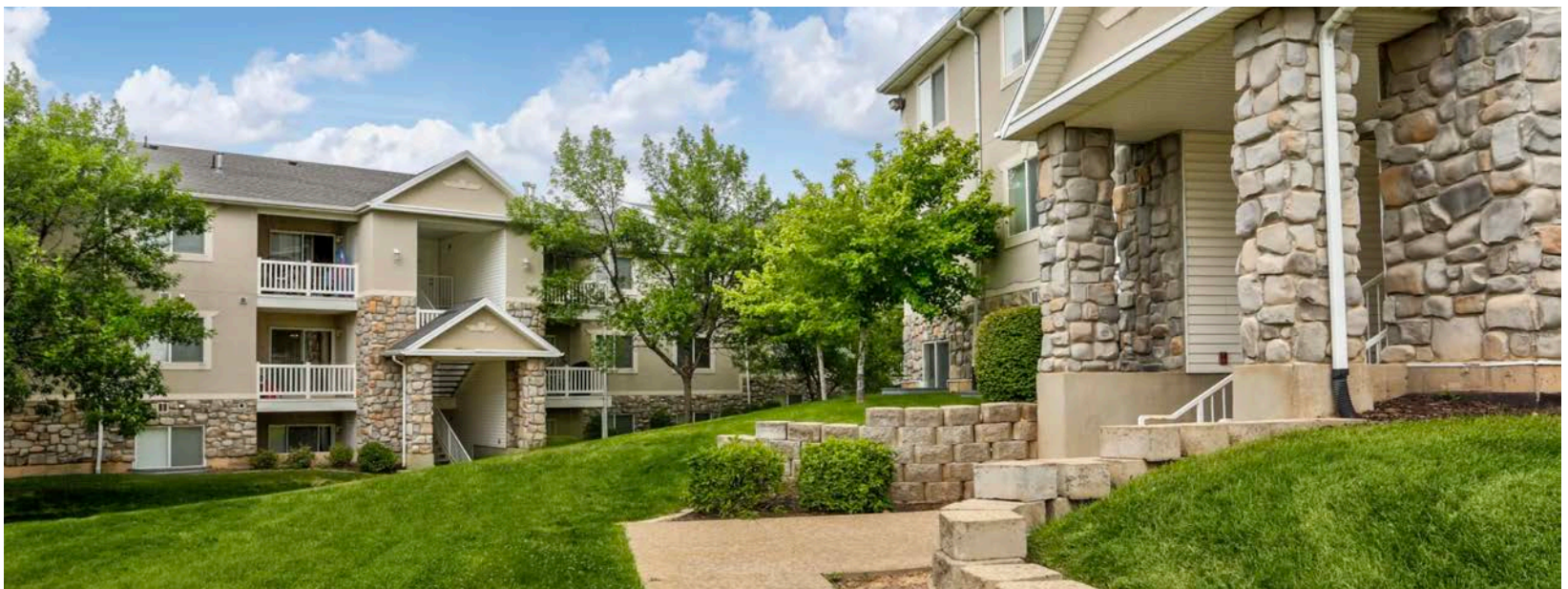
cycle needs and expectations for residents. The land use map for Kaysville promotes a mixed use low rise downtown core. The inclusion of mixed use and flex space land uses will offer variety in the housing stock.

A focus on mixed use opportunities with diverse multifamily housing stock in the central part of the city will provide a variety in housing stock and options for diverse living styles. This will provide housing for people with different life cycles, housing needs, and offer affordable housing options. The statewide housing demand has pushed an emphasis on the need for variety in housing types to increase affordability. Through redevelopment, the diversification of housing stock near Main Street and north of 200 North may provide affordable housing options to meet the current and projected needs of the city.

Accessory dwelling units also offer an additional affordable housing opportunity for Kaysville. An Accessory Dwelling Unit (ADU) is a secondary residential area within an existing residential lot. ADUs can be attached, such as an addition or in a basement, or they may be detached. These low impact units can be incorporated by homeowners into existing residential parcels. Their presence within established neighborhoods could benefit the city by increasing affordability for property owners and renters alike.

Additionally, ADUs do not require significant infrastructure and are constructed individually by property owners. Often rented below market rate, ADUs can provide moderate income housing opportunities, frequently to family and friends, and provide homeowners with an additional income source.

The city should seek to work with the numerous existing programs available to encourage the development and preservation of affordable housing at all income levels.





## Goals & Policies

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

**GOAL 2: WORK WITH THE NUMEROUS PROGRAMS AVAILABLE TO ENCOURAGE THE DEVELOPMENT AND PRESERVATION OF AFFORDABLE HOUSING AT ALL INCOME LEVELS**

**Policy 1.1:** Allow for higher density and mixed use within the City Center to diversify housing stock

**Policy 1.2:** Facilitate the incorporation of Accessory Dwelling Units (ADUs) into existing neighborhoods





## GREEN & ACTIVE SYSTEMS

# Open Space, Trails & Natural Resources

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■ **Natural Resources & Environment**

■ **Community Trails**

■ **Parks, Open Space & Recreation**

■ **Goals & Priorities**



# Natural Resources & Environment

The natural environment is a fundamental component of a healthy community. Being positioned on the Wasatch Front, Kaysville has an abundance of natural resources. These include the Wasatch Mountains, Great Salt Lake and the streams that run between them, the urban forest integrated throughout the city landscape, open agricultural and wetland areas, wildlife and more. Recognizing and planning for Kaysville's natural resources is an important part of ensuring the well-being of the community.

## Mountains and Foothills

Kaysville is fortunate to have the Wasatch Mountains at its doorstep as a resource for water, outdoor recreation and wildlife habitat. The foothills of the range extend into the city boundary at the northeast, with the city's Wilderness Park providing access to the regional Bonneville Shoreline Trail and other local trails within the park, as well as sweeping views of the valley below. The topography of the mountains also extends further into the city in the form of hollows carved by streams into the landscape. These areas are particularly sensitive, being composed of steep slopes, erosive soils and critical animal habitat. As such, they should be treated with great care. Map 4.1 highlights the areas with steep slopes within city limits. Care should be taken to limit development in these areas and to continue to provide public access to trail corridors.

## Water

Water is a precious resource in the arid West, the difference between life and death. The majority of Kaysville's water supply is collected and stored from melting snowpack in the Wasatch Mountains. As such it is generally clean but its availability is limited by the weather. Hence, conservation of this precious resource is important. Human activity impacts water quality downstream, resulting in the degraded condition of terminal water bodies such as Great Salt Lake and others similar. These impacts are also important concerns to be addressed as the city continues to grow and mature.



## Water Resources

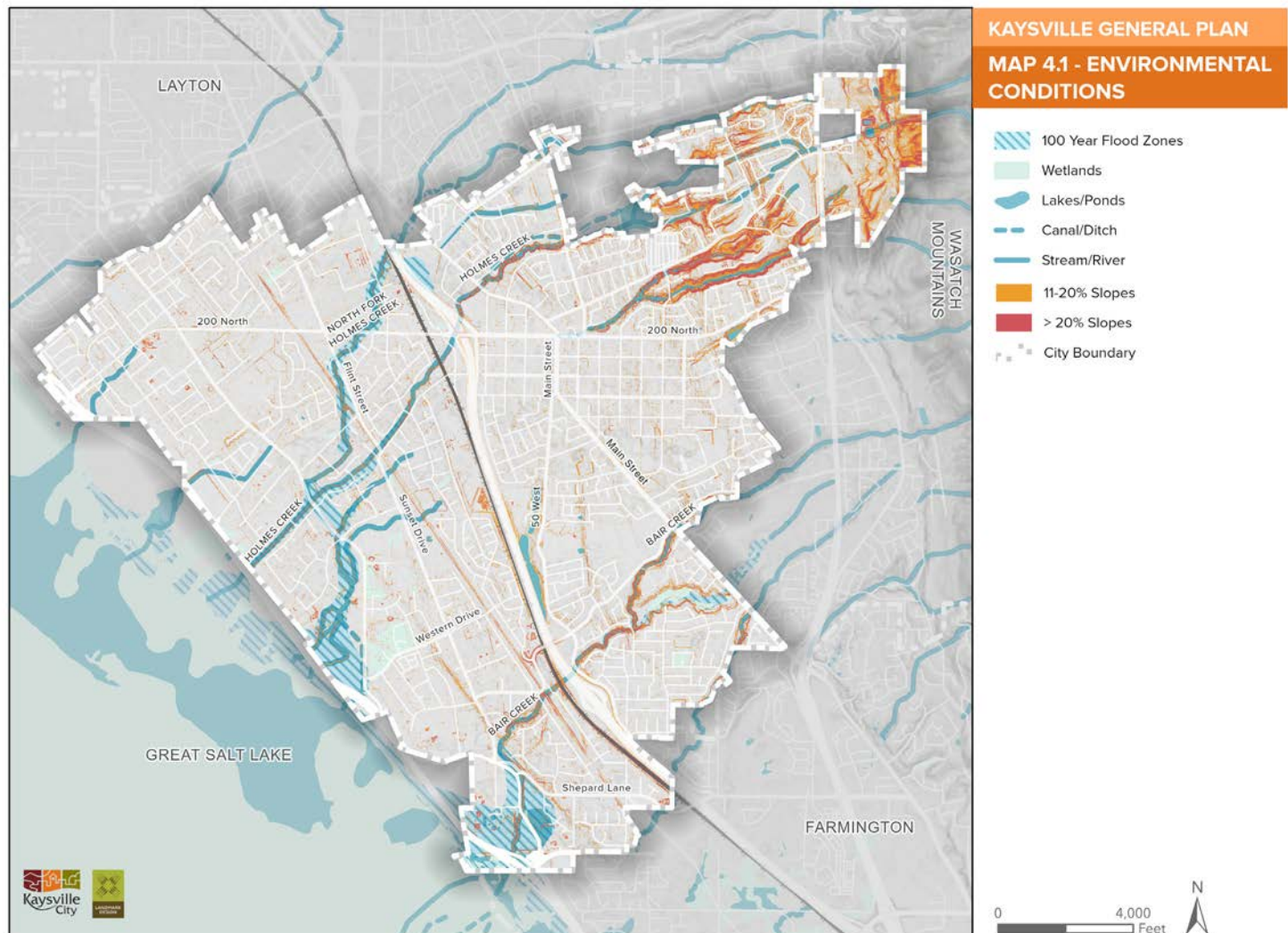
### GREAT SALT LAKE

Although it is located outside of Kaysville's city boundary, Great Salt Lake is inextricably tied to other water resources and practices within Kaysville. The lake provides a number of regional benefits, including critical bird habitat, recreational opportunities and mineral extraction. Unfortunately, Great Salt Lake has entered a state of poor health in recent years due to drought, water consumption, and pollution. As lake levels continue to drop, critical wetland habitat will be lost and pollution particulates will become airborne, reducing air quality and contributing to early snowmelt. Restoring the lake will require the cooperation of all communities, and Kaysville can do its part in this effort by following the recommendations for water resources in this chapter.

## Key Takeaways

- Kaysville has an abundance of natural resources, which is a unique asset to be cared for.
- Foothills, stream corridors and wetlands should be protected from development and preserved as open space where possible.
- Stormwater infrastructure protects water quality downstream and ultimately the whole natural environment.
- Water conservation is an important part of the city's stewardship over this limited resource.
- A healthy urban forest is an important part of the city's infrastructure which requires continued investment and maintenance.





## PERENNIAL STREAMS

Three perennial streams run through Kaysville. These include Holmes Creek, North Fork Holmes Creek, and Bair Creek. Remarkably, each remains mostly in a natural daylighted state with vegetated banks, which provides good habitat for fish and other wildlife. The three creeks feed Great Salt Lake and wetlands along its shoreline. The stream corridors are also favorable for east-west trail alignments. As Kaysville continues to develop, it will be critical to protect these stream corridors from pollution and development in order to maintain their important function.

## PONDS AND WETLANDS

A number of ponds and wetlands are found throughout Kaysville (see Map 4.1). Most notable are the Kaysville Ponds located along I-15 and the wetlands that border the city's western edge. These water bodies provide important habitat for fish and other wildlife, as well as recreational and educational opportunities. The city should limit the development of these areas as much as possible and consider the purchase of unprotected areas to be preserved as open space.

## STORMWATER MANAGEMENT

Stormwater runoff is a water quality concern, especially in an urban environment. Runoff can pick up and carry litter, nutrients, bacteria, chemicals, sediment and other pollutants across land and through the storm drain systems to streams and lakes. In addition, concentrations of stormwater flow increase erosion, which impairs habitat. In Kaysville, the primary sources of runoff pollution are generally related to agricultural/landscape practices and the automobile, with both fertilizer and oil sludge making its way into the stormwater system.

In recent years, low impact development (LID) methods for managing stormwater have emerged which collect, treat, and slowly release stormwater runoff in a more sustainable way than more traditional methods. A wide range of LID solutions are available and should be evaluated for their effective use on a project to project basis. Many LID solutions can be affordably applied to retrofitting existing systems. Among the list of potential LID facilities that might be considered for use in Kaysville include:

- Vegetated green roofs
- Bioretention cells
- Pervious paving
- Sand filters
- Vegetated filter strips
- Bioswales
- Infiltration basins
- Constructed Wetlands

While LID facilities are not discussed at length here, one practice particularly appropriate for application in the public right-of-way is bioretention cells. These are vegetated areas that retain and treat stormwater runoff from impervious areas such as rooftops, sidewalks, and streets. A healthy bioretention cell receives runoff from an upstream area, retains it, and infiltrates it before excess water runs off.

Bioretention may have engineered subsurface layers to maximize runoff storage capacity and infiltrate or detain stormwater. In arid climates like Utah, bioretention design must be conscious of limited water supply. Bioretention is an effective, budget friendly option that may be readily implemented in park strips, traffic calming bulb-outs, medians, and other locations in Kaysville.

## WATER CONSERVATION

With limited water resources available in our arid region, water conservation is critical to maintaining an abundant supply for all who live here. There are a number of ways in which water may be conserved, including improving the efficiency of plumbing systems, the collection and reuse of stormwater and greywater, or the reduction of water use in landscapes. Kaysville should provide leadership in water conservation on all these fronts, working to maximize water efficiency and conservation on all municipal properties, and developing partnerships with local water districts to educate the public on water use.

Landscapes play a particularly important role in the consumption of water, as many Utah landscapes are not designed with water conservation in mind. Kaysville has the opportunity to modify its public landscapes by removing unnecessary lawn areas and replacing them with waterwise landscaping.

For instance, many existing park strips in Kaysville are generally narrow strips of lawn which are difficult to maintain or are too narrow to accommodate street trees. Along busier corridors, it is recommended that the park strips be widened to reasonably allow for street trees and furnishings. In residential areas, the city should promote “Flip the Strip” landscape ideas (pictured at right) to convert the existing park strips from lawn to waterwise landscaping.

## Air

Air quality is a topic of continuing importance to both Kaysville and the greater Wasatch Front. Degraded air quality affects the quality of life for all residents, and is impacted by pollution generated from a variety of sources, including building emissions, industrial uses, automobile emissions and even the drying Great Salt Lake. As Kaysville generally has newer building stock and lacks many industrial pollution sources, the city can make the most impact on improving air quality by promoting alternative transportation modes as described in Chapter 2, following the recommendations for water conservation

in this chapter, and promoting a healthy urban forest as described in the following paragraph.

## Urban Forest

A healthy urban forest is an integral part of the city infrastructure and essential for the well-being of residents. There is a strong link between urban trees and improved physical and mental health. Trees provide an abundance of natural benefits, including:

- Removal of air pollution
- Control and cleansing of stormwater
- Reducing the urban heat island effect by providing shade
- Saving energy consumed in air conditioning costs
- Reducing crime
- Providing wildlife habitat
- Providing oxygen and good mental health
- Increased property values

Kaysville has a robust urban forest and has been designated by the Arbor Day Foundation as a “Tree City USA” for the past 23 years. The city’s Parks and Recreation Department currently employs a City Forester and maintains many trees which fill the parks and line Main Street. Many other trees on private property and in public rights-of-way are maintained by property owners and provide the aforementioned benefits to their respective neighborhoods. Still, many areas of Kaysville lack trees.

The urban forest must also be regularly assessed and managed to control disease/pest outbreaks, promote species diversity, remove hazard trees and plant new trees for future generations. As such, it is recommended that the city continues to invest in and expand its urban forestry program to meet these needs.



Converting unnecessary lawn areas such as park strips to waterwise landscaping is an excellent way to conserve water in Kaysville.



# Parks, Open Space & Recreation

Parks, open space, recreation and trails are a vital components of Kaysville's form and identity. Taken together as a system, they provide places to gather and recreate together with friends and family while maintaining ties to the city's roots and heritage.

The city's parks, open spaces and trails also provide visual and physical relief from the built environment, serving as places of respite, recreation and connection to the natural environment. When fully-realized, the system will enhance the health and well-being of the community, creating a more complete and unified city in the process.

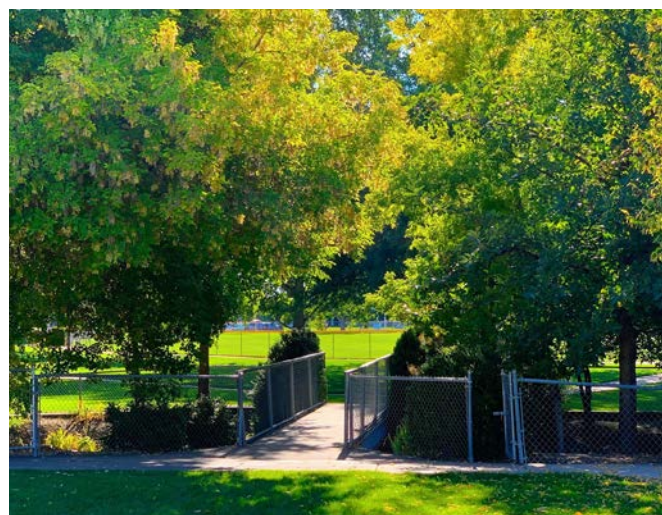
An up-to-date and comprehensive parks, open space, recreation and trails element is essential to ensure the acquisition, development and maintenance of facilities and programs keeps pace with the demands and needs of the changing population. It also captures the vision and needs of the community, providing policy guidance and specific implementation ideas for allocating precious resources to ensure the city is meeting current needs and those for the next ten years and beyond.

## Public Input: Parks, Open Space, Recreation & Trails

As previously discussed, the public was polled regarding parks, open space, recreation and trails as part of the statistically-valid survey conducted by Y2 Analytics. While the full results are recorded in Appendix A, the top five takeaways from the survey regarding parks and recreation are shown on the following page.

### Key Takeaways of the Survey Related to Parks, Open Space, Recreation, & Trails

- **68% of residents say that the city currently provides adequate parks, trails, and recreation opportunities.** Residents tend to prefer parks within walking distance from home. Those who do not use the parks are predominately not interested or have no time to do so.
- **A recreation center, trails and natural open spaces are a big community priority.** Residents prioritized these features of the community when it comes to allocating budget.
- **Effective April 1, 2022, a 0.1% sales tax will be in place** with funds dedicated to Recreation, Arts, Museums and Parks.



Barnes Park



Hess Farms Park



**KAYSVILLE NEEDS TO ACQUIRE AND PRESERVE OPEN SPACES, ESPECIALLY NATURE PARKS, AND ESTABLISH INTERCONNECTEDNESS BETWEEN THOSE NEW SPACES AND EXISTING SPACES IN KAYSVILLE AND SURROUNDING COMMUNITIES.**

SURVEY RESPONDENT



## PARK SYSTEM "AT A GLANCE"

Residents expressed appreciation for the wide variety of parks, open space and other amenities that help meet the community's recreational needs. These are illustrated in Map 4.2, which indicates the location of existing parks and open spaces in the city, including school grounds, special use

parks and other unique amenities. To summarize, 256 acres of existing parks and other special recreation lands currently serve Kaysville residents.

256

Public Park  
Acres

12

Playgrounds

32

Pavilions

2

Tennis  
Courts

9

Baseball/  
Softball  
Fields

10

Public Parks

8

Pickelball

7

Restrooms

16

Multipurpose  
Fields

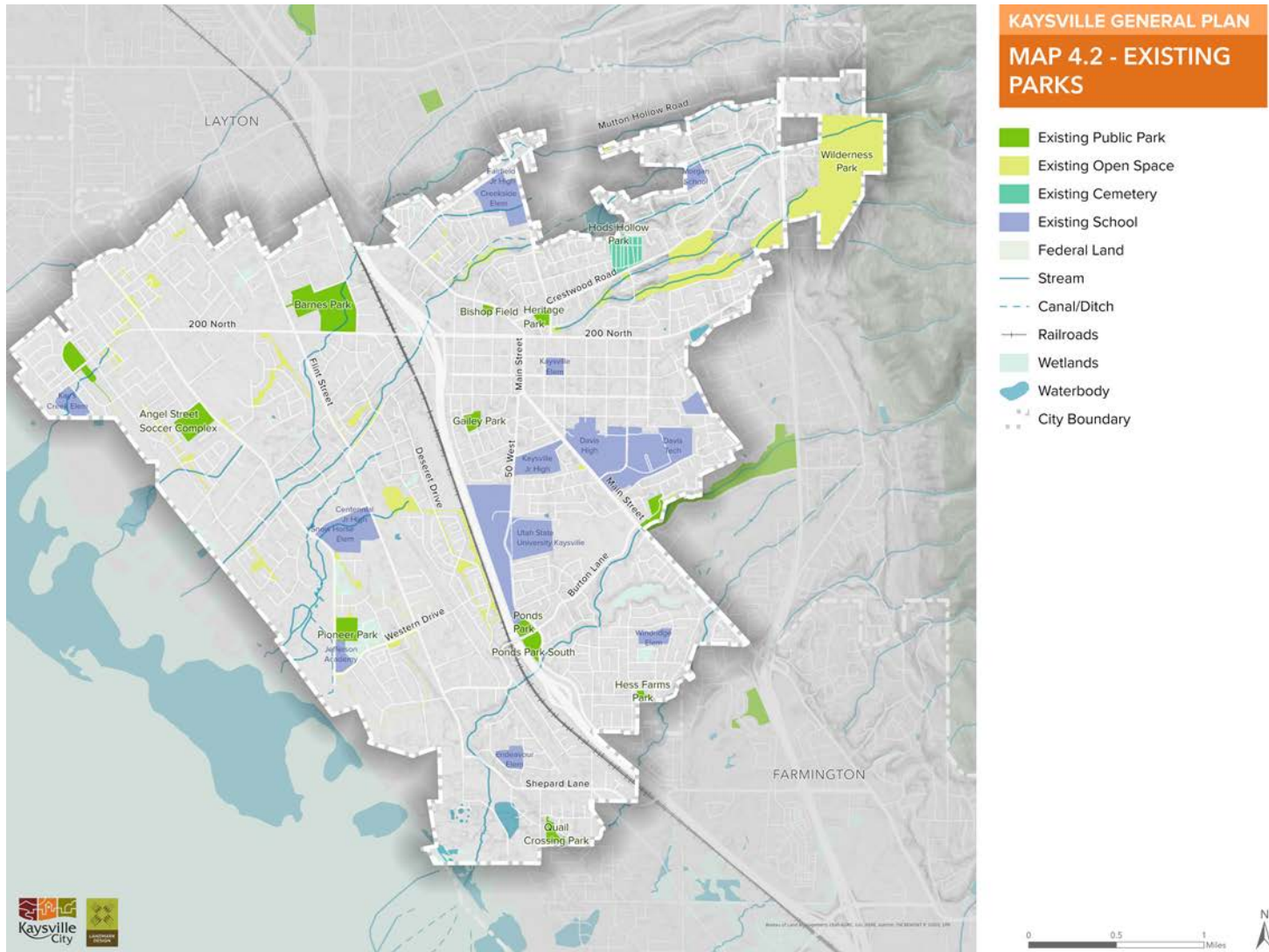
5

Volleyball  
Courts



Gailey Park





## PARK TYPES

The following is a summary of the types of parks found in Kaysville City, beginning with the smallest - Pocket Parks - and followed by Neighborhood Parks, Community Parks and the largest - Regional Parks<sup>1</sup>. This chapter also examines Special Use Parks and Other Recreational Facilities that are not generally used for assessing city needs. The section concludes with a discussion of public Open Space and how it is distributed in the community.

### Pocket Parks

Pocket Parks are the smallest park type. With a typical size of 3 acres or less, this type of park usually has minimal amenities, such as open lawn areas, picnic tables, benches, and trees. They are designed to serve the immediate residential neighborhood, helping to ensure access to parks is equitable and distribution gaps are avoided, where access to larger parks may not be feasible, or where large tracts of land are not available.

Kaysville currently has two parks within this category totaling 2.4 acres, ranging from 0.3 acres to 2.1 acres in size.

**2**  
Pocket Parks

**2.4**  
Pocket Park Acres

#### EXISTING POCKET PARKS

Hess Farms Park - 2.1 acres  
Hods Hollow Park - 0.3 acres



Hods Hollow Park

## Neighborhood Parks

Kaysville's ten Neighborhood Parks comprise a total of 15.4 acres in extent. This type of park typically ranges from 3 to 10 acres in size, providing amenities to meet the needs of the surrounding neighborhoods. Neighborhood Parks typically feature sport courts and/or sport fields, perimeter walking paths, trees, open grass areas, a playground, a pavilion, picnic areas, seating areas and a sometimes a restroom.

The city's Neighborhood Parks range in size from 4.1 acres to 6.0 acres.



### EXISTING NEIGHBORHOOD PARKS

Gailey Park - 0.3 acres  
Heritage Park - 4.1 acres  
Quail Crossing Park - 6.0 acres



### EXISTING COMMUNITY PARKS

Angel Street Soccer Complex - 17.1 acres  
Pioneer Park - 10.7 acres  
Ponds Park - 14.0 acres  
Trappers Field Park (Incomplete) - 11.0 acres

## Community Parks

Community Parks typically serve the city at-large, providing a specialty feature with a community-wide draw. They also typically include sports fields and sport courts, playgrounds, pavilions, walking trails, restrooms, trees, large open grassy areas, picnic areas and seating nodes. Community Parks in Kaysville are typically 10 to 20 acres in size.

Kaysville's four Community Parks make up nearly half the park system, encompassing 52.8 acres of land, ranging between 10.7 to 17.1 acres in size.

## Regional Parks

The largest park type is the Regional Park, which serves the city and region with special features and amenities. These park types are typically 20+ acres in size and/or include multiple specialty features with a regional draw, such as a sports complex, an aquatics facility or a splash pad. This category of park also typically includes sports fields and courts, playgrounds, pavilions, perimeter walking trails, multiple restrooms, trees, large open grassy areas, picnic areas and seating.

Kaysville currently has one Regional Park - Barnes Park, which is 45.7 acres in size.



### EXISTING REGIONAL PARKS

Barnes Park - 45.7 acres



Heritage Park



Angel Street Soccer Complex



Barnes Park



## Special Use Parks and Other Facilities

There are a number of unique facilities that also help meet the recreation and leisure needs of the community. For example, the East Mountain Wilderness Park is owned and maintained by the city and provides 140 acres of unique recreational open space. In addition, other public and quasi-public spaces such as the Kaysville Ponds and public school grounds help meet Kaysville's recreational needs. These however are not included in assessing park service levels and distribution, as they are either not under the city's jurisdiction or do not provide traditional park amenities.

## Other Public Land Maintained by the City

In addition to parks, open space and trails, Kaysville also maintains a range of public landscapes located in the vicinity of public buildings and similar quasi-park parcels and features. While such uses often enhance the community's aesthetics, they do not fulfill a park function and place additional demands on the city's maintenance staff.

## Private Parks

Private parks are typically designed to meet the needs of residents who live in private subdivisions. Such parks are generally not open to public access and use and often focus on providing open lawn areas, playgrounds, sports courts and small pavilions. In contrast, public parks usually include large-ticket features and elements expressly to meet public needs and demands, such as active sports fields and other major recreation facilities. Since private parks and recreation facilities are generally not open for public use, they are not included in the assessment of distribution and service levels that follow.

One exception is Bishop's Field, which is a privately-owned property maintained and programmed by the city. The field contributes to recreational programming by providing an additional multipurpose field to the park system. However, because the site is not publicly-owned and current arrangements with the city are not considered indefinite, this facility is not included in the following analyses.



Heritage Park



Pioneer Park



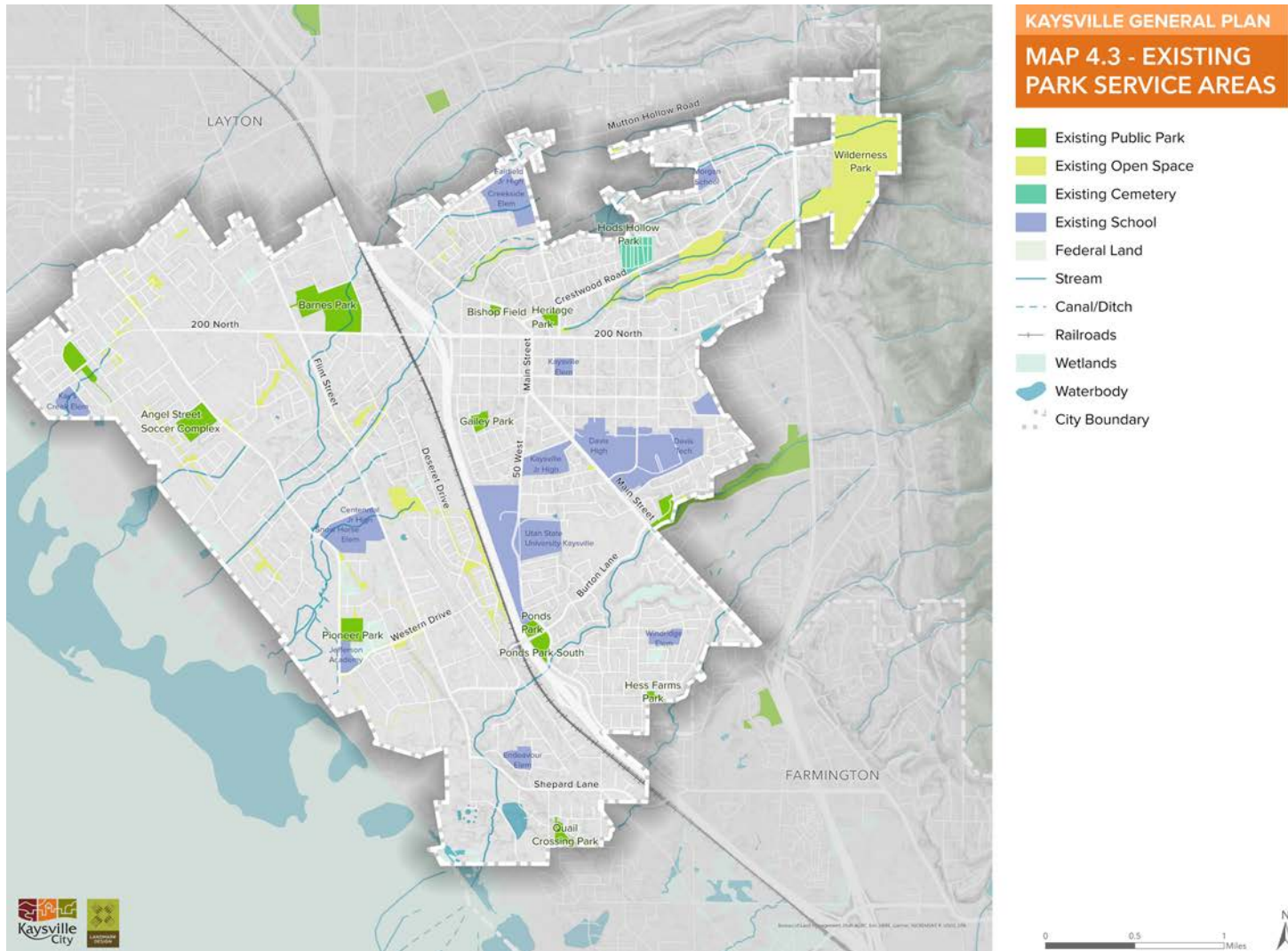
Ponds Park



Quail Crossing Park



Gailey Park



## Meeting Needs During the 10-Year Planning Horizon

Carrying the recommended future LOS of 3.6 forward to meet park needs through the 10-year planning period results in a total of 128.2 acres of public park land required by 2030 to meet requirements ( $35,416 / 1,000 \times 3.62 = 128.2$ ). There are 116.3 acres of existing public park land already provided, so the city will need an additional 11.9 acres of park land by 2030 to maintain the future LOS ( $128.2 - 116.3 = 11.9$ ). It is therefore recommended that 15 acres of land be acquired and developed by 2030 as one Community Park and one Neighborhood Park (described as part of filling distribution gaps).

## Meeting Needs Through Buildout

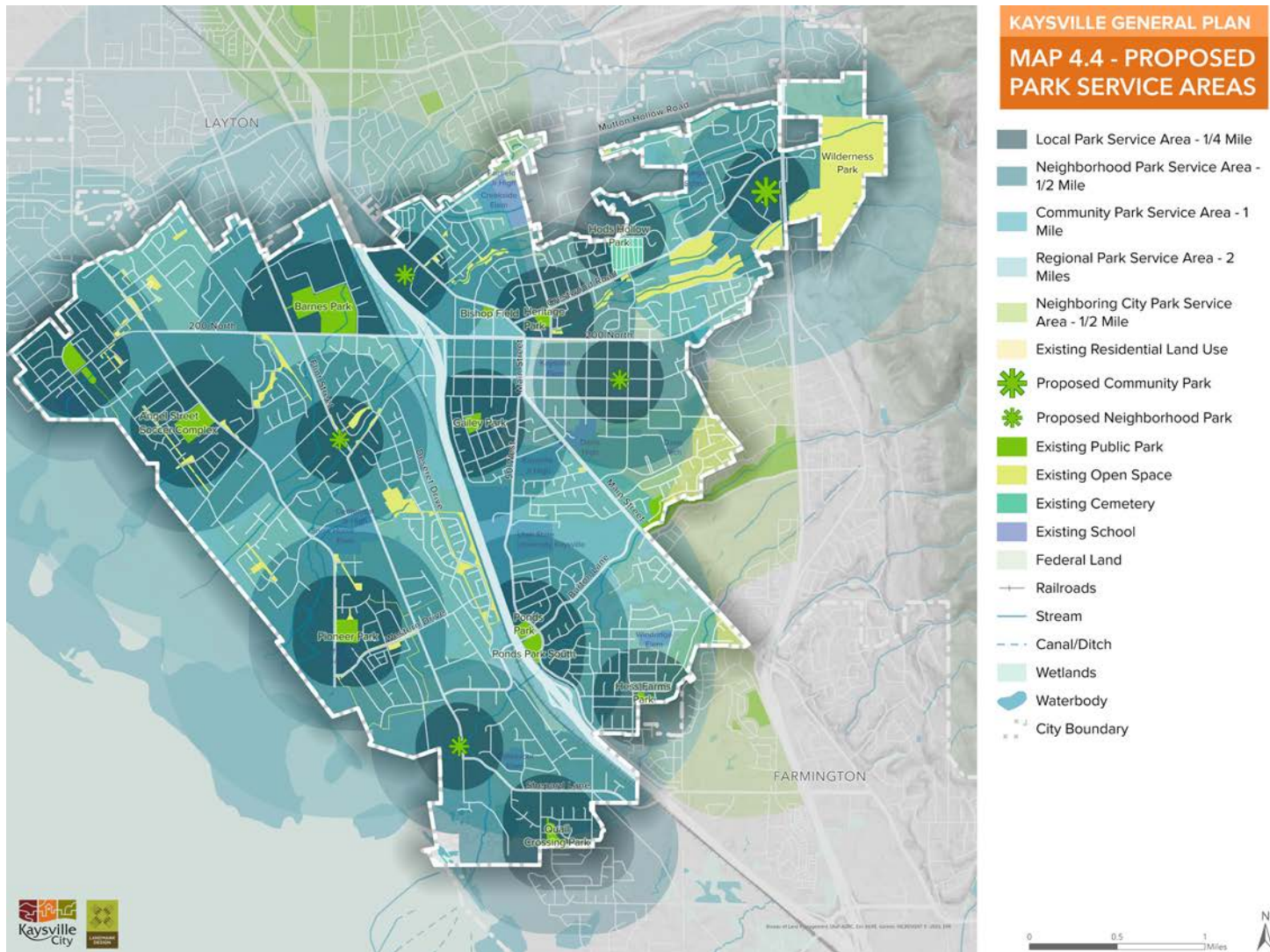
The projected Kaysville population at buildout (2050) requires a total of 152.0 acres of public park land ( $42,000 / 1,000 \times 3.62 = 152.0$ ) to meet park needs. With the 116.3 acres of existing developed public park land and assuming the 10.0 acre and the 5.0 acre Neighborhood Park are developed by 2030, the city will need to acquire and develop 22.3 acres of additional park land to meet LOS needs between 2030 and buildout ( $152.0 - 116.3 - 15.0 = 20.7$ ). Of those 20.7 acres, 5.0 are required to fill

remaining gaps (one 5-acre Neighborhood Park). The remaining 15.7 acres of park land needed by 2050 may be acquired by expanding existing parks to adjacent sites or locating additional park sites throughout the city to help improve the availability of parks within walking distance. Potential areas for adding additional new parks include the North Main Street area as it redevelops and the vicinity of Sunset Drive and Shepard Lane, as shown on Map 4.3.

## Park Land Acquisition and Development

To help meet future needs in the most cost-efficient manner, the city should consider obtaining available land as soon as possible to meet future park needs, which is especially critical given increasing land costs. The city should not develop or acquire any new Pocket Parks whenever possible, as they are small, difficult to maintain and operate and place a significant burden on maintenance staff and resources. The city should instead focus on providing Neighborhood and Community Parks to the greatest degree possible. These park types provide the most “bang for the buck” and more efficiently utilize maintenance and operations funds. Furthermore, they serve the surrounding neighborhoods and community with more desirable amenities than Pocket Parks.





## DEVELOPER PROVIDED PARKS

The city should work with developers to appropriately locate parks and to help meet distribution needs. Future parks should be located along existing and proposed trails when possible, accommodate the standard amenities at a minimum, have easy access to collector roads and include adequate parking for the intended facilities.

### Open Space

Open space, whether publicly or privately owned, provides physical and visual relief from the more developed areas in a community. Kaysville is fortunate to border the Wasatch Mountains and foothills to the east and to have Holmes Creek and Bair Creek connecting the mountains to the Great Salt Lake through the heart of the community.

Open space provides a host of ecological benefits. It helps purify the soil, water and air, can absorb and deflect noise, wind and visual disturbances, helps absorb carbon and reduces urban heat. These valuable lands ensure that

natural drainages are available to convey stormwater and assist with stormwater infiltration into the soil.

Open space is also important for protecting critical habitat and, when carefully developed with trails, can serve as connections to parks and neighborhoods. Open space can also serve as a holding use until the land can be formally developed in the future. These and other benefits help make Kaysville a healthier community.

Natural open spaces are among the most important community features to Kaysville residents, ranking above all developed park features in the community survey. This indicates that residents appreciate the natural open space that already exists in the community and are willing to fund the acquisition of more.

The city should therefore continue efforts to acquire open space when opportunities arise to expand existing parks and open space, preserve key natural drainages, viewsheds or agricultural land in the community or expand the trail system.



## Priorities: Parks & Open Space

It is important for Kaysville to maintain the recommended level of service for its residents in order to continue the city's high recreation standards moving into the future. In addition to developing one Community Park and two Neighborhood Parks to fill current distribution gaps, Kaysville will need to acquire and develop two additional Neighborhood Parks in developing areas, which will help ensure equitable park distribution now and by buildout. In total, Kaysville will need to acquire and develop 35.7 acres by buildout to meet existing and future needs.

The city should ensure its development ordinances are consistent with the recommendations in this plan. Existing parks should be upgraded and new parks should be built.

Additional open space should be acquired when it expands the city's existing parks, open space and trails system. Land that mitigates natural hazards or preserves natural drainages, wildlife corridors, key agricultural lands, or other valuable community resources should be prioritized.

## Community Trails

Trails play a vital role in the community. They are an essential recreational amenity while also providing connections between home, work, play and important destinations like transit and retail destinations. Trails are a primary method for the public to access and enjoy local parks and open space. They are intrinsically democratic facilities, serving a wide range of uses (walking, running, cycling, and equestrian riding) and user groups (individuals, families, weekend warriors, youth, seniors, commuters and casual recreationists).

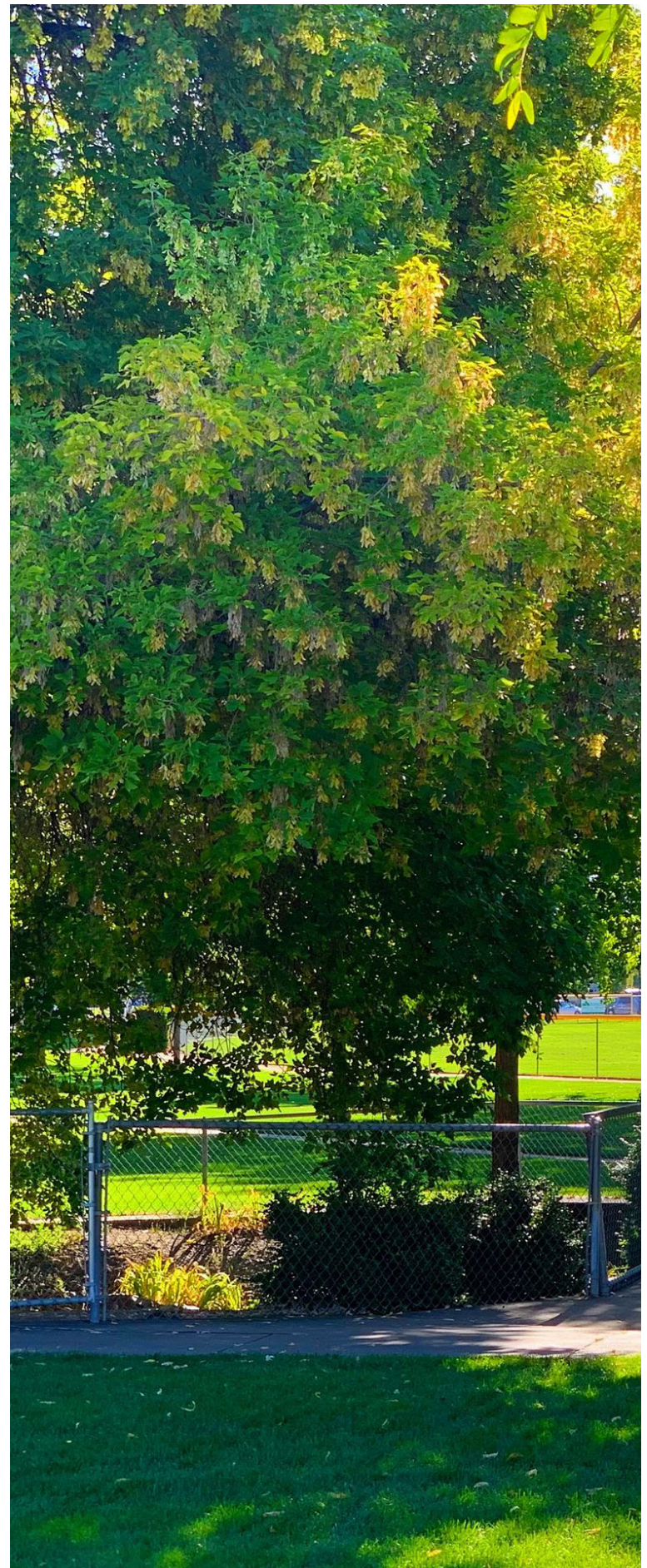
### Public Input on Trails

The planning process included significant public involvement to understand community values, needs, desires and priorities. The establishment and maintenance of trails ranked highly, lending support for an expanded and trail system. See the key takeaways and details from the public survey related to trails in Appendix A.

//

**I REALLY THINK TRAILS AND BIKE PATHS BENEFIT EVERYONE. I ALWAYS SEE PEOPLE OUT ON THE TRAILS!**

SURVEY RESPONDENT





## EXISTING TRAILS & BIKE LANES

**22.2**  
Miles of  
Trails

As shown on Map 4.5, Kaysville City has approximately 22.2 miles of existing trails. These are classified as paved trails, unpaved trails, regional trails, primitive trails and firebreak trails. There are also 6.2 miles of existing bike lanes with 14.5 miles proposed.

### Paved Trails

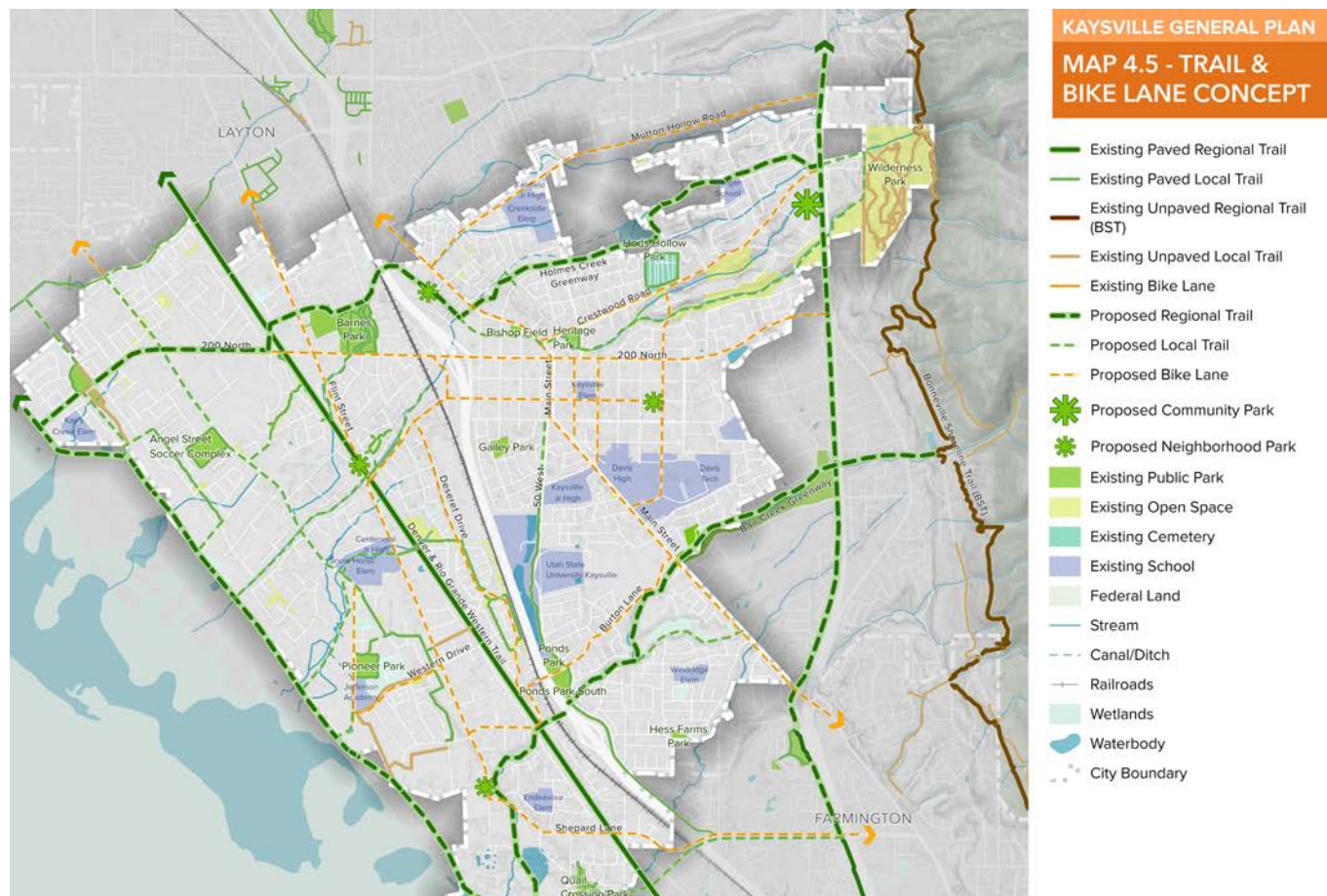
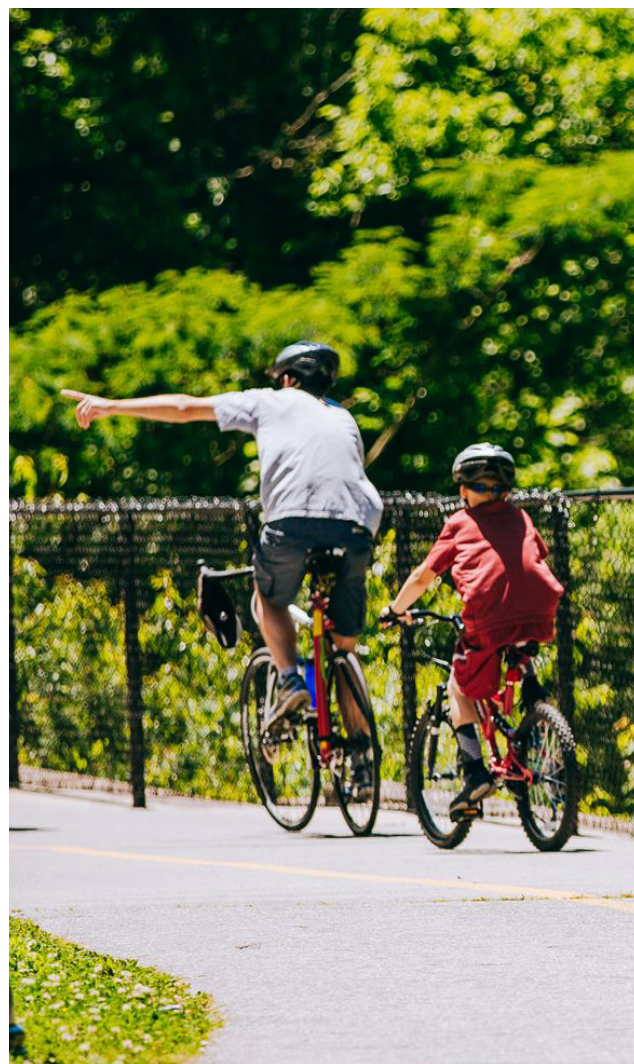
There are approximately 16.3 miles of paved trails in the city, most prominent of which is the regional Denver and Rio Grande Western Rail Trail. Many others have been installed as part of residential developments that connect parks to the surrounding neighborhoods.

### Unpaved Trails

Unpaved trails provide the same essential connections between neighborhoods, parks, and open spaces, but offer a different user experience as they have unpaved natural surfaces, which supports hiking, mountain biking and equestrian uses. The city currently has 5.9 miles of unpaved trails, most of which are focused in the East Mountain Wilderness Park or in the neighborhood surrounding the Sunset Equestrian Center.

### Regional Primitive Trails

The Bonneville Shoreline Trail (BST) passes through Kaysville along the far eastern boundary of East Mountain Wilderness Park. It is developed as a soft surface primitive route, with approximately 0.75 miles of trail within the city boundary. The BST is intended to be a soft surface regional trail with planned alignments through much of northern Utah as it traces the shoreline of ancient Lake Bonneville.





## TRAIL NEEDS ANALYSIS

There is strong public support for additional trails of all types in Kaysville. The provision of additional trails and related amenities were requested in all avenues of public involvement during this planning process. While the city has a good start on its trail system with more than 22 miles of trails already in place, there are many areas of the city that lack trails completely and others where trails are incomplete or disconnected.

Since the city has already developed an Active Transportation Plan which addresses all modes of human-powered travel in detail, the focus of this chapter is to establish the larger vision for recreational trails in the city, including connections to parks and open space.

Map 4.5 illustrates the proposed Recreational Trail Concept for the city. Rather than defining exact alignments, this concept establishes the general corridors where trail connections are desired. The long-term regional trail corridors form the framework of the trail vision.

The Denver and Rio Grande Western Rail Trail has already been completed as the major regional “spine” of the trail system. A regional route in the foothills is also already in place with the Bonneville Shoreline Trail, and a future shoreline trail along the Great Salt Lake will be implemented with the construction of the West Davis Corridor.

Two east-west corridors are envisioned along Holmes and Bair Creeks. The east-west connection along Bair Creek has been partially implemented by Fruit Heights but the Kaysville portion still remains to be completed, while the Holmes Creek corridor has yet to see any trail development. This regional trail framework creates a large loop system around the entire city, serving the east, west, north and south, connecting the mountains to the lakeshore and providing numerous smaller loop connection options within the framework.

Long-term local trail corridors connect the regional trail framework to parks, open spaces, schools and neighborhoods. These routes provide a finer grain of recreation and travel options.

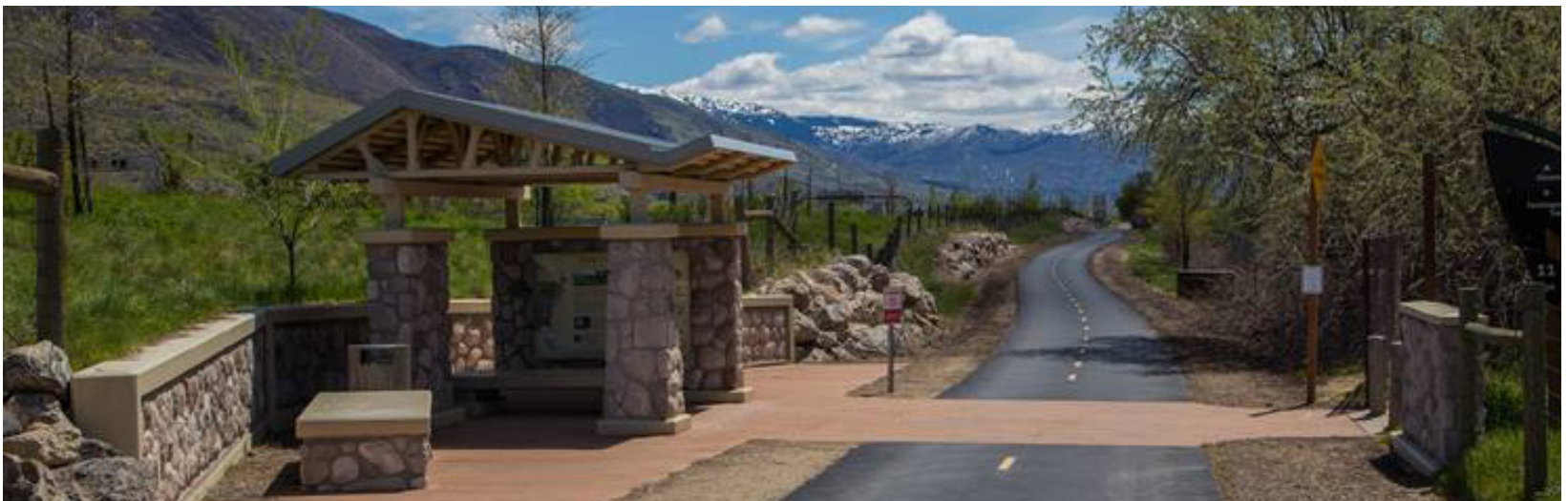
Bike lanes are the final link, providing opportunities to ride between local and regional trails on roadways that are generally pleasant to travel.

This plan also acknowledges that implementation of the trail vision may take generations to realize. The *Active Transportation Plan* may recommend specific alignments with interim options for connections where landowners are unwilling to provide trail easements or to sell portions of their property for public trails, or where physical barriers such as railroad tracks may be cost-prohibitive.

As the trail system is expanded or modified, care should be taken to address any concerns regarding privacy, noise, and safety where possible. Signage and wayfinding is an important feature of the trail system, not only to inform trail users of the proper use and regulations but to increase awareness and stewardship of the city’s trail and open space system.

### Trailheads

Trail users are served by three existing trailheads, two of which are located in existing parks (see on Map 4.5). East Mountain Wilderness Park serves as a trailhead connecting to the Bonneville Shoreline Trail, while Ponds Park provides access with parking to the Kaysville Ponds trail. Additionally, Sunset Equestrian Center serves as a private trailhead for equestrian users to access trails in the local neighborhood. As the trail system is completed, additional trailheads should be provided, including facilities such as restrooms, parking, bike parking and maintenance stations, drinking fountains and litter receptacles. In many instances, existing parks may provide many of these amenities and double up as a trailhead to a connecting trail.



Example of a trailhead along Legacy Parkway Trail





*Pedestrian bridges such as this offer safe crossings over highways, railroads, or other barriers*

## Trail Crossings

Kaysville is physically and functionally divided by I-15 and the UP railroad tracks, which are harsh physical barriers. These barriers result in a strong separation between the east and west sides of the community. Grade-separated crossings offer an opportunity to provide safe passage over these barriers, improving access throughout the trail system. Two proposed crossings are indicated on the map, including upgrading the Burton Lane overpass and a pedestrian bridge at North Fork Holmes Creek.

The Active Transportation Plan also includes recommendations for at-grade crossing improvements. These guidelines should be followed and implemented whenever possible to give trail users safe passage across roadways.

## Recommendations

The city should continue to implement trails per the recommendations and design standards contained in the Active Transportation Plan. The ATP should be reviewed frequently to ensure it meets future needs and demands as the city and the preferences of its residents continue to evolve.

The city should work to fully implement the proposed trail network by buildout, which is likely to take place by 2050. It is assumed that the on-street bicycle facilities will be constructed as part of implementation and upgrading projects for the roadways they are located. In contrast, trails will be developed as part of opportunistic and strategically-programmed initiatives.

The city should explore the possibility of implementing trails that serve specific user groups, including ADA compliant, beginner, and use-specific routes. Future trail development should take into account privacy, noise, and safety for the adjacent residential areas.

Kaysville should continue to partner with the Utah Department of Transportation on the development of trail crossings along major state routes. The city should actively pursue the acquisition and implementation of proposed crossing facilities and continue to evaluate safety needs and requirements as roadways and trail systems are developed in the future.

The city should provide a comprehensive signage and wayfinding system and should publish and distribute information about the trail system to promote safety, safe navigation, and stewardship. Proper trail maintenance is required to ensure the trail system functions as intended.

## DEDICATIONS AND DEVELOPMENT AGREEMENTS

The dedication of land for parks and open space has long been an accepted development requirement and is another valuable tool for procuring these amenities. The city can require the dedication of park land through review of projects such as Planned Unit Developments ("PUDs"), for example. The city may require developers to provide park land or open space for new developments or offer the option to instead pay fees, construct facilities or establish private parks or open space. The city may only use the dedicated land or fees for acquiring or constructing park or open space facilities.

## Goals & Policies

### GOAL 1: ASSURE THAT RESIDENTS OF KAYSVILLE CITY HAVE ONGOING ACCESS TO PARKS

**Policy 1.1: Maintain the recommended Level of Service (LOS) for parks of 3.7 acres per 1,000 population in the future while filling existing and future gaps in service areas.**

- **Implementation Measure:** As the community grows, ensure that the recommended level of service is maintained.
- **Implementation Measure:** Develop and implement a signage and wayfinding system for the city, so residents have ample information about available facilities, amenities and regulations.
- **Implementation Measure:** Acquire park land to meet needs as soon as possible to avoid escalating land costs.
- **Implementation Measure:** Evaluate the long-term need for additional public cemetery space and determine if and where additional facilities should be provided.

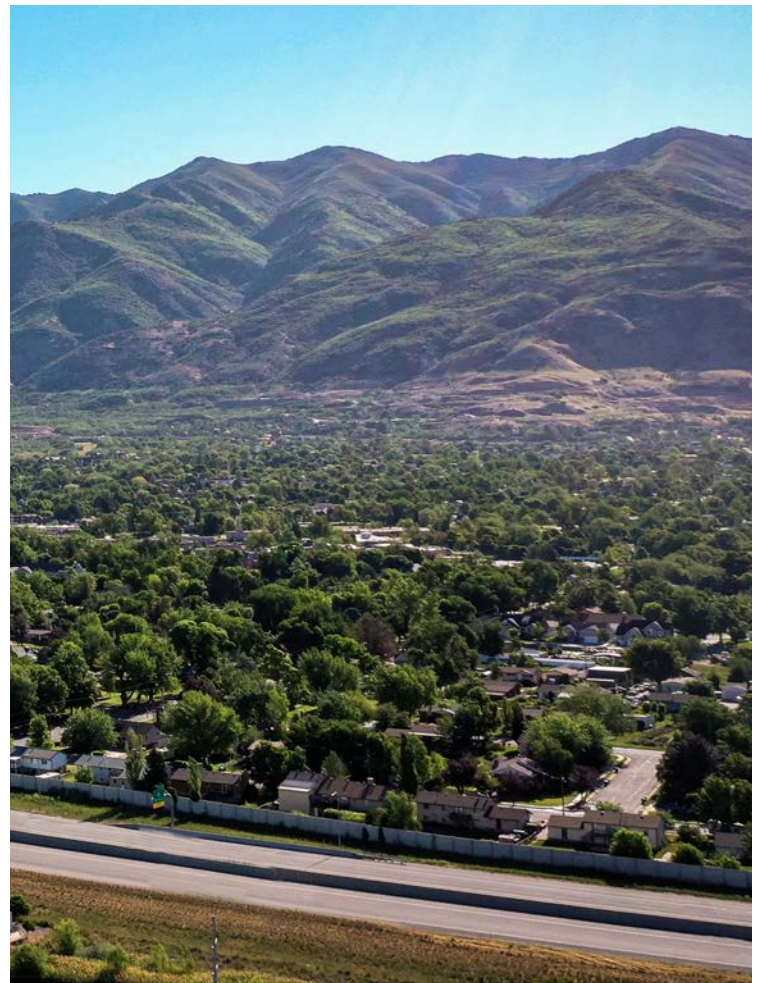
**Policy 1.2: Ensure that new parks and open space provide high-quality opportunities for the community.**

- **Implementation Measure:** Pursue Neighborhood Parks 5 acres or larger in the future to meet the needs of the community while minimizing the maintenance demands associated with smaller parks.
- **Implementation Measure:** Develop each park with a combination of unique designs, themes and amenities to encourage strong identities for each park.
- **Implementation Measure:** Broaden the types of amenities offered in the city by constructing a bike/skate park, a dog park and/or other unique amenities.

**Policy 1.3: Ensure that new developments provide adequate open space, buffering and landscaped areas.**

- **Implementation Measure:** Modify zoning and other city ordinances as needed to require developer participation in the provision of small private parks, open space and trails.

- **Implementation Measure:** Protect the extensive urban forest in the city's parks and open spaces and relocate trees impacted by park improvements wherever possible.
- **Implementation Measure:** Modify zoning and other city ordinances to allow, encourage and ensure landscaping and irrigation systems are implemented in a responsible manner consistent with water wise standards.



### GOAL 2: INCREASE THE AMOUNT AND VARIETY OF NATURAL OPEN SPACE IN THE CITY

**Policy 2.1: Secure and expand the Kaysville City open space system as part of a flexible and opportunistic approach.**

- a. **Implementation Measure:** Acquire open space that preserves natural drainages, waterways, wetlands, wildlife habitat, viewsheds, iconic agricultural land and other highly valued community resources, such as the Holmes Creek corridor, the foothills or wetlands near Great Salt Lake.



### GOAL 3: PROMOTE WATER CONSERVATION AND SIMILAR PRACTICES TO HELP ENSURE THE KAYSVILLE PARKS AND RECREATION SYSTEM IS SUSTAINABLE AND RESILIENT

**Policy 3.1: As new parks, open space, recreation facilities and trails are developed, utilize the most up-to-date technologies to conserve water and other resources in public parks and associated facilities.**

- **Implementation Measure:** Utilize drip irrigation, moisture sensors, central control systems, appropriate plant materials, soil amendments and other city requirements as applicable to create a more sustainable Kaysville City parks and recreation system.
- **Implementation Measure:** Utilize industry best practices to ensure plants are waterwise, regionally appropriate and as low maintenance where appropriate to reduce maintenance and water demands.

### GOAL 4: COMPLETE A COMPREHENSIVE, INTERCONNECTED RECREATIONAL TRAIL NETWORK

**Policy 4.1: Complete a non-motorized transportation system network focused on recreational users**

- **Measure:** Encourage multi-jurisdictional cooperation and funding relationships with Davis County and the neighboring cities of Fruit Heights, Layton and Farmington.
- **Implementation Measure:** Consult the Active Transportation Plan when considering new development.

**Policy 4.2: Assure that the Kaysville Trails System meets public needs and expectations**

- **Implementation Measure:** Work with all involved Kaysville City's departments to ensure the recreational trail network is implemented as envisioned.
- **Implementation Measure:** Develop an accessible network of supportive pedestrian infrastructure, including sidewalks, curb ramps and trails near existing parks and other high-use destinations.

**Policy 4.3: Require the community planning, land use planning and the development review processes of Kaysville to incorporate trail master planning, including the access to trails.**

- **Implementation Measure:** Continually evaluate system-wide trail needs as part of future planning efforts, focusing on closing gaps and improving connections with existing and future neighborhoods, destinations, parks, recreation facilities and future transit stations.
- **Implementation Measure:** Require private development projects to finance and install bicycle facilities, sidewalks and trails recommended in the Active Transportation Plan and this plan.
- **Implementation Measure:** Require pedestrian walkways between sidewalks along public streets and developments adjacent to those streets.
- **Implementation Measure:** Require sidewalks, pathways, plazas, or other pedestrian-friendly entrances to buildings.





## ECONOMIC MARKET ANALYSIS

# Economic Development & Prosperity

- Economic Markets
- Taxable Sales Analysis
- Sale Leakage Analysis
- Market Analysis & Growth
- Promotion & Tourism
- Goals & Priorities

# Economic Markets

Economic prosperity and sustainability is key to the success of any city. The careful monitoring and analysis of taxable markets allows for strategic planning and helps the city achieve a stable income. The following sections provide an analysis of economic markets in Kaysville, identifying strengths and weaknesses, as well as opportunities and threats. The final section addresses additional means by which Kaysville can promote itself as a place to visit and do business, further supporting its economic engine.

## Taxable Sales Analysis

Taxable sales within Kaysville provide an important metric to assess the general economic health of the city. A sales gap (or “leakage”) analysis is used to identify economic development opportunities for a community by evaluating the total purchases made by residents inside and outside the community (hence, the term “leakage” for sales lost outside the community).

This type of analysis first identifies sales within Utah for each major North American Industry Classification System (NAICS) code category and then calculates the average sales per capita in each NAICS category. Per capita sales in the city are compared to average per capita sales statewide in order to estimate what portion of resident purchases are being made within city boundaries, and what amount is leaving the city.



The resident purchases being made outside of the city represent an opportunity to recapture some of these lost sales. The analysis divides taxable sales into three major categories: retail sales, industry sales and sales related to services.

## Historic Taxable Sales

Total taxable sales for the city increased by an average of 8.78% percent yearly from 2010 through 2019. A comparison of tax data for similarly sized cities (relative to population) shows a positive trend in taxable sales growth for all communities (see Table 5.1). One community has experienced double digit increases Kaysville's taxable sales per capita (see Table 5.2) is midrange of the benchmark comparison cities and ranks five out of the eight communities and regions. Kaysville taxable sales by location are illustrated in Figure 5.1.

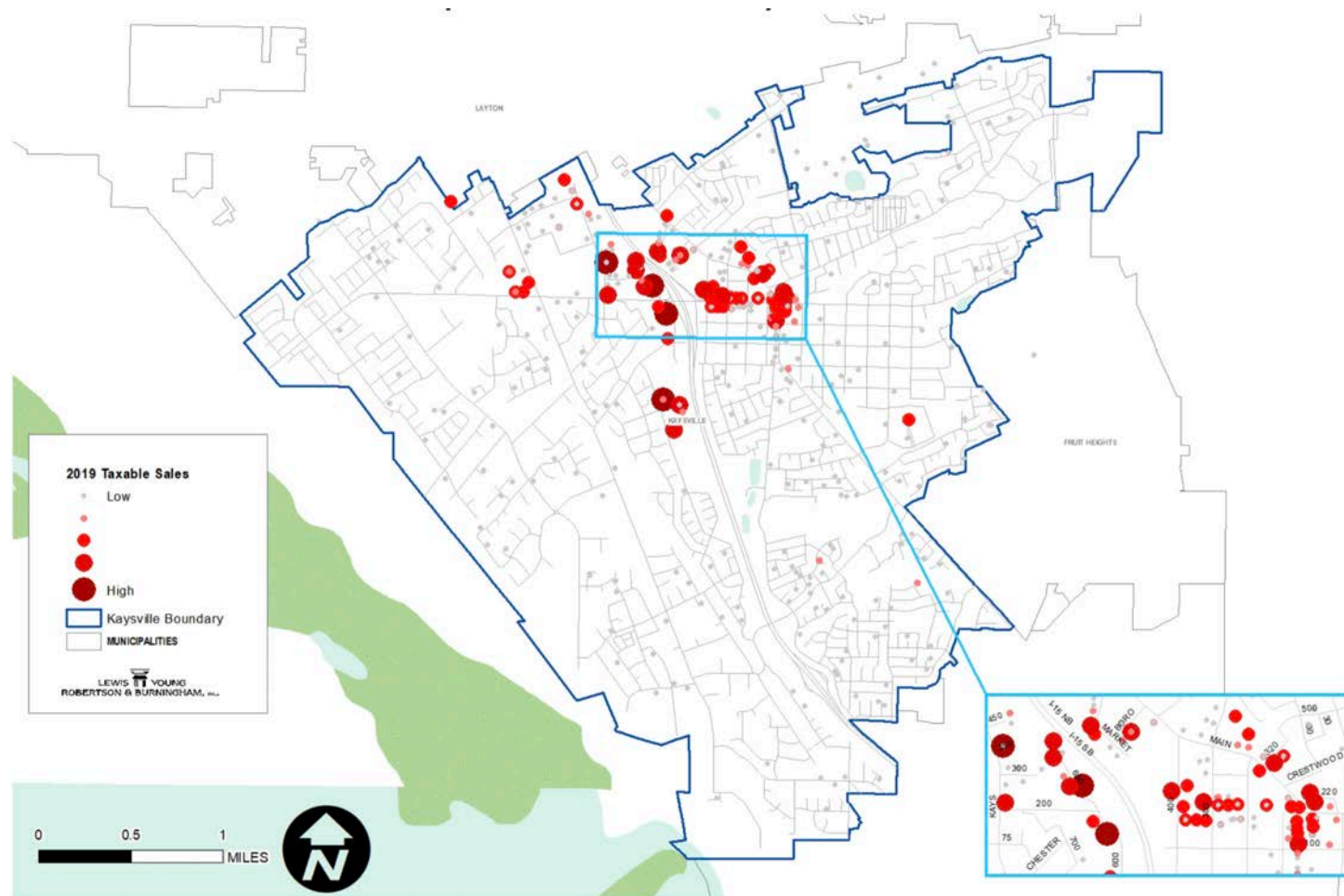
**Table 5.1 - Historic Taxable Sales**

| CITY             | 2010                 | 2011                 | 2012                 | 2013                 | 2014                 | 2015                 | 2016                 | 2017                 | 2018                 | 2019                 | 2010-2019 AAGR |
|------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------|
| Clearfield       | \$198,717,620        | \$211,272,871        | \$204,136,009        | \$207,265,510        | \$224,694,334        | \$245,770,586        | \$246,228,317        | \$268,054,237        | \$274,048,249        | \$302,094,654        | 4.76%          |
| Syracuse         | \$163,688,853        | \$172,498,167        | \$180,403,416        | \$189,452,260        | \$205,536,231        | \$213,794,047        | \$226,196,857        | \$236,621,498        | \$250,067,132        | \$278,421,937        | 6.08%          |
| South Ogden      | \$240,995,531        | \$253,982,537        | \$277,286,604        | \$305,244,061        | \$328,350,502        | \$350,303,294        | \$368,143,117        | \$387,773,411        | \$402,845,237        | \$440,557,562        | 6.93%          |
| Farmington       | \$118,534,250        | \$160,063,322        | \$196,298,262        | \$239,099,616        | \$299,847,158        | \$351,360,902        | \$419,931,469        | \$477,107,780        | \$508,762,514        | \$554,402,629        | 18.70%         |
| Roy              | \$228,048,557        | \$234,560,291        | \$243,420,874        | \$259,505,476        | \$269,716,182        | \$285,410,138        | \$296,146,885        | \$308,889,865        | \$319,404,191        | \$333,297,875        | 4.31%          |
| <b>Kaysville</b> | <b>\$179,426,850</b> | <b>\$181,316,886</b> | <b>\$195,696,885</b> | <b>\$212,371,407</b> | <b>\$221,056,615</b> | <b>\$256,547,093</b> | <b>\$301,136,466</b> | <b>\$339,390,749</b> | <b>\$305,837,094</b> | <b>\$382,524,441</b> | <b>8.78%</b>   |
| Davis County     | \$3,599,416,451      | \$3,784,536,059      | \$4,001,709,854      | \$4,268,195,167      | \$4,550,828,027      | \$4,897,829,423      | \$5,141,617,253      | \$5,483,477,603      | \$5,689,029,606      | \$6,043,510,784      | 5.93%          |
| State of Utah    | \$41,387,390,797     | \$44,097,026,745     | \$47,531,179,930     | \$49,404,045,506     | \$51,709,162,594     | \$53,933,277,032     | \$56,502,434,145     | \$61,031,691,837     | \$64,982,524,088     | \$68,910,384,257     | 5.71%          |

**Table 5.2 - Historic Taxable Sales Per Capita**

| CITY             | 2010           | 2011           | 2012           | 2013           | 2014           | 2015           | 2016            | 2017            | 2018           | 2019            | RANK     |
|------------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|-----------------|----------------|-----------------|----------|
| Clearfield       | \$6,599        | \$7,065        | \$6,785        | \$6,845        | \$7,401        | \$8,112        | \$8,078         | \$8,736         | \$8,836        | \$9,406         | 6        |
| Syracuse         | \$6,728        | \$7,529        | \$7,544        | \$7,665        | \$8,100        | \$8,230        | \$8,482         | \$8,622         | \$8,823        | \$8,851         | 7        |
| South Ogden      | \$15,091       | \$15,629       | \$16,859       | \$18,375       | \$19,659       | \$20,845       | \$21,793        | \$22,921        | \$23,683       | \$25,615        | 1        |
| Farmington       | \$6,486        | \$9,031        | \$10,485       | \$12,199       | \$14,670       | \$16,556       | \$19,103        | \$21,096        | \$21,922       | \$21,879        | 2        |
| Roy              | \$6,183        | \$6,441        | \$6,605        | \$6,977        | \$7,198        | \$7,577        | \$7,824         | \$8,126         | \$8,353        | \$8,414         | 8        |
| <b>Kaysville</b> | <b>\$6,572</b> | <b>\$6,784</b> | <b>\$7,154</b> | <b>\$7,604</b> | <b>\$7,762</b> | <b>\$8,782</b> | <b>\$10,106</b> | <b>\$11,191</b> | <b>\$9,878</b> | <b>\$12,154</b> | <b>5</b> |
| Davis County     | \$12,221       | \$12,568       | \$13,049       | \$13,685       | \$14,327       | \$15,146       | \$15,614        | \$16,370        | \$16,702       | \$17,001        | 4        |

**Figure 5.1 – Illustration of 2019 Kaysville Taxable Sales by Location**



## Retail Taxable Sales

Kaysville's greatest retail strength is the Motor Vehicle category, accounting for 17.2 percent of total taxable sales, followed by Food & Beverage sales, Non-Store Retailers, General Merchandise and Sporting Goods.

**Table 5.3 – Retail Spending by Percent of Total**

|                                  | 2015         | 2016        | 2017        | 2018         | 2019         |
|----------------------------------|--------------|-------------|-------------|--------------|--------------|
| General Merchandise              | 3.0%         | 1.6%        | 1.3%        | 2.9%         | 2.7%         |
| Building Material & Garden Equip | 2.4%         | 1.4%        | 1.2%        | 2.3%         | 2.1%         |
| Food & Beverage                  | 9.5%         | 8.7%        | 8.3%        | 9.1%         | 8.7%         |
| <b>Motor Vehicle</b>             | <b>26.0%</b> | <b>2.7%</b> | <b>2.5%</b> | <b>20.3%</b> | <b>17.2%</b> |
| Non-Store Retailers              | 3.0%         | 2.9%        | 5.7%        | 6.3%         | 8.2%         |
| Miscellaneous Retail Trade       | 2.9%         | 2.6%        | 2.5%        | 2.6%         | 2.3%         |
| Electrical & Appliance           | 1.3%         | 0.4%        | 0.4%        | 1.2%         | 1.5%         |
| Sporting Goods                   | 2.1%         | 1.3%        | 1.3%        | 1.4%         | 2.5%         |
| Clothing & Accessories           | 1.5%         | 16.7%       | 16.2%       | 1.7%         | 1.6%         |
| Other                            | 48.2%        | 61.7%       | 60.6%       | 52.1%        | 53.3%        |



## Services Taxable Sales

Food Services and Drinking Places represent the largest spending category in Services. Industries in the Food Services and Drinking Places subsector are varied. Some provide food and drink only, while others provide various combinations of seating space, waiter/waitress services, and incidental amenities, such as limited entertainment.

**Table 5.4 - Services Spending by Percent of Total**

|                                            | 2015        | 2016        | 2017        | 2018        | 2019        |
|--------------------------------------------|-------------|-------------|-------------|-------------|-------------|
| Accommodation                              | 0.0%        | 0.0%        | 0.1%        | 0.0%        | 0.1%        |
| Admin Support, Waste Mgt & Remediation     | 1.9%        | 1.9%        | 1.8%        | 0.4%        | 0.2%        |
| Arts, Entertainment, And Recreation        | 3.8%        | 2.5%        | 1.9%        | 1.9%        | 2.3%        |
| Educational Services                       | 0.6%        | 0.5%        | 0.5%        | 0.5%        | 0.5%        |
| Finance & Insurance                        | 0.5%        | 0.4%        | 0.5%        | 0.5%        | 0.4%        |
| <b>Food Services &amp; Drinking Places</b> | <b>9.5%</b> | <b>8.7%</b> | <b>8.3%</b> | <b>9.1%</b> | <b>8.7%</b> |
| Health Care & Social Assistance            | 0.2%        | 0.2%        | 0.2%        | 0.3%        | 0.3%        |
| Management of Companies & Enterprises      | 0.0%        | 0.0%        | 0.0%        | 0.0%        | 0.1%        |
| Other Services, Except Public Admin        | 4.7%        | 4.5%        | 4.2%        | 4.2%        | 3.6%        |
| Professional, Scientific, & Tech Services  | 2.8%        | 2.3%        | 2.8%        | 2.4%        | 2.1%        |
| Public Administration                      | 0.0%        | 0.0%        | 0.0%        | 0.0%        | 0.0%        |
| Real Estate, Rental, & Leasing             | 1.7%        | 1.7%        | 1.6%        | 1.9%        | 1.8%        |

## Industry Taxable Sales

Each of the industry taxable sales categories, excluding manufacturing, have a negative Average Annual Growth Rate (AAGR). Utilities sales represent the largest spending category.

**Table 5.5 - Industry Taxable Sales as Percent of Total**

|                                          | 2015 | 2016 | 2017 | 2018 | 2019 |
|------------------------------------------|------|------|------|------|------|
| Agriculture, Forestry, Fishing & Hunting | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Construction                             | 3.7% | 2.8% | 3.0% | 1.9% | 2.5% |
| Information                              | 7.8% | 5.8% | 4.9% | 5.5% | 4.4% |
| Manufacturing                            | 2.0% | 2.9% | 3.0% | 4.3% | 4.0% |
| Utilities                                | 9.3% | 7.8% | 7.1% | 7.5% | 6.3% |



## Sale Leakage Analysis

Table 5.6 provides a general overview of leakage and retention by major category. Negative numbers estimate the approximate leakage of taxable sales from Kaysville to other communities. When leakage is occurring, the capture rate is below 100 percent, indicating the city is not collecting the average sales expected based on a per capita basis relative to the state average.

Positive numbers indicate that Kaysville City is attracting more than the State average relative to that category, suggesting shoppers from outside the city are attracted to the area for certain types of purchases or that there is a high concentration of this type of spending. This is reflected in the capture rate as a number above 100 percent.

The city is leaking in all major categories relative to State average spending. The per capita spending in Kaysville is approximately \$11,650, compared to the State per capita spending of \$22,564. The total taxable sales leaking to other communities is estimated at \$482.6 million. Assuming a sales tax levy of 0.5 percent based on point of sale, this equates to a loss of approximately \$2.65 million in tax revenues.

A comparison of communities of similar size and those slightly smaller than Kaysville (Table 5.7) shows capture rates in a similar range, apart from one. Of the comparable cities, Farmington has the highest capture rate, due in part to Farmington Station. Factors that will influence a community's capture rate include total population, proximity to major freeways or roadway, population within a 360-degree trade area, geographic isolation, and competitive market sites. These factors will be explored further in the market analysis.

**Table 5.6 - Retail Sales Leakage**

|                                           | KAYSVILLE DIRECT TAXABLE SALES | PER CAPITA SPENDING | UTAH INCOME ADJUSTED PER CAPITA SPENDING | CAPTURE RATE | PER CAPITA SALE LEAKAGE |
|-------------------------------------------|--------------------------------|---------------------|------------------------------------------|--------------|-------------------------|
| <b>Retail</b>                             |                                |                     |                                          |              |                         |
| Building Material & Garden Equip          | \$6,163,381                    | \$203               | \$1,384.80                               | 15%          | -\$1,112.30             |
| Clothing & Accessories                    | \$4,813,643                    | \$159               | \$688.39                                 | 24%          | -\$495.24               |
| Electrical & Appliance                    | \$4,423,436                    | \$146               | \$414.72                                 | 37%          | -\$248.12               |
| Food & Beverage                           | \$18,758,804                   | \$619               | \$1,783.12                               | 37%          | -\$1,075.38             |
| Furniture & Home Furnishing               | \$1,442,148                    | \$48                | \$404.12                                 | 12%          | -\$336.35               |
| Gas Station                               | \$51,251,589                   | \$1,690             | \$478.41                                 | 372%         | \$1,235.43              |
| General Merchandise                       | \$8,164,502                    | \$269               | \$2,565.07                               | 11%          | -\$2,167.54             |
| Health & Personal                         | \$20,673,930                   | \$682               | \$204.94                                 | 350%         | \$486.99                |
| Miscellaneous Retail Trade                | \$6,860,691                    | \$226               | \$616.01                                 | 39%          | -\$358.98               |
| Nonstore Retailers                        | \$24,360,984                   | \$803               | \$844.77                                 | 100%         | \$0.75                  |
| Sporting Good                             | \$7,376,066                    | \$243               | \$384.06                                 | 67%          | -\$121.64               |
| Wholesale Trade-Durable Goods             | \$24,109,299                   | \$795               | \$1,618.19                               | 52%          | -\$742.28               |
| Wholesale Trade-Electronic Markets        | \$89,104                       | \$3                 | \$16.77                                  | 18%          | -\$13.00                |
| Wholesale Trade-Nondurable Goods          | \$8,906,020                    | \$294               | \$295.60                                 | 105%         | \$12.85                 |
| <b>Total Retail</b>                       | <b>\$238,523,043</b>           | <b>\$7,865</b>      | <b>\$14,362.92</b>                       | <b>58%</b>   | <b>(\$5,779.59)</b>     |
| <b>Industry</b>                           |                                |                     |                                          |              |                         |
| Agriculture, Forestry, Fishing & Hunting  | \$92,147                       | \$3                 | \$7.75                                   | 41%          | -\$4.32                 |
| Construction                              | \$7,571,128                    | \$250               | \$383.85                                 | 68%          | -\$115.00               |
| Information                               | \$13,211,818                   | \$436               | \$766.10                                 | 60%          | -\$292.14               |
| Manufacturing                             | \$11,787,426                   | \$389               | \$975.67                                 | 42%          | -\$538.19               |
| Mining, Quarrying, Oil & Gas Extraction   | \$22,961                       | \$1                 | \$95.68                                  | 1%           | -\$90.14                |
| Transportation & Warehousing              | \$78,306                       | \$3                 | \$64.78                                  | 4%           | -\$58.96                |
| Utilities                                 | \$18,805,915                   | \$620               | \$796.48                                 | 82%          | -\$136.55               |
| <b>Total Industry</b>                     | <b>\$51,569,701</b>            | <b>\$1,700</b>      | <b>\$766.10</b>                          | <b>60%</b>   | <b>(\$1,235.31)</b>     |
| Health Care & Social Assistance           | \$876,583                      | \$29                | \$51.27                                  | 59%          | -\$19.80                |
| Management of Companies & Enterprises     | \$329,676                      | \$11                | \$7.46                                   | 153%         | \$3.78                  |
| Other Services-Except Public Admin.       | \$10,864,815                   | \$358               | \$605.10                                 | 62%          | -\$216.58               |
| Professional, Scientific & Tech. Services | \$6,131,846                    | \$202               | \$280.19                                 | 76%          | -\$63.99                |
| Public Administration                     | \$0                            | \$0                 | \$96.13                                  | 0%           | -\$91.32                |
| Real Estate, Rental, & Leasing            | \$5,221,446                    | \$172               | \$583.04                                 | 31%          | -\$381.71               |
| <b>Services Total</b>                     | <b>\$876,583</b>               | <b>\$29</b>         | <b>\$51.27</b>                           | <b>59%</b>   | <b>(\$19.80)</b>        |
| <b>Other</b>                              |                                |                     |                                          |              |                         |
| <b>Other</b>                              | <b>\$3,724,702</b>             | <b>\$123</b>        | <b>\$1,362.36</b>                        | <b>9%</b>    | <b>(\$1,171.39)</b>     |
| <b>All Taxable Sales</b>                  |                                |                     |                                          |              |                         |
| <b>Total</b>                              | <b>\$353,315,145</b>           | <b>\$11,650</b>     | <b>\$23,752.44</b>                       | <b>52%</b>   | <b>(\$10,914.34)</b>    |

# Market Analysis & Growth

## EXISTING MARKET CONDITIONS

The following section will address existing market conditions within the city including property taxation, land uses and zoning, historic average annual daily trips on major city roadways, an illustration of competitive market sites, projected growth within Kaysville, supportable commercial zoning and potential barriers to future economic growth.

## PROPERTY TAX COMPARISON

Utah's municipal tax rate setting process is designed to achieve budget neutrality. An entity's prior year budgeted revenue serves as the baseline for current year certified tax rate calculations.

In order to adopt a tax rate that exceeds the Certified Tax Rate, an entity must go through what is known as the "Truth-in-Taxation" process. Truth-in-Taxation statutes require that entities proposing a tax increase must advertise the increase and hold a public hearing. The Certified Tax Rate or the proposed rate, if adopted, is applied to all taxable value within the boundaries of the taxing entity.

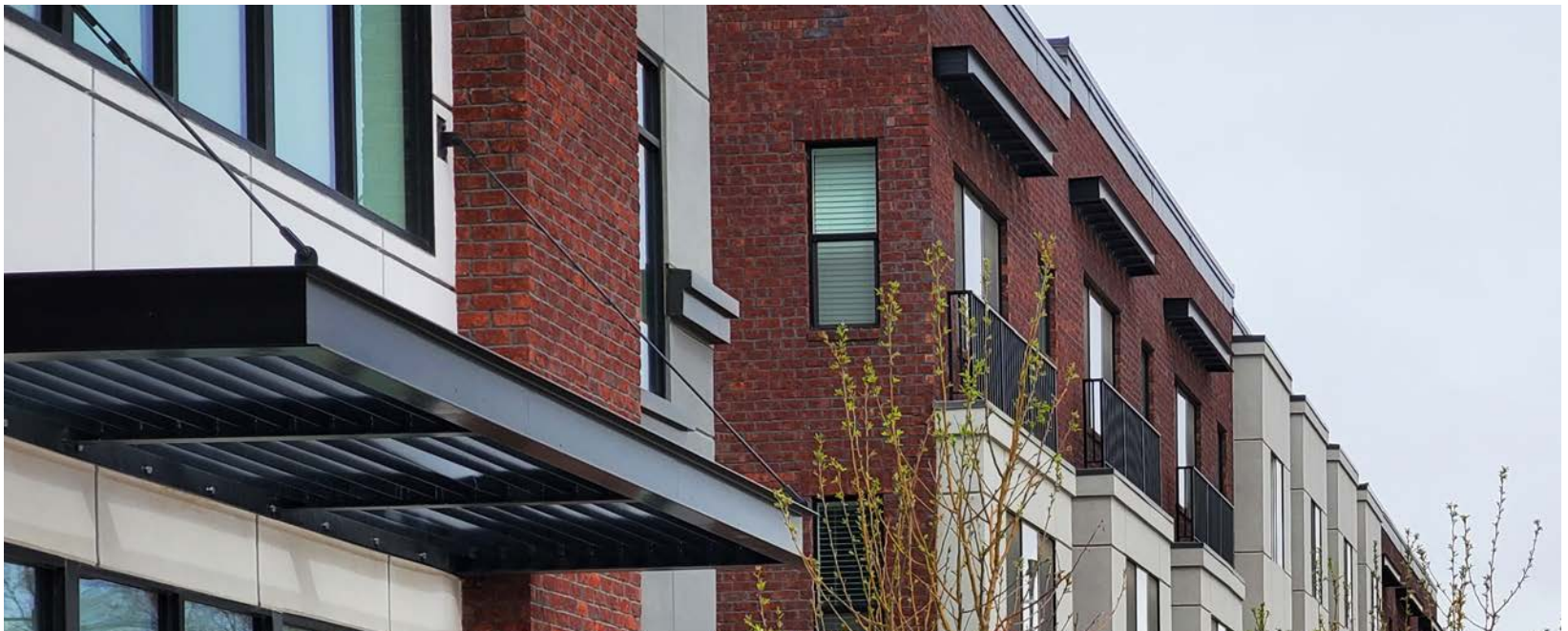
The total Kaysville tax rate is made up of levies by Davis County, the County Library, Davis School District, Kaysville City, Davis County Mosquito Abatement District, the Central Davis County Sewer District, Multicounty Assessing, and Weber Basin Water Conservancy District. As shown in Figure 5.2, the Davis County School District has historically accounted for approximately 65 percent of the tax rate. The Kaysville City municipal tax rate as a percent of the total tax rate has fluctuated historically between 7.6 percent and 13.9 percent as shown in Figure 5.3.

Table 5.8 – Tax Rate of Kaysville City

| TAX RATE YEAR | KAYSVILLE CITY |
|---------------|----------------|
| 2020          | 0.001589       |
| 2019          | 0.001589       |
| 2018          | 0.001589       |
| 2017          | 0.001589       |
| 2016          | 0.001717       |
| 2015          | 0.001782       |
| 2014          | 0.001826       |
| 2013          | 0.000999       |
| 2012          | 0.001028       |
| 2011          | 0.001035       |
| 2010          | 0.000987       |
| 2009          | 0.000907       |

## Kaysville City's Population & Rankings

|                                         |        |
|-----------------------------------------|--------|
| Population                              | 31,494 |
| Population Rank by City in Davis County | 3      |
| Tax Rate Rank by City in Davis County   | 5      |

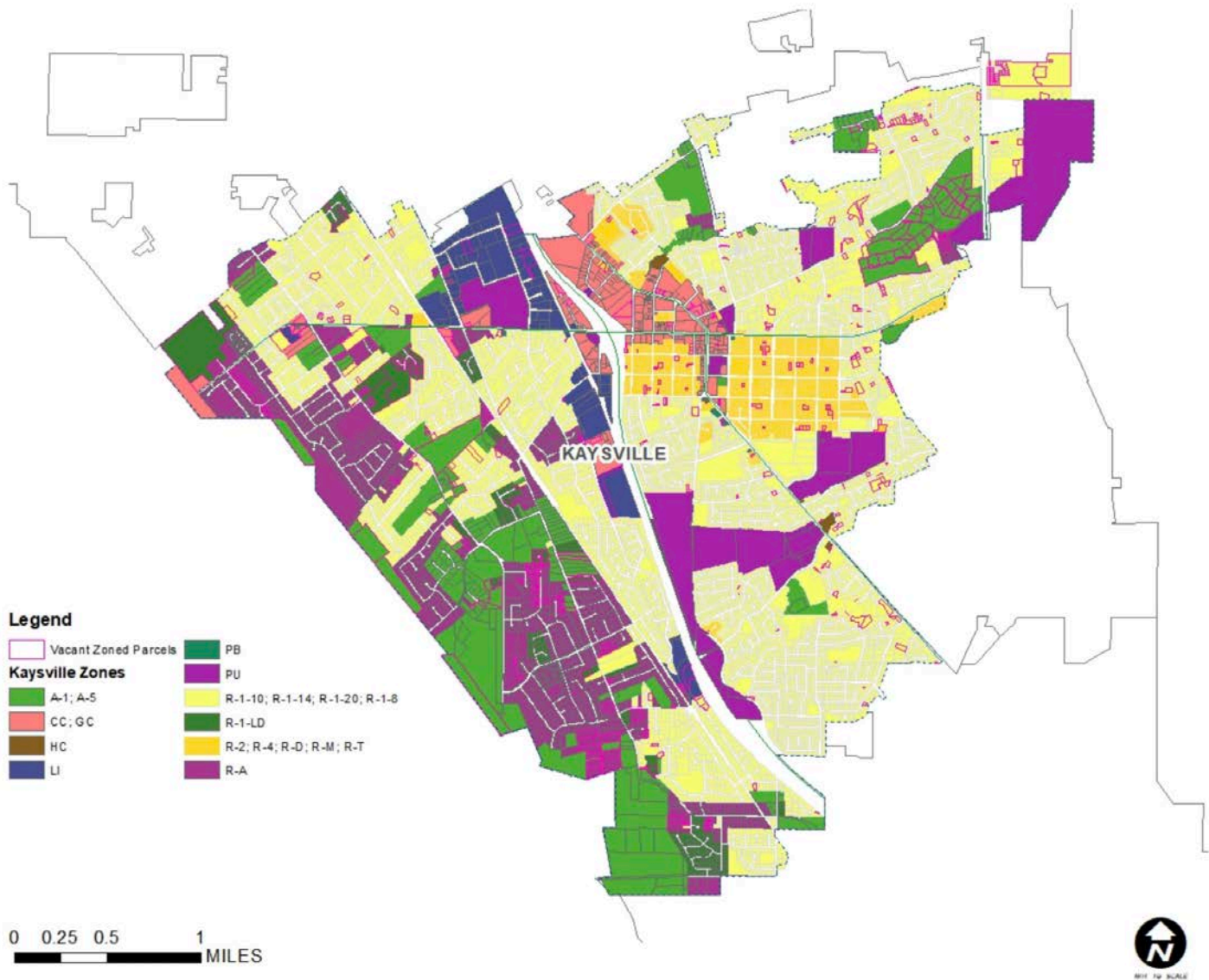




## LAND USE AND ZONING ANALYSIS

The distribution of land uses in the city illustrate a concentration of residential development, with over 83 percent of the market value and 87 percent of the taxable value attributed to single family residential property types. There are approximately 520 acres of vacant land, primarily in residential and agricultural zones, as shown in Figure 5.4.

**Figure 5.4 - Vacant Land Overlay with City Zoning**



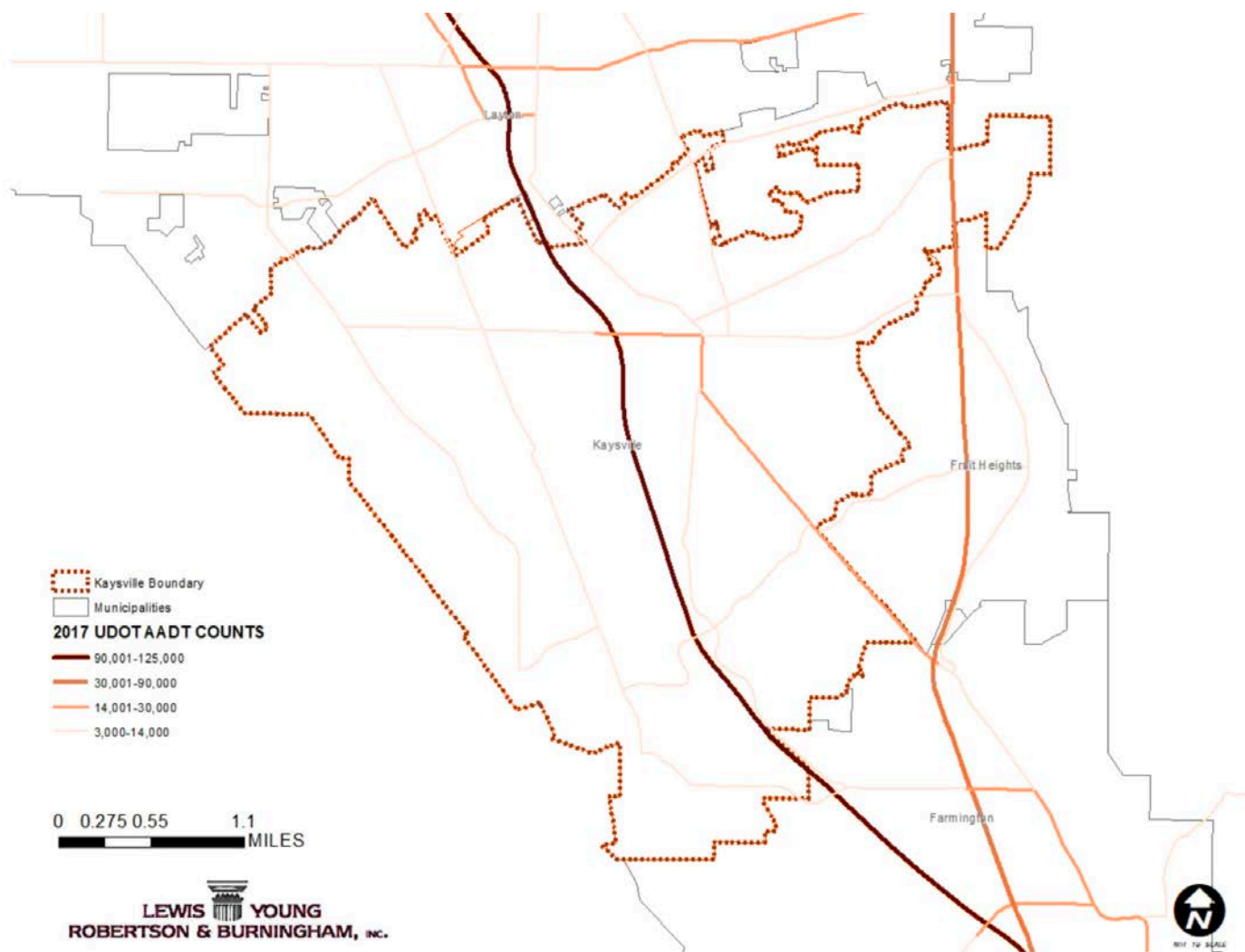
**Table 5.9 – Distribution of Land Use Types within Kaysville**

| PROPERTY TYPE                | PARCELS | ACREAGE | MARKET VALUE (\$) | % OF TOTAL MARKET VALUE | TAXABLE VALUE (\$) | % OF TOTAL TAXABLE VALUE |
|------------------------------|---------|---------|-------------------|-------------------------|--------------------|--------------------------|
| <b>Residential</b>           |         |         |                   |                         |                    |                          |
| 2 Houses                     | 10      | 8.89    | 6,263,136         | 0.14%                   | 3,444,729          | 0.15%                    |
| 3-4 Units                    | 37      | 11.47   | 19,281,000        | 0.43%                   | 10,604,553         | 0.45%                    |
| Common Area                  | 223     | 210.35  | 9,025,712         | 0.20%                   | 36,677             | 0.00%                    |
| Duplex                       | 52      | 14.34   | 16,965,000        | 0.38%                   | 9,330,751          | 0.39%                    |
| Multi Housing                | 23      | 15.73   | 21,647,094        | 0.48%                   | 11,113,980         | 0.47%                    |
| PUD – Attached               | 266     | 14.97   | 68,513,965        | 1.53%                   | 37,682,683         | 1.59%                    |
| PUP – Detached               | 1429    | 419.73  | 674,048,302       | 15.07%                  | 371,574,180        | 15.66%                   |
| Res on CommZone              | 26      | 11.43   | 6,539,251         | 0.15%                   | 3,615,243          | 0.15%                    |
| Single Family Residence      | 6829    | 2683.99 | 2,840,995,845     | 63.53%                  | 1,567,712,737      | 66.07%                   |
| Trailer-Park                 | 1       | 17.36   | 5,330,001         | 0.12%                   | 2,931,500          | 0.12%                    |
| Vacant PUD/ Townhouse        | 22      | 7.77    | 2,697,061         | 0.06%                   | 2,696,926          | 0.11%                    |
| Vacant Res Subdivision       | 105     | 53.26   | 19,118,536        | 0.43%                   | 18,578,939         | 0.78%                    |
| Vacant Res/Agr NonSub        | 300     | 370.32  | 48,480,668        | 1.08%                   | 34,471,870         | 1.45%                    |
| Total Residential            | 9,323   | 3,840   | 3,738,905,571     | 83.60%                  | 2,073,794,768      | 87.40%                   |
| <b>Commercial</b>            |         |         |                   |                         |                    |                          |
| Bees                         | 5       | 26.03   | 3,182,086         | 0.07%                   | 12,758             | 0.00%                    |
| Care Center/Assisted Living  | 3       | 6.87    | 11,618,136        | 0.26%                   | 6,389,975          | 0.27%                    |
| Day-Care-Ctr                 | 1       | 1.13    | 865,000           | 0.02%                   | 865,000            | 0.04%                    |
| Mortuary                     | 1       | 2.18    | 1,739,981         | 0.04%                   | 1,696,806          | 0.07%                    |
| Office                       | 78      | 54.53   | 56,430,818        | 1.26%                   | 51,290,818         | 2.16%                    |
| Office Mixed                 | 3       | 4.19    | 6,631,312         | 0.15%                   | 6,569,582          | 0.28%                    |
| Retail                       | 83      | 108.37  | 98,668,097        | 2.21%                   | 98,550,319         | 4.15%                    |
| Retail Mix                   | 3       | 2.35    | 1,557,816         | 0.03%                   | 1,363,023          | 0.06%                    |
| Vacant Commercial            | 36      | 35.34   | 9,185,434         | 0.21%                   | 8,928,383          | 0.38%                    |
| Total Commercial             | 213     | 241     | 189,878,680       | 4.25%                   | 175,666,664        | 7.40%                    |
| <b>Industrial</b>            |         |         |                   |                         |                    |                          |
| Industrial                   | 76      | 119.76  | 104,125,851       | 2.33%                   | 104,107,838        | 4.39%                    |
| Industrial Mix               | 1       | 2.27    | 2,625,101         | 0.06%                   | 2,625,101          | 0.11%                    |
| Total Industrial             | 77      | 122.03  | 106,750,952       | 2.39%                   | 106,732,939        | 4.50%                    |
| <b>Agriculture</b>           |         |         |                   |                         |                    |                          |
| Crops                        | 39      | 209.66  | 30,051,862        | 0.67%                   | 5,014,491          | 0.21%                    |
| Grazing                      | 41      | 195.22  | 20,684,033        | 0.46%                   | 3,348,842          | 0.14%                    |
| Irrigated                    | 7       | 15.56   | 2,377,614         | 0.05%                   | 354,576            | 0.01%                    |
| Non Producing                | 1       | 0.01    | 959               | 0.00%                   | -                  | 0.00%                    |
| Vacant W/Outbuilding(s) only | 35      | 53.65   | 7,231,089         | 0.16%                   | 5,525,794          | 0.23%                    |
| Total Agriculture            | 123     | 474.1   | 60,345,557        | 1.35%                   | 14,243,703         | 0.60%                    |
| <b>Other</b>                 |         |         |                   |                         |                    |                          |
| Cemetery                     | 1       | 0.25    | 220,057           | 0.00%                   | -                  | 0.00%                    |
| Exempt Church                | 59      | 124.14  | 82,055,046        | 1.83%                   | -                  | 0.00%                    |
| Exempt Government            | 294     | 835.71  | 135,012,436       | 3.02%                   | -                  | 0.00%                    |
| Exempt School                | 35      | 239.28  | 156,511,078       | 3.50%                   | -                  | 0.00%                    |
| Miscellaneous                | 2       | 0.8     | 151,193           | 0.00%                   | -                  | 0.00%                    |
| Hospital                     | 1       | 1.37    | 2,310,000         | 0.05%                   | 2,310,000          | 0.10%                    |
| Total Other                  | 392     | 1201.55 | 376,259,810       | 8.41%                   | 2,310,000          | 0.10%                    |

## HISTORIC GROWTH

200 North and Main Street serve as major corridors within the city while I-15 and Highway 89 are large-scale regional roadways which pass through the city. Average Annual Daily Trips (AADT) along these local roadways range from 17,000 trips on Main Street and 22,000 trips on 200 North. Traffic along these local roads decreases as cars move away from I-15. In the section near Kaysville, I-15 has an AADT of 124,000 and Highway 89 has an AADT of 38,000.

**Figure 5.5 - 2017 Average Annual Daily Trip Counts**

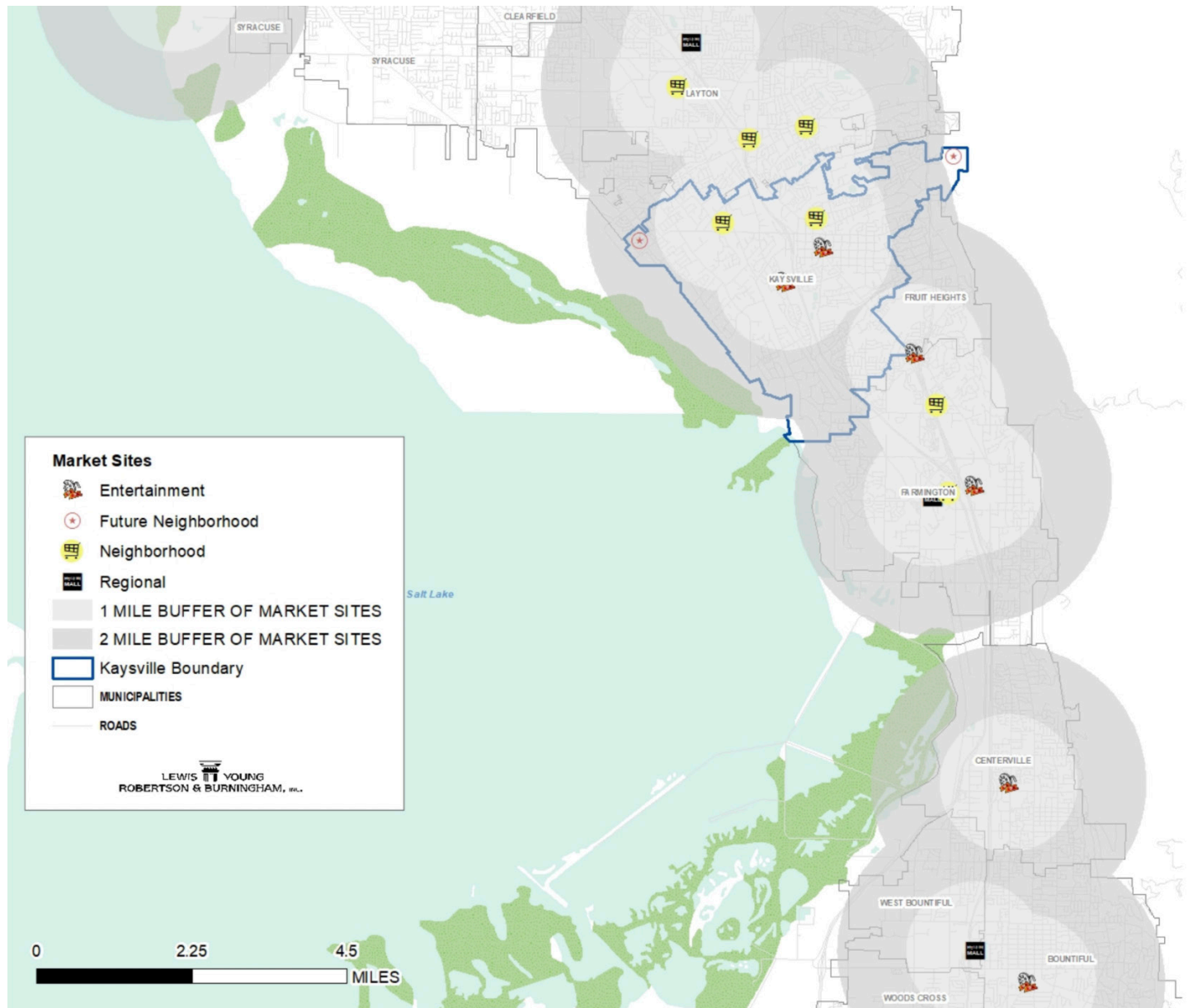




## COMPETITIVE MARKET SITES

There are several competitive market sites within and surrounding Kaysville. These locations include neighborhood scale retail along 200 North, and along I-15 and Highway 89 in the adjacent communities of Layton and Farmington. Several Entertainment options in the area include Cherry Hill in Fruit Heights, and both Lagoon and Station Park in Farmington. A two-mile buffer of the competitive market sites illustrates limited growth potential within the central portion of Davis County. Future commercial growth will continue to follow rooftops which are shifting concentration toward the west.

**Figure 5.6 - Competitive Market Sites**



## General Growth Within the City and Region

The city's population is projected to continue to increase through 2050, reaching approximately 42,000 persons. Table 5.10 displays regional population projections. The population in Davis County is expected to shift from a concentration on the east side of the valley to the west.

Employment is also expected to increase in Kaysville. However, the total growth is marginal compared to the County. Future employment data indicates that Davis County will experience a shift in the location of the workforce. South Weber, Sunset, and Syracuse will all see a significant increase in the percentage of total employment. It is important to note that this data represents employment populations within a community and not the amount of workforce living within a community.

**Table 5.10 - Kaysville City Population Projection**

| POPULATION |        |        |         | GROWTH (2019-2050) |       | EMPLOYMENT |        |        |        | GROWTH (2019-2050) |       |
|------------|--------|--------|---------|--------------------|-------|------------|--------|--------|--------|--------------------|-------|
| 2019       | 2030   | 2040   | 2050    | ACTUAL             | %     | 2019       | 2030   | 2040   | 2050   | ACTUAL             | %     |
| 32,010     | 33,800 | 36,262 | 42,000* | 7,123              | 22.3% | 9,926      | 11,203 | 12,153 | 12,074 | 2,148              | 21.6% |

## Supportable Commercial Zoning

To determine the supportable commercial zoning within Kaysville, this analysis evaluates future taxable sales growth, per capita spending by sector, and general commercial zoning ratios. Using two different methodologies, this analysis provides an estimate of supportable acreage by the following categories: general retail, industry, services, and total commercial acreage.

The first methodology employed in this analysis utilizes estimated per capita spending of \$11,650 in Kaysville. Assuming a new population of 10,506 residents within the city, the total supportable commercial zoning is estimated at approximately 95.64 acres. This assumes a median sales volume of \$267 per square foot of gross leasable area (GLA) and a floor area ratio (FAR) of 0.11. The sales volume per square foot was estimated using the 2019 taxable sales divided by the 2019 commercial building square footage.

Employing an alternative methodology produces higher supportable acreage. The existing zoned commercial and industrial land per capita in Kaysville is 0.012 acres per

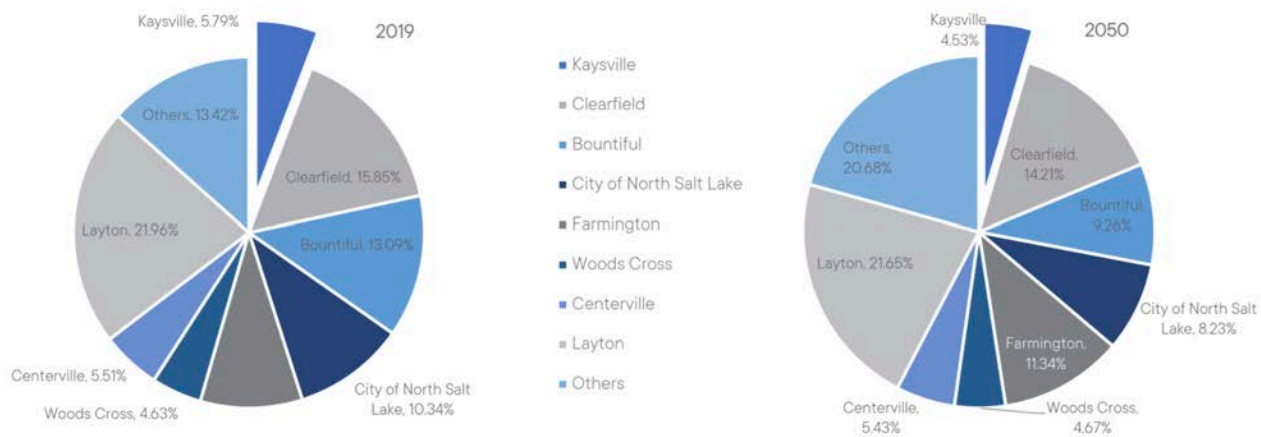
capita (see Appendix, Table 5.12). Within similarly sized communities, an average of 0.025 acres per capita can be found. However, this average includes a high of 0.071 in Lindon and a low of 0.003 in Alpine. Some communities have a much higher sales capture rate, resulting in higher commercial acreages. Using Kaysville's current total per capita of commercial acreage of 0.012, the total supportable acreage is estimated at 121 acres, based on new population growth (0.012 multiplied by 10,506 persons).

It is likely that commercial growth will develop around existing neighborhood scale retail, which provides personal services, food services, gas and lodging and general retail purchases. It is expected that the area will continue to see development in small scale office development as well, as shown in the comparison of average retail development requirements in Table 5.13. With a population estimated to grow to just over 40,000 residents by 2050 and competition from neighboring communities, expansion will be limited to neighborhood scale developments.

**Table 5.11 - Supportable Commercial Zoning Based on Per Capita Spending**

| ANALYSIS BASED ON STATE PER CAPITA SPENDING            | RETAIL       | INDUSTRY     | SERVICES     | OTHER  | TOTAL    |
|--------------------------------------------------------|--------------|--------------|--------------|--------|----------|
| Per Capita Spending                                    | \$7,865      | \$1,700      | \$1,962      | \$123  | \$11,650 |
| New Population                                         | 10,506       | 10,506       | 10,506       | 10,506 | 10,506   |
| Total New Spending                                     | \$82,627,377 | \$17,864,392 | \$20,610,750 |        |          |
| Median Sales Volume Per SF of GLA                      | \$267        | \$267        | \$267        | \$267  | \$267    |
| Supportable SF                                         | 309,373      | 66,888       | 77,171       | 4,831  | 458,263  |
| General Commercial Floor to Area Ratio                 | 0.11         | 0.11         | 0.11         | 0.11   | 0.11     |
| Acres Supportable (Based on State per Capita Spending) | 64.57        | 13.96        | 16.11        | 1.01   | 95.64    |

**Figure 5.7 - Proportionate Share of Employment by Community, 2019 and 2050**



The community survey conducted by Y2 Analytics provided resident feedback regarding the preferred forms and locations for commercial development. The survey findings align with the market analysis results. Two areas in particular were noted by residents, they were 200 North and North Main Street as well as the area near Flint Street and Deseret Drive.

Residents would like to see low-rise mixed-use commercial in these locations. Such options as small neighborhood scale retail shopping and restaurants were strongly preferred. Survey respondents expressed importance in maintaining Kaysville's small town identity. An increase in neighborhood scale commercial development within existing commercial areas will offer additional local options and meet Kaysville's retail sales demands.

The city's ability to stimulate this type of development may be limited by population and competition from adjacent markets such as Farmington, Layton, Syracuse, and South Ogden. Focusing on small scale and local services will meet the requests of citizens and provide local growth.

The U.S. Census Bureau's estimate of retail e-commerce sales as percent of total quarterly retail sales continues to rise, increasing from nearly four percent in 2009 to over 10 percent in 2019. The continuing 2020 global pandemic has also increased online sales.

Official retail sales numbers by the Census Bureau show a steady growth in sales from non-store retailers like Amazon, eBay, QVC and Alibaba. This will likely result in a shift from location-based retail to online purchases. Kaysville's adjacency to other cities which already host distribution centers will make it challenging to attract distribution centers that service this type of retail spending.

Lower population levels or continued sales leakage will result in less commercial acreage within the community.

However, if the city allows for greater densities, resulting in an increase in buying power and capture rates, the area could see higher levels of commercial development. Methods to promote increased commercial development include:

- Allow for more residential development and population growth
- Provide development incentives
- Promote niche markets that will capture sales from surrounding communities
- Remove barriers to entry
- Promote other types of commercial development (industrial, tech, office, etc.)

It is important to note that with increased population and development there will be an increase in public safety and other government service expenses.





**Table 5.13 - Typical Retail Development Requirements**

| TYPE OF CENTER | LEADING TENANT                                                            | TYPICAL GROSS LEASABLE AREA (GLA) | GENERAL RANGE IN GLA | USUAL MINIMUM SIZE IN ACRES | APPROXIMATE MINIMUM POPULATION REQUIRED |
|----------------|---------------------------------------------------------------------------|-----------------------------------|----------------------|-----------------------------|-----------------------------------------|
| Neighborhood   | Supermarket                                                               | 60,000                            | 30,000 – 100,000     | 3 – 10                      | 3,000 – 40,000                          |
| Community      | Supermarket, drugstore/pharmacy, discount department store, mixed apparel | 180,000                           | 100,000 – 400,000    | 10 – 30                     | 40,000 – 150,000                        |
| Regional       | One or two full-line department stores                                    | 600,000                           | 300,000 – 900,000    | 10 – 60                     | 150,000 or more                         |
| Super Regional | Three or more full-line department stores                                 | 1,000,000                         | 600,000 – 2,000,000  | 15 – 100 or more            | 300,000 or more                         |

## COMMERCIAL ZONES

The Placemaking Plan identifies potential locations where commercial and mixed uses could be expanded. While these areas provide opportunities for the consideration of commercial expansion, the city should evaluate the costs and benefits of any proposed commercial developments related to their specific project elements. Concentrating commercial development in the designated areas will help maintain Kaysville's small town identity while offering areas with mixed use vibrancy.

## Barriers to Entry

Some commercial development may be impacted by factors that serve as barriers toward unconstrained commercial growth within the community. These barriers may include city ordinances, development costs, or geographic challenges. The following paragraphs discuss some of the barriers to entry that may exist within the city.

## LAND COST

A barrier to entry may be the cost of land. A comparison of the total market value of land within Davis County versus Kaysville may illustrate the land value disparity (see Table 5.14). Within Davis County, the average cost of land per acre is approximately \$94,678. Within the city, Kaysville's 2019 market land value is approximately \$760,791 per acre. The County data may be impacted by higher ratios of undevelopable, exempt, government, forest or other lower valued lands that are not as prevalent within a city. The comparatively higher land costs in Kaysville may be cost prohibitive to businesses looking to establish themselves within the city.

**Table 5.14 - Comparison of Market Land Values**

| 2019         | TOTAL LAND (ACRES) | MARKET LAND VALUE | MARKET VALUE PER ACRE |
|--------------|--------------------|-------------------|-----------------------|
| Davis County | 406,258            | \$38,463,743,703  | \$94,678              |
| Kaysville    | 5,878              | \$4,472,140,570   | \$760,791             |

## DEVELOPMENT COST: IMPACT FEES

Many communities within Utah assess impact fees to offset the cost of needed infrastructure related to growth. Total impact fees vary from community based on level of service, age of infrastructure, proportional allocation of buy-in to new facilities, and the inclusion of financing mechanisms and inflation. While impact fees can be a barrier to limiting economic growth.

## LOCATION

The city is located at the crossroads of two major roadways: I-15 and Highway 89. Average Annual Daily Trips (AADT) along these roadways range from 38,000 trips on Highway 89 and to 124,000 trips on I-15. Proximity to a regional transportation network allows communities to attract larger developments like distribution centers or industrial centers, which in turn stimulate job growth and spending. The proximity to Farmington and Layton with their established regional shopping opportunities increases the potential for sales leakage.

## LOWER POPULATION AND ROOFTOPS

While the city's population is projected to continue to increase its population through 2050 and add approximately 10,506 new residents, the population in Davis County will shift from a concentration on the east side of the valley to a more central and westward concentration, with Syracuse and West Point experiencing substantial growth. The less dense development within Kaysville will decrease the overall spending within the city while areas of the County will experience higher taxable sales due to their higher populations.

# Promotion & Tourism

Promoting Kaysville City to local and regional audiences will foster the confidence of those who invest in the city, whether they are residents, workers, employers or visitors. Additionally, promoting city neighborhoods increases

resident and investor confidence, thus creating positive effects on real estate markets, civic pride, and overall quality of life. Tourism is an important industry in many cities, as it is an economic driver and is reflective of civic pride. While Kaysville is unlikely be a major hub for tourism, opportunities to capture outside visitors still exist in the city's unique amenities, events and central location to the region.



Kaysville has established its hometown values as the distinctive brand of the city

## City Promotion

Kaysville City has made efforts in recent years to establish a distinct brand for itself. In this effort, Kaysville has distinguished itself as "Utah's Hometown," a city steeped in tradition and family values. Additionally, Kaysville has promoted its unique central location in the "middle of everything" between Salt Lake City and Ogden, the Great Salt Lake and the Wasatch Mountains. These are attractive qualities to both residents and investors alike, and should continue to be leveraged in the promotion of the city.

## Neighborhood Promotion

Building strong neighborhoods and real estate markets contributes significantly to a city's brand and perception. It requires more than constructing and rehabilitating buildings – grassroots community participation and targeted marketing and branding efforts are necessary. Neighborhood marketing and branding improves perceptions and increases resident and investor confidence in neighborhoods, thus having positive effects on real estate markets and overall quality of life. As the city matures, the establishment of distinctive neighborhood districts in Kaysville should be explored to take advantage of these benefits.

## NEIGHBORHOOD GROUPS AND EVENTS

The sense of community found in neighborhoods has been shown to be linked to many positive attributes, including creating a sense of belonging, improving physical and mental health, and lowering crime rates. Neighborhood groups are an asset for building community and promoting neighborhoods, and should be recognized and supported by the city as important partners in making Kaysville attractive for living, doing business or visiting.

## NEIGHBORHOOD BRANDING

In order to establish neighborhood identity, it is important to make people aware of where they are and which neighborhood they reside in. This can be accomplished through a number of simple implementation measures aimed at creating distinct "brands" for each neighborhood and clues to those who visit that they have arrived. To get started:

**1. Determine the neighborhood's values and originalities. What makes the neighborhood unique? What kind of people live here? Why?**

**Affordable**      **Family Friendly**  
**Convenient**      **Central**      **Walkable**  
**Parks**      **Historic**

**2. Create a vision for what the neighborhood wants to become**

*As the city's oldest neighborhood, we take pride in our heritage and continue to pioneer into the future by remaining an affordable, family-friendly neighborhood central to it all.*

**3. Develop colors and materials palettes for the neighborhood brand and logo**

Traditional vs. Modern      Bold vs. Subtle      Steel vs. Wood



**4. Implement the logo and palettes throughout the neighborhood, including:**

- Neighborhood gateway signs and street banners
- Retail storefronts and signs
- Street lighting, benches, and other furnishings
- Public art
- Bus stops, public restrooms, and other public facilities

## Tourism

When visitors come to a city, they patronize local businesses, meet residents, and explore the area. By enhancing these experiences, visitors may be encouraged to invest in the city, whether it's by buying a home, pursuing local employment, starting a business, or simply visiting again in the future. The more positive experiences people have in Kaysville, the more likely they are to make the city a part of their future.

### STRENGTHS AND AMENITIES

Kaysville has a number of strengths and amenities which can serve as drivers of tourism in the city. Some of these assets are being capitalized on currently, while others may not be fully realized. Kaysville's strengths and amenities include:

**History, arts and culture** - Kaysville has a unique history in its own right. This story may be told through the construction of unique monuments/sites and tours of historic neighborhoods. In addition, arts and cultural events often work hand in hand with history. Kaysville has enjoyed a small fine arts scene which could be expanded on to include facilities or events, from museums to gallery walks to art festivals.

**Businesses** - Businesses and tourists often mutually benefit from one another. Kaysville has a number of businesses which provide a tourist draw in retail, dining and entertainment, most of them concentrated on Historic Main Street. Continued investment in Main Street and the greater City Center will strengthen these businesses and provide opportunities for additional food and entertainment venues to become established.

**Parks** - Kaysville's robust park system provides a variety of amenities and opportunities to visitors and residents alike. Athletic programming within the parks in particular is a draw for participants coming from outside city boundaries, as well as regional trail users. Following the recommendations for parks and trails will make the system continue to have wide appeal to both visitors and residents.

**Events** - Kaysville has a number of successful city events which foster a sense of community and generate revenue for the city. These include the 4th of July events, USU Farmers Market, Movies in the Park, Baby Animal Days, Stroll Kaysville, Kaysville GIVES, the Daddy Daughter Dance and others. The city's economic planning should take these events into consideration and seek to maximize their impact.





## Goals & Policies

### GOAL 1: PROMOTE KAYSVILLE CITY CENTER REDEVELOPMENT TO STRENGTHEN COMMERCIAL AREAS

**Policy 1.1:** Allow for greater densities in Kaysville City Center to generate an increase in buying power and capture rates

**Policy 1.2:** Focus on small scale and local services to meet public requests and provide local growth

### GOAL 2: UTILIZE THE WIDE VARIETY OF TOOLS AND INCENTIVES AVAILABLE TO HELP ACHIEVE ECONOMIC DEVELOPMENT GOALS

**Policy 2.1:** Establish redevelopment areas to fund infrastructure and future developments.

### GOAL 3: ALLOW FOR MIXED USE DEVELOPMENT IN IDENTIFIED AREAS TO GENERATE MORE ROOFTOPS AND PREVENT SALES LEAKAGE



## CONCLUSION

Through the guidance of Kaysville City's leadership, along with the valuable input of community members, the *Kaysville City General Plan (2022)* is an extensive guide to current and future development that will complement the significant growth and change of the city.

To ensure Kaysville City is moving in an interrelated direction on key planning elements, the plan has outlined strategies for land use, transportation, housing, economic development, open space, trails and natural resources. These plan elements can be revised as needed based on changing conditions, emerging trends and shifting priorities over time.

A common theme throughout the plan is providing goals and priorities that can preserve and enhance Kaysville's peaceful, small-town atmosphere, while facilitating focused development to support a diverse and responsive city. A major part of this initiative is focused on the Kaysville City Center. This will become a central feature to the city for significant growth, development and redevelopment.

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

In regards to transportation, the plan provides direction for creating sustainable multi-modal corridors and a robust transportation network to move people around the city. It also plays a key part in placemaking within Kaysville. The city's transportation network is a series of components that will address major corridors, regional access, community access and the Kaysville City Center.

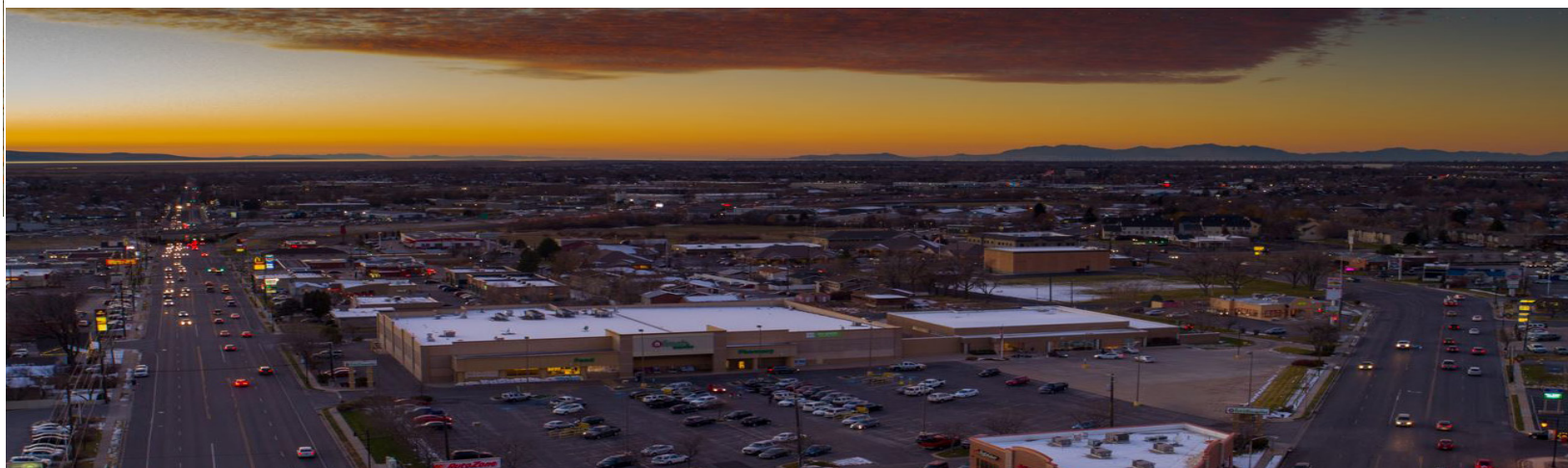
Through the plan's strategies, Kaysville can anticipate absorbing future growth, bringing the community closer together, while connecting to the entire region.

As for housing and neighborhoods, Kaysville's vision includes accommodating a full range of housing opportunities to meet the economic and lifestyle needs of its residents. Kaysville is an established community with 31,494 residents and 8,712 households, according to the 2019 American Community Survey. Kaysville aims to facilitate a reasonable opportunity for a variety of housing, including moderate income.

With the natural environment as a fundamental component of a healthy community, Kaysville has a priority for protecting its natural resources. These include the Wasatch Mountains, the Great Salt Lake and the streams that run between them, the urban forest integrated throughout the city landscape, open agricultural and wetland areas, wildlife and more. The plan's strategies focus on preserving the city's open space, foothills, natural drainages and remaining agricultural areas.

Along with carefully planned land use, transportation, housing and natural environment, the key to success of any city includes economic prosperity and sustainability. By monitoring and analyzing taxable market, the city can strategically plan and achieve a stable income. In addition, Kaysville can promote itself as a place to visit and conduct business to further support its economic engine.

Recognizing all of Kaysville City's key planning elements is important for ensuring smart growth over time and maintaining the well-being of its residents. As Kaysville City uses the plan as an extensive guide, the city will continue to have flourishing communities and will carry on its reputation as Utah's Hometown.



# APPENDIX

## Introduction

**Table 1.1 - Historic Population**

| CITY          | 2010      | 2011      | 2012      | 2013      | 2014      | 2015      | 2016      | 2017      | 2018      | 2019      | 2010-2019 AAGR |
|---------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------|
| Clearfield    | 30,112    | 29,904    | 30,086    | 30,278    | 30,361    | 30,299    | 30,483    | 30,683    | 31,016    | 32,118    | 0.72%          |
| Farmington    | 18,275    | 17,723    | 18,722    | 19,600    | 20,440    | 21,223    | 21,983    | 22,616    | 23,208    | 25,339    | 3.70%          |
| Kaysville     | 27,300    | 26,728    | 27,353    | 27,928    | 28,480    | 29,213    | 29,799    | 30,328    | 30,961    | 31,494    | 1.60%          |
| Roy           | 36,884    | 36,416    | 36,854    | 37,194    | 37,472    | 37,670    | 37,853    | 38,013    | 38,238    | 39,613    | 0.80%          |
| South Ogden   | 15,970    | 16,251    | 16,447    | 16,612    | 16,702    | 16,805    | 16,893    | 16,918    | 17,010    | 17,199    | 0.83%          |
| Syracuse      | 24,331    | 22,911    | 23,914    | 24,715    | 25,374    | 25,977    | 26,668    | 27,444    | 28,342    | 31,458    | 2.90%          |
| Davis County  | 294,532   | 301,124   | 306,664   | 311,886   | 317,646   | 323,374   | 329,292   | 334,977   | 340,621   | 355,481   | 2.11%          |
| State of Utah | 2,763,885 | 2,809,828 | 2,856,535 | 2,904,018 | 2,952,290 | 3,001,365 | 3,051,255 | 2,993,941 | 3,043,708 | 3,205,958 | 1.66%          |

## Chapter 3: Housing & Neighborhoods

**Table 3.4 - Davis County Area Cost Burden Ratio**

|                                 | 2009         | 2019         | AAGR  |
|---------------------------------|--------------|--------------|-------|
| Davis County AMI Family of Four | \$76,227     | \$93,688     | 2.61% |
| Kaysville Median Rent           | \$692        | \$948        | 4.01% |
| 100% of AMI Family of Four      | 10.9%        | 12.1%        |       |
| 80% of AMI Family of Four       | 13.6%        | 15.2%        |       |
| 50% of AMI Family of Four       | 21.8%        | 24.3%        |       |
| 30% of AMI Family of Four       | <b>36.3%</b> | <b>40.5%</b> |       |

Source: US Census Bureau American Community Survey 2015-2019, Utah Department of Workforce Services: Housing and Urban Development

**Table 3.5 - Ogden-Clearfield Rent Limits**

| PROGRAM              | EFFICIENCY | 1 BED   | 2 BED   | 3 BED   | 4 BED   |
|----------------------|------------|---------|---------|---------|---------|
| Low HOME Rent Limit  | \$721      | \$812   | \$1,020 | \$1,178 | \$1,313 |
| High HOME Rent Limit | \$721      | \$812   | \$1,021 | \$1,432 | \$1,651 |
| Fair Market Rent     | \$721      | \$812   | \$1,021 | \$1,432 | \$1,707 |
| 50% Rent Limit       | \$793      | \$850   | \$1,020 | \$1,178 | \$1,313 |
| 65% Rent Limit       | \$1,011    | \$1,085 | \$1,304 | \$1,498 | \$1,651 |

## Chapter 5: Economic Development

**Table 5.7 - Taxable Sales Capture Rates Comparison**

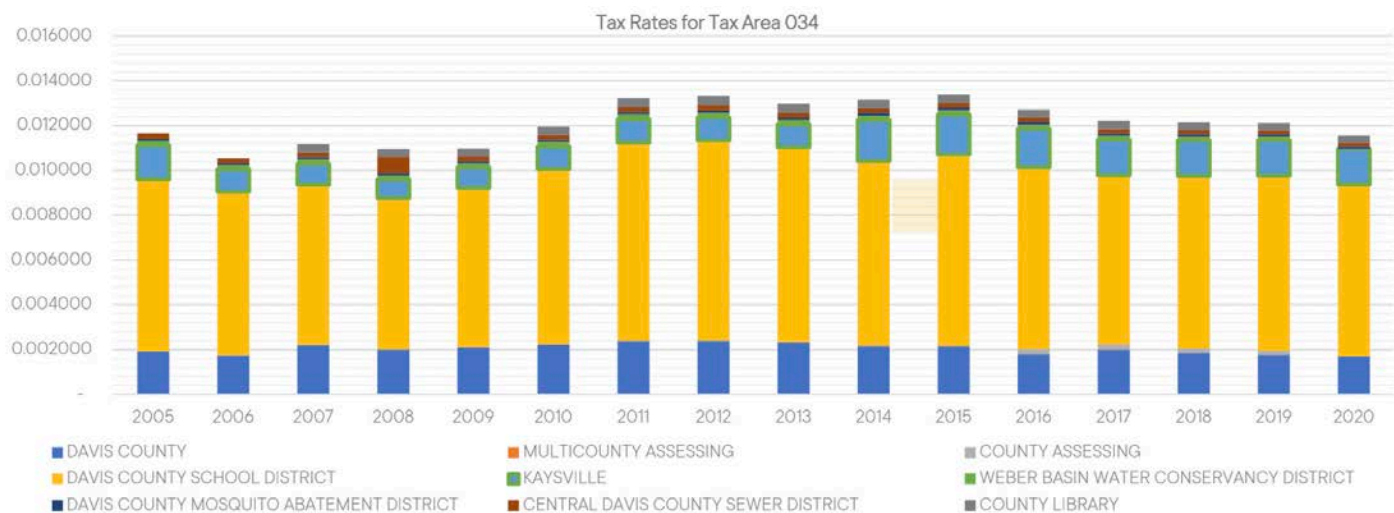
|            | ROY                 |              | FARMINGTON          |              | SYRACUSE            |              | CLEARFIELD          |              | SOUTH OGDEN         |              |
|------------|---------------------|--------------|---------------------|--------------|---------------------|--------------|---------------------|--------------|---------------------|--------------|
| POPULATION | 39,613              |              | 25,339              |              | 31,458              |              | 32,118              |              | 32,390              |              |
|            | PER CAPITA LEAKAGE* | CAPTURE RATE | PER CAPITA LEAKAGE* | CAPTURE RATE | PER CAPITA LEAKAGE* | CAPTURE RATE | PER CAPITA LEAKAGE* | CAPTURE RATE | PER CAPITA LEAKAGE* | CAPTURE RATE |
| Total      | \$(12,341.37)       | 37.29%       | \$(7,010.17)        | 96.97%       | \$(16,176.43)       | 39.22%       | \$(7,704.08)        | 41.68%       | \$(12,327.70)       | 60.28%       |



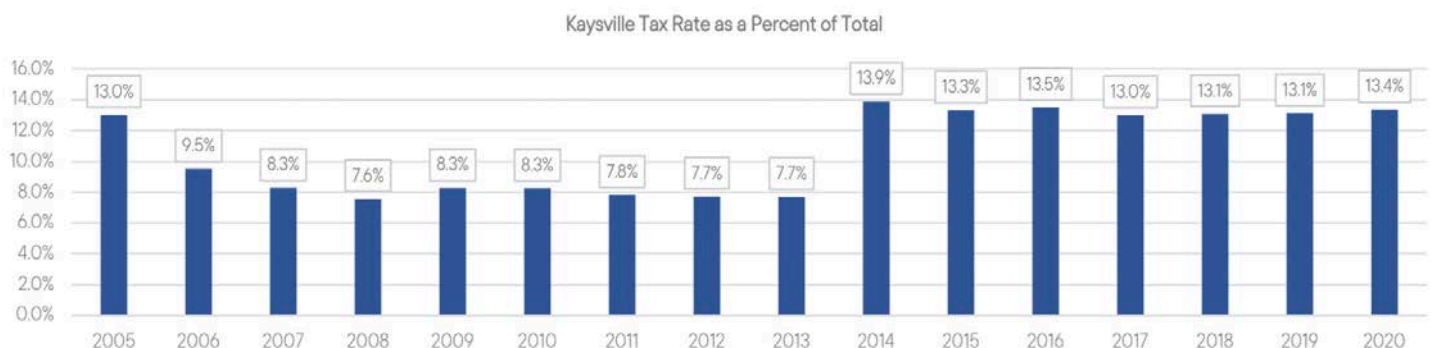
**Table 5.8 – Tax Rate Comparisons**

| CITY                    | POP.   | RANK | 2020 TAX RATE | RANK | 2019     | 2018     | 2017     | 2016     | 2015     | 2014     | 2013     | 2012     | 2011     | 2010     | 2009     |
|-------------------------|--------|------|---------------|------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Bountiful               | 43,981 | 2    | 0.000789      | 15   | 0.000814 | 0.000880 | 0.000832 | 0.000890 | 0.000957 | 0.000946 | 0.001063 | 0.001094 | 0.001093 | 0.001037 | 0.000948 |
| Centerville             | 17,587 | 9    | 0.001158      | 11   | 0.001192 | 0.001275 | 0.001354 | 0.000983 | 0.001088 | 0.001072 | 0.001141 | 0.001165 | 0.001173 | 0.001102 | 0.000997 |
| Clearfield              | 32,118 | 4    | 0.001437      | 7    | 0.001437 | 0.001607 | 0.001745 | 0.001800 | 0.001800 | 0.001800 | 0.001800 | 0.001800 | 0.001800 | 0.001548 | 0.001548 |
| Clinton                 | 22,499 | 7    | 0.001608      | 3    | 0.001660 | 0.001794 | 0.001925 | 0.002082 | 0.002198 | 0.002253 | 0.001831 | 0.001871 | 0.001866 | 0.001752 | 0.001729 |
| Farmington              | 25,339 | 6    | 0.001491      | 6    | 0.001640 | 0.001765 | 0.001942 | 0.002132 | 0.002226 | 0.002127 | 0.002290 | 0.002269 | 0.002283 | 0.002109 | 0.002051 |
| Fruit Heights           | 6,221  | 13   | 0.00195       | 1    | 0.001887 | 0.002027 | 0.002117 | 0.002295 | 0.002369 | 0.001863 | 0.002023 | 0.002054 | 0.002071 | 0.002006 | 0.001845 |
| Kaysville               | 31,494 | 3    | 0.001589      | 5    | 0.001589 | 0.001589 | 0.001589 | 0.001717 | 0.001782 | 0.001826 | 0.000999 | 0.001028 | 0.001035 | 0.000987 | 0.000907 |
| Layton                  | 78,014 | 1    | 0.001645      | 2    | 0.001666 | 0.001521 | 0.001635 | 0.001805 | 0.001928 | 0.001896 | 0.002046 | 0.002084 | 0.002068 | 0.001933 | 0.001876 |
| City of North Salt Lake | 20,948 | 8    | 0.001233      | 10   | 0.001284 | 0.001355 | 0.001450 | 0.001622 | 0.001517 | 0.001541 | 0.001613 | 0.001637 | 0.001637 | 0.001520 | 0.001396 |
| South Weber             | 7,836  | 12   | 0.001403      | 8    | 0.001441 | 0.000769 | 0.000815 | 0.000881 | 0.000941 | 0.000954 | 0.000993 | 0.000998 | 0.000927 | 0.000827 | 0.000840 |
| Sunset                  | 5,364  | 15   | 0.000981      | 12   | 0.001587 | 0.001766 | 0.001950 | 0.002121 | 0.002290 | 0.002258 | 0.002357 | 0.002492 | 0.002297 | 0.002138 | 0.001483 |
| Syracuse                | 31,458 | 5    | 0.001593      | 4    | 0.001512 | 0.001512 | 0.001573 | 0.001573 | 0.001639 | 0.001659 | 0.001787 | 0.001832 | 0.001821 | 0.001631 | 0.001613 |
| West Bountiful          | 5,800  | 14   | 0.001363      | 9    | 0.001315 | 0.001449 | 0.001566 | 0.001684 | 0.001806 | 0.001788 | 0.001946 | 0.001951 | 0.001997 | 0.001366 | 0.001384 |
| West Point              | 10,957 | 11   | 0.00091       | 13   | 0.000917 | 0.000917 | 0.000945 | 0.000984 | 0.001036 | 0.001036 | 0.001111 | 0.001111 | 0.001008 | 0.000936 | 0.000876 |
| Woods Cross             | 11,431 | 10   | 0.000867      | 14   | 0.000891 | 0.000935 | 0.001003 | 0.001057 | 0.000927 | 0.000913 | 0.001007 | 0.001058 | 0.001049 | 0.000840 | 0.000690 |

**Figure 5.2 – Historic Total Property Tax Rate for Kaysville**



**Figure 5.3 – Kaysville Property Tax Rate as a Percent of Total Tax Rate**



**Table 5.10 – Davis County Population Projection**

|                         | POPULATION     |                |                |                | GROWTH (2019–2050) |              | EMPLOYMENT     |                |                |                | GROWTH (2019–2050) |              |
|-------------------------|----------------|----------------|----------------|----------------|--------------------|--------------|----------------|----------------|----------------|----------------|--------------------|--------------|
| CITIES                  | 2019           | 2030           | 2040           | 2050           | ACTUAL             | %            | 2019           | 2030           | 2040           | 2050           | ACTUAL             | %            |
| Bountiful               | 49,198         | 50,754         | 52,834         | 55,535         | 6,337              | 12.9%        | 22,450         | 23,462         | 23,817         | 24,692         | 2,242              | 10.0%        |
| Centerville             | 18,466         | 19,664         | 20,734         | 22,221         | 3,755              | 20.3%        | 9,441          | 11,893         | 13,461         | 14,470         | 5,029              | 53.3%        |
| Clearfield              | 31,061         | 33,432         | 35,999         | 39,774         | 8,713              | 28.1%        | 27,175         | 31,068         | 35,114         | 37,869         | 10,694             | 39.4%        |
| Clinton                 | 22,614         | 23,499         | 24,824         | 25,914         | 3,300              | 14.6%        | 5,364          | 6,062          | 5,977          | 6,862          | 1,498              | 27.9%        |
| Farmington              | 23,158         | 26,821         | 31,279         | 34,794         | 11,636             | 50.2%        | 16,123         | 20,764         | 25,162         | 30,234         | 14,111             | 0.0%         |
| Fruit Heights City      | 6,450          | 6,932          | 7,410          | 7,883          | 1,433              | 22.2%        | 1,045          | 1,207          | 1,286          | 1,191          | 146                | 14.0%        |
| Sunset                  | 5,879          | 5,994          | 6,246          | 6,498          | 619                | 10.5%        | 2,812          | 5,120          | 7,635          | 9,560          | 6,748              | 240.0%       |
| Layton                  | 87,231         | 104,091        | 121,059        | 135,222        | 47,991             | 55.0%        | 37,660         | 46,695         | 52,799         | 57,709         | 20,049             | 53.2%        |
| City of North Salt Lake | 17,935         | 20,232         | 21,596         | 22,845         | 4,910              | 27.4%        | 17,737         | 19,487         | 21,059         | 21,926         | 4,189              | 23.6%        |
| South Weber             | 5,836          | 6,482          | 7,380          | 8,227          | 2,391              | 41.0%        | 882            | 1,693          | 2,269          | 3,047          | 2,165              | 245.5%       |
| <b>Kaysville</b>        | <b>32,010</b>  | <b>33,800</b>  | <b>36,262</b>  | <b>42,000*</b> | <b>7,123</b>       | <b>22.3%</b> | <b>9,926</b>   | <b>11,203</b>  | <b>12,153</b>  | <b>12,074</b>  | <b>2,148</b>       | <b>21.6%</b> |
| Syracuse                | 28,627         | 39,018         | 46,682         | 51,203         | 22,576             | 78.9%        | 7,191          | 12,933         | 17,544         | 22,122         | 14,931             | 207.6%       |
| West Bountiful          | 5,332          | 5,515          | 5,839          | 6,187          | 855                | 16.0%        | 4,186          | 5,728          | 7,321          | 9,198          | 5,012              | 119.7%       |
| West Point              | 8,749          | 11,953         | 14,895         | 17,341         | 8,592              | 98.2%        | 1,533          | 2,265          | 2,592          | 3,151          | 1,618              | 105.5%       |
| Woods Cross             | 12,532         | 12,540         | 12,837         | 13,366         | 834                | 6.7%         | 7,945          | 10,001         | 11,144         | 12,454         | 4,509              | 56.8%        |
| <b>Total</b>            | <b>355,078</b> | <b>400,727</b> | <b>445,876</b> | <b>486,143</b> | <b>131,065</b>     | <b>36.9%</b> | <b>171,470</b> | <b>209,581</b> | <b>239,333</b> | <b>266,559</b> | <b>95,089</b>      | <b>55.5%</b> |

**Table 5.12 – Comparison of Commercial Acres Per Capita from Selected Cities**

|                 | 2019 POPULATION | ZONED COMMERCIAL ACREAGE | INDUSTRIAL ACREAGE | TOTAL | COMMERCIAL ACREAGE PER CAPITA | INDUSTRIAL ACREAGE PER CAPITA | TOTAL PER CAPITA |
|-----------------|-----------------|--------------------------|--------------------|-------|-------------------------------|-------------------------------|------------------|
| Kaysville       | 31,494          | 241                      | 122                | 363   | 0.008                         | 0.004                         | 0.012            |
| Highland        | 18,957          | 191                      | -                  | 191   | 0.010                         | -                             | 0.010            |
| North Salt Lake | 20,402          | 351                      | 1,239              | 1,590 | 0.017                         | 0.060                         | 0.078            |
| Alpine          | 10,477          | 26                       | 10                 | 36    | 0.002                         | 0.001                         | 0.003            |
| Cedar Hills     | 10,209          | 22                       | -                  | 22    | 0.002                         | -                             | 0.002            |
| Lindon          | 10,912          | 427                      | 349                | 776   | 0.039                         | 0.032                         | 0.071            |
| Payson          | 19,842          | 213                      | 169                | 381   | 0.011                         | 0.008                         | 0.019            |
| North Ogden     | 19,392          | 64                       | 7                  | 71    | 0.003                         | 0.000                         | 0.004            |
| South Ogden     | 17,063          | 259                      | -                  | 259   | 0.015                         | -                             | 0.015            |
| Centerville     | 17,404          | 228                      | 124                | 352   | 0.013                         | 0.007                         | 0.020            |
| Woods Cross     | 11,340          | 153                      | 260                | 413   | 0.013                         | 0.023                         | 0.036            |
| Average         |                 |                          |                    |       |                               |                               | 0.025            |



**General Plan  
Published May 2022**