MEETING NOTICE AND AGENDA

Notice is hereby given that the Kaysville City Council will hold a regular council meeting on Thursday, August 18, 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.

Public comment is only taken during a meeting for Action Items, "Call to the Public", or for a public hearing. **Those wishing to speak during these times must sign-up in person before the meeting begins.** Comments may also be directed to the City Council via email to publiccomment@kaysville.gov. Emailed comments will NOT be read out-loud at the meeting.

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 Perry Oaks.

2. CALL TO THE PUBLIC (3 MINUTE LIMIT, MUST SIGN UP IN PERSON)

3. PRESENTATIONS AND AWARDS
   a. Presentation to Chris Montgomery for receiving his Fire Officer I certification.
   b. Presentation of the Employee of the Quarter, Amanda Cross.
   c. Community Development Department Presentation – Melinda Greenwood, Director.

4. DECLARATION OF ANY CONFLICTS OF INTEREST

5. CONSENT ITEMS
   a. Authorization for Outage Communication Software.
   b. Bid Acceptance with GE Prolec for Schick and Burton Substation Transformers.
   c. Bid Acceptance with Cashman Equipment Company for Roueche Ponds Work.

6. ACTION ITEMS
   a. Preliminary Plat Subdivision approval for Meril Estates located at 478 South Main Street – Mark Lund and Kelly White.
   b. Adoption of the 2022 General Plan.

7. COUNCIL MEMBER REPORTS

8. CITY MANAGER REPORT

9. 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 August 12 2022.

Annemarie Plaizier
City Recorder

CITY COUNCIL STAFF REPORT

MEETING DATE: August 18, 2022

TYPE OF ITEM: Consent

SUBJECT/AGENDA TITLE: Authorization to purchase Outage Communication Software

EXECUTIVE SUMMARY:

Kaysville Power currently uses Apello answering service for after-hour trouble calls from the residents. It is a basic system, where the resident calls Apello and they call our on-call crew member. We then respond to the given address with no further correspondence with the residents effected by the outage. Staff is proposing a new method which will advance our ability to respond to trouble calls, and interact with and inform the public. We are evaluating computer program and apps that are customizable to the needs and functionality of Kaysville Power.

These apps should do the following:

- Unlimited simultaneous phone calls with customizable call flows.
- Automated notification text messaging/calling with all accounts associated with outages.
- Less opportunity for human error.
- Increase the targeted communication between the city and the public with minimal long-term impact to employee resources.

The city is currently being billed approximately $6,300 to $6,800 per year for the Power Departments service with Apello. An app of this sort will be around $50,000 annually or less.

City Council Options: Approve/Table

Recommended Option: Approve

Fiscal Impact & Fund Source for Recommended Action: Professional Answering Service Funds/Power Funds

mPower INNOVATIONS

mPower IVR

Interactive Voice Response

Ditch the expensive phone lines for an intelligent, customizable IVR with text message & email capabilities

mPower IVR is an affordable and powerful alternative to conventional IVR solutions that can be used for multiple utilities. It was developed to fill in the gaps that limit conventional IVR's call handling capacity while giving utilities the ability to send out notifications via text, email, or voice.

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- *Process virtually unlimited simultaneous phone calls without the need for phone lines*
- *Identify callers and log events quickly using built in logic and smart prompts*
- *Notify staff, dispatchers, & field personnel instantly with text, email, or voice notifications*
- *Notify customers about outage and restoration events via text message, email, or voice.*
- *Manage calls from unrecognized numbers through an easy voicemail interface*

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CITY COUNCIL STAFF REPORT

MEETING DATE: August 18, 2022

TYPE OF ITEM: Consent

PRESENTED BY: Brian Johnson, Power Department Superintendent

SUBJECT/AGENDA TITLE: Schick/Burton Substation Transformers

EXECUTIVE SUMMARY:

Kaysville Power has been working with Electrical Consultants Inc. to determine the best direction to address our overloaded Substation Transformers. Currently during peak hours of the summer, the Schick Transformer is being pushed 123% and the Burton Transformer at 119%. The plan was originally to upsize the Schick Transformer now and in 3 years work on the Burton Transformer. But due to a 2-3 year lead time, rising costs, and demand, city Staff decided to bid out both transformers to see what that would look like. Two of five companies responded with a no bid due to being unable to meet their current demands. Delta Star, Hitachi and GE responded with Bids (please refer to the Transformer bid comparison sheets for details).

Kaysville Power would Like to move forward with the bid of both transformers with GE. This would allow us to meet the dire needs of the Schick Substation as soon as possible and allow us to be able to move right into the needs of the Burton Substation immediately after without delay. Due to GE being a significant amount lower than the other two bids, Staff had concerns about the quality of a GE transformer. We reached out to Rocky Mountain Power, Garkane Power, Dixie Power, and Moon Lake Power, all of whom have multiple GE transformers aging from 3 to 60 years old. All four companies said they liked the GE transformers and they were reliable transformers with no concerns or issues to report. At this time, Staff would like to move forward with the GE Bid to purchase a Substation transformer for the Schick and Burton Substations.

City Council Options: Approve/Table

Recommended Option: Approve

Fiscal Impact & Fund Source for Recommended Action: Schick Lane Substation /Maintenance Funds

CLIENT:	Kaysville City Power			ITEM: 138-12.47/7.2 kV 20/26.5/30 MVA Transformer		
PROJECT:	Schick & Burton Substations			DATE: 7/26/2022		
ITEM NO	BIDDER Location	*Hitachi Crystal Springs, MS*	*Delta Star San Carlos,CA*	*GE Prolec Apodaca, N.L. Mexico*		
1						
2						
3	BASE BID	$1,951,900	$1,687,546	$938,192		
4	TRANSF. LOSS EVALUATION	$183,800	$220,200	$225,600		
5	EVALUATED COST	$2,135,700	$1,907,746	$1,163,792		
6	DELIVERY DATE	102-107 wks ARO	128-132 wks ARO	Q2 2024		
7						
8	Warranty Period	5 years	5 years /6yrs/8yrs/10yrs/12yrs[2]	5 years		
9	Outline Drawing Delivery Date	22 weeks ARO	24-30 weeks ARO	32-38 weeks ARO		
10	Approval Drawing Delivery Date	22 weeks ARO	24-30 weeks ARO	32-38 weeks ARO		
11	Record Drawing Delivery Date	8 weeks after approved drawings	120-124 weeks ARO	32-38 weeks ARO		
12	Deliver Transformer	102-107 wks ARO	128-132 weeks ARO	Q2 2024		
13	Instruction Manual Delivery Date	At time of shipment	128-132 weeks ARO	32-38 weeks ARO		
14	DATA					
15	Location Of Facility	Crystal Springs, MS	San Carlos,CA	Apodaca, N.L. Mexico		
18	Transformer Design	Core, 3 Legs	Core,Circular, 3 Legs	Core, 3 Legs		
19	Winding Material Description	Copper	Copper	Copper		
20	Shipping Weight	116,750 lbs	112,100 lbs	86,090 lbs		
21	Total Weight	125,860 lbs	120,600 lbs	136,560 lbs		
22	Quantity Of Oil	6,170 gallons	4,960 gallons	4,760 gallons		
23	Type Of Oil Preservation System	Inert Gas System	Nitrogen Gas System	Inertaire		
24	Height Over Cover	128 inches	151 inches	133 inches		
25	Width / Depth	224"/188"	163"/186"	282.5"/187"		
26	Bushing Manufacturer	PCORE	PCORE	PCORE		
27	Maximum Guaranteed Impedance	8.5 +/- 7.5%	8.7 +/- 7.5%	8.5 +/- 7.5%		
28	Maximum No-Load Loss	16.55 kW	14.6 kW	14.8 kW		
29	Maximum Load Loss	70.4 kW	73.6 kW	75.8 kW		
30	Guaranteed Audible Sound Level	73/75/76 decibels	69/71/72 decibels	73/75/76 decibels		
31	Tap Changer Manufacturer	Reinhausen	Reinhausen	Reinhausen		
32	Tap Changer Switching	Vacuum	Vacuum	Vacuum		
33						
34						
35	Field Service Engineer	$3,000/day for 4 days[1]	$1,580/day for 2-3 days[1]	$1400/day[1] days TBD		
36	Field Testing	$72,700[2]	--	$76,200[2]		
37						
INDICATE ANY SPECIAL CONDITIONS THAT EXIST OR ANY ADDITIONAL INFORMATION THAT WAS PROVIDED WITH BID.		[1]Plus $5,000 for travel [2]Includes field assembly & field tests. [3]Offload cost $18,700, offload inspection $7,000. [4]Reliability boost packages for $18-65k	[1]Travel costs not listed [2]Included/$9,000/$22,500/$37,500, $60,000 maximum warranty 12 yrs [3]$24,000 for Seismic Adder	[1]$Plus 5,200 for travel [2]Includes field assembly, drying process, vacuum oil filling & field tests.		

Maximum No-Load Loss (kW)	12	14.6	14.8		
Maximum Load Loss (kW)	61.9	73.6	75.8		
Auxiliary loss (kW)					
$5,000.00 X Maximum No-Load Loss	$60,000.00	$73,000.00	$74,000.00		
$2,000.00 X Maximum Load Loss	$123,800.00	$147,200.00	$151,600.00		
Lifecycle costs	$183,800.00	$220,200.00	$225,600.00		

CLIENT:	Kaysville City Power			ITEM: 138-12.47/7.2 kV 15/20/25 MVA Transformer		
PROJECT:	Schick & Burton Substations			DATE: 7/26/2022		
ITEM NO	BIDDER Location	*Hitachi* *Crystal Springs, MS*	*Delta Star* *San Carlos, CA*	*GE Prolec* *Apodaca, N.L. Mexico*		
1						
2						
3	BASE BID	$1,776,765	$1,562,930	$856,286		
4	TRANSF. LOSS EVALUATION	$183,800	$181,700	$187,600		
5	EVALUATED COST	$1,960,565	$1,744,630	$1,043,886		
6	DELIVERY DATE	102-107 wks ARO	128-132 wks ARO	Q2 2024		
7						
8	Warranty Period	5 years	5 years /6yrs/8yrs/10yrs/12yrs[2]	60 months		
9	Outline Drawing Delivery Date	22 weeks ARO	24-30 weeks ARO	32-38 weeks ARO		
10	Approval Drawing Delivery Date	22 weeks ARO	24-30 weeks ARO	32-38 weeks ARO		
11	Record Drawing Delivery Date	8 weeks after approved drawings	120-124 weeks ARO	32-38 weeks ARO		
12	Deliver Transformer	102-107 wks ARO	128-132 weeks ARO	Q2 2024		
13	Instruction Manual Delivery Date	At time of shipment	128-132 weeks ARO	32-38 weeks ARO		
14	DATA					
15	Location Of Facility	Crystal Springs, MS	San Carlos,CA	Apodaca, N.L. Mexico		
18	Transformer Design	Core, 3 Legs	Core,Circular, 3 Legs	Core, 3 Legs		
19	Winding Material Description	Copper	Copper	Copper		
20	Shipping Weight	100,280 lbs	98,900 lbs	71,430 lbs		
21	Total Weight	107,530 lbs	107,400 lbs	119,040 lbs		
22	Quantity Of Oil	5,554 gallons	4,570 gallons	4,450 gallons		
23	Type Of Oil Preservation System	Inert Gas System	Nitrogen Gas System	Inertaire		
24	Height Over Cover	133 inches	146 inches	137 inches		
25	Width / Depth	212"/184"	159"/184"	206"/186"		
26	Bushing Manufacturer	PCORE	PCORE	PCORE		
27	Maximum Guaranteed Impedance	8.5 +/- 7.5%	8.7 +/- 7.5%	8.5 +/- 7.5%		
28	Maximum No-Load Loss	12 kW	12.3 kW	11 kW		
29	Maximum Load Loss	61.9 kW	60.1 kW	66.3 kW		
30	Guaranteed Audible Sound Level	72/74/75 decibels	67/69/70 decibels	72/74/75 decibels		
31	Tap Changer Manufacturer	Reinhausen	Reinhausen	Reinhausen		
32	Tap Changer Switching	Vacuum	Vacuum	Vacuum		
33						
34						
35	Field Service Engineer	$3,000/day for 4 days[1]	$1,580/day for 2-3 days[1]	$1400/day[1] days TBD		
36	Field Testing	$'72,700[2]	--	$'63,800[2]		
37						
INDICATE ANY SPECIAL CONDITIONS THAT EXIST OR ANY ADDITIONAL INFORMATION THAT WAS PROVIDED WITH BID.		[1]Plus $5,000 for travel [2]Includes field assembly & field tests. [3]Offload cost $18,700, offload inspection $7,000. [4]Reliability boost packages for $18-65k	[1]Travel costs not listed [2]Included/$9,000/$22,500/$37,500, $60,000 maximum warranty 12 yrs [3]$24,000 for Seismic Adder	[1]$Plus 5,200 for travel [2]Includes field assembly, drying process, vacuum oil filling & field tests.		

Maximum No-Load Loss (kW)	12	12.3	11		
Maximum Load Loss (kW)	61.9	60.1	66.3		
Auxiliary loss (kW)					
$5,000.00 X Maximum No-Load Loss	$60,000.00	$61,500.00	$55,000.00		
$2,000.00 X Maximum Load Loss	$123,800.00	$120,200.00	$132,600.00		
Lifecycle costs	$183,800.00	$181,700.00	$187,600.00		

CITY COUNCIL STAFF REPORT

COUNCIL MEETING DATE: August 18, 2022

TYPE OF ITEM: Consent

SUBJECT/AGENDA TITLE: Roueche Ponds Dredging

EXECUTIVE SUMMARY:

In 2016, City Staff began working on an agreement with owners of a series of ponds ("Roueche Ponds) that receive the vast majority of their water from a private irrigation diversion on Holmes Creek, as well as a small portion of storm water discharge from the City's storm drain system.

Part of this agreement involved dredging a portion of the Roueche Ponds. Staff has been working for the last year putting project plans and details together, and we recently opened bids for the project. We received one bid for the work, from Cashman Equipment Company for $497,223.23.

This project was budgeted for in the FY23 budget, and Staff recommends awarding the bid to Cashman.

Council Options: Approve/Table

Recommended Options: Approve

Fiscal Impact & Fund Source for Recommended Action: Storm Water Fees

THE CONSTRUCTION OF THE ROUECHE PONDS DREDGING PROJECT				Cashman Equipment Company	
BID ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
1	MOBILIZATION	LS	1	$ 160,459.50	$ 160,459.50
2	Install 32" HDPE Pipe Provided by the City	LS	1	$ 19,905.00	$ 19,905.00
3	Dredging and On-site Disposal of Material	CY	12000	$ 24.68	$ 296,160.00
4	Storm Water Control	LS	1	$ 20,698.73	$ 20,698.73
			Totals	**$**	**497,223.23**

CITY COUNCIL STAFF REPORT

MEETING DATE: August 18, 2022

TYPE OF ITEM: Action

PRESENTED BY: Melinda Greenwood, Community Development Director

SUBJECT/AGENDA TITLE: Preliminary Plat Subdivision approval for Meril Estates for Mark Lund and Kelly White for the property at 478 South Main Street

EXECUTIVE SUMMARY:
At the July 28, 2022 Planning Commission meeting, with a vote of 5-0, the Planning Commission recommended approval of the preliminary subdivision plat for Meril Estates Subdivision, located at approximately 478 South Main Street. The proposed 3-lot subdivision entails.56 acres and lot sizes range from 8,001 ft² to 8,269 ft².

City Code requires preliminary subdivisions be approved by the City Council and approval is valid for one year. The Planning Commission will approve the final subdivision.

The preliminary subdivision plat meets all zoning ordinances and engineering standards prescribed for R-1-8 and staff recommends approval.

City Council Options:

1. Approve
2. Approve with conditions

Recommended Option:
Staff recommends the City Council approve the preliminary subdivision plat for Meril Estates.

Fiscal Impact:
The development of homes will provide a small amount of annual property tax revenues to the City.

Attachments:

1. Planning Commission Staff report
2. Preliminary Subdivision Plat with Staff Comments
3. July 28, 2022 Planning Commission Meeting Minutes

PLANNING COMMISSION STAFF REPORT

To: Kaysville City Planning Commission
From: Dan Jessop, Zoning Administrator
Date: July 19, 2022

Agenda Item #3: Preliminary Plat Subdivision approval for Meril Estates

Meeting Date	July 28, 2022
Application Type	Preliminary Plat for Subdivision
Applicant | Owner	Mark Lund and Kelly White
Address | Parcel ID Number	478 South Main Street | 08-002-0116
Zoning	R-1-8
Lot Size	.56 acres | 24,393 ft²
Current Use	Single family R-1-8
Number of Lots	3
Lot Sizes	8,001 ft² to 8,269 ft²

1. BACKGROUND

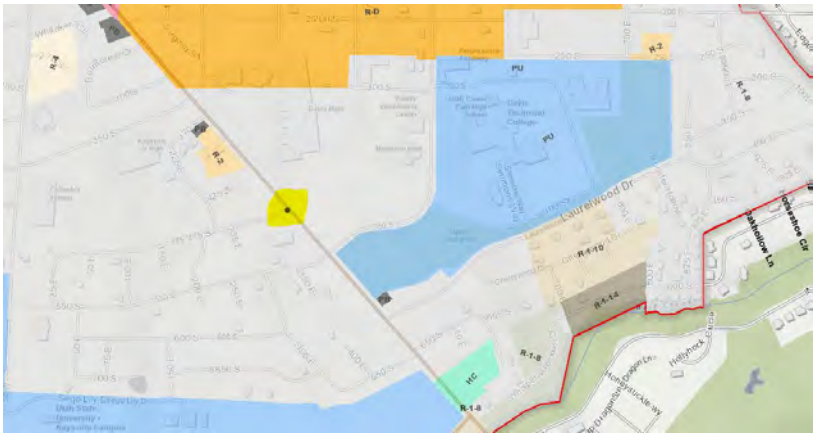
Mark Lund and Kelly White were here in March and applied for an R-M rezone, which was denied by City Council. They have now submitted a Preliminary Plat for a three-lot subdivision, which meets the frontage, and square footage, for the existing R-1-8 zone.

Mr. Lund and Mr. White submitted a preliminary plat application giving detail regarding the anticipated subdivision of the .56 acre site.

The subdivision consists of three total lots facing the public street on 475 South Main. Lot 1 would be an 8,001 square foot parcel. Lot 2 would be a new 8,007 square foot developable lot for a single-family dwelling and lot 3 would be 8,269 Square feet. The three proposed lots exceed the 60 foot minimum front width, and the 8,000 square foot minimum lot size requirement.

2. Surrounding Land Use and Zoning

- **Adjacent** –R-1-8
- **North** – R-1-8
- **South** – R-1-8
- **East** – R-1-8
- **West** – R-1-8



3. Zoning

The stated purpose of the R-1 Single Family Residential District 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.

4. Public Noticing and Public Comment

A sign was placed on the property on Friday, July 22, 2022.

5. Recommendation

The proposed subdivision is consistent with the anticipated development of the R-1-8 zone. It is in compliance with applicable zoning districts, and proposes three desirable building lots.

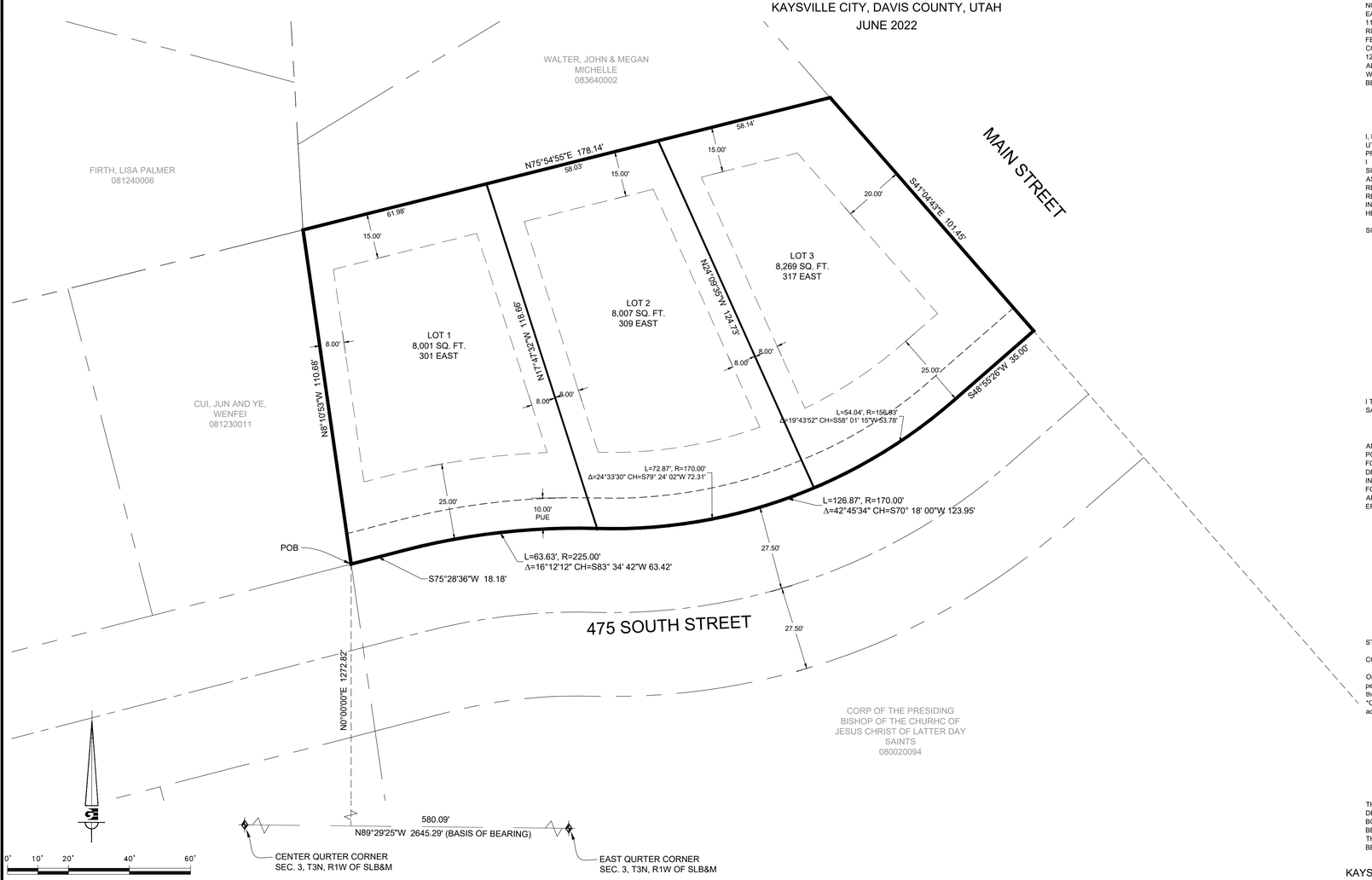
Planning and Engineering staff have reviewed the proposed plat and recommend that the Planning Commission forward a favorable recommendation to the City Council for approval of the proposed preliminary plat for the Meril Estates Subdivision.

Attachments:

1. Preliminary Plat with staff comments

MERIL ESTATES

LOCATED IN THE NORTHEAST QUARTER OF SECTION 3,
TOWNSHIP 3 NORTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN,
KAYSVILLE CITY, DAVIS COUNTY, UTAH
JUNE 2022



LEGEND

- DAVIS COUNTY MONUMENT AS NOTED
- SET 24" REBAR & CAP "GARDNER ENGINEERING"
- SUBDIVISION BOUNDARY
- LOT LINE
- ADJACENT PARCEL
- SECTION LINE
- EASEMENT
- EXISTING FENCE LINE
- SETBACK LINES

NOTES

1. ZONE (R1-8) CURRENT YARD SETBACKS: FRONT 25 FEET; SIDE: 8 FEET WITH BOTH SIDE EQUAL TO 16 FEET; REAR: 15 FEET.
2. SUBJECT PROPERTY FALLS WITHIN FEMA FLOOD ZONE "X" - AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN. PER FEMA MAP NO. 49011C0243E WITH AN EFFECTIVE DATE OFJUNE 1, 2007.

BOUNDARY DESCRIPTION

A PART OF THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 3 NORTH, RANGE 1 WEST OF THE SALT LAKE BASE AND MERIDIAN, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT ON THE NORHT RIGHT-OF-WAY LINE OF 475 SOUTH STREET AND THE EAST BOUNDARY LINE OF KAYLYN MANOR BEING LOCATED NORTH 89°29'25" WEST 580.09 FEET ALONG THE SOUTH LINE OF SAID NORTHEAST QUARTER (BASIS OF BEARING IN NAD 83 NORTH STATE PLANE GRID BEARING) AND NORTH 0°00'00" EAST 1272.82 FEET FROM THE EAST QUARTER CORNER OF SAID SECTION; RUNNING THENCE NORTH 81°10'53" WEST 110.68 FEET ALONG SAID EAST BOUNDARY LINE; THENCE NORTH 75°54'55" EAST 178.14 FEET TO THE WEST RIGHT-OF-WAY LINE OF MAIN STREET; THENCE ALONG SAID WEST RIGHT-OF-WAY LINE SOUTH 41°04'43" EAST 101.45 FEET TO SAID NORTH RIGHT-OF-WAY LINE; THENCE ALONG SAID NORTH RIGHT-OF-WAY LINE FOLLOWING FOUR (4) COURSES; (1) SOUTH 48°55'26" WEST 35.00 FEET; (2) ALONG THE ARC OF A 170.00 FOOT RADIUS CURVE TO THE RIGHT 126.87 FEET, HAVING A CENTRAL ANGLE OF 42°45'34" WITH A CHORD BEARING SOUTH 70°18'00" WEST 123.95 FEET; (3) ALONG THE ARC OF A 225.00 FOOT RADIUS CURVE TO THE LEFT 63.63 FEET, HAVING A CENTRAL ANGLE OF 16°12'12" WITH A CHORD BEARING SOUTH 83°34'42" WEST 63.42 FEET; (4) SOUTH 75°28'36" WEST 18.18 FEET TO THE POINT OF BEGINNING. CONTAINING 24,272 SQUARE FEET OR 0.56 ACRES MORE OR LESS.

SURVEYOR'S CERTIFICATE

I, KLINT H. WHITNEY, DO HEREBY CERTIFY THAT I AM A LICENSED PROFESSIONAL LAND SURVEYOR IN THE STATE OF UTAH AND THAT I HOLD CERTIFICATE NO. 8227228 IN ACCORDANCE WITH TITLE 58, CHAPTER 22, OF THE PROFESSIONAL ENGINEERS AND LAND SURVEYORS ACT; I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS I HAVE COMPLETED A SURVEY OF THE PROPERTY AS SHOWN AND DESCRIBED ON THIS PLAT, AND HAVE SUBDIVIDED SAID PROPERTY INTO LOTS AND STREETS, TOGETHER WITH EASEMENTS, HEREAFTER TO BE KNOWN AS MERIL ESTATES IN ACCORDANCE WITH SECTION 17-23-17 AND HAVE VERIFIED ALL MEASUREMENTS; THAT THE REFERENCE MONUMENTS SHOWN HEREON ARE LOCATED AS INDICATED AND ARE SUFFICIENT TO RETRACE OR REESTABLISH THIS SURVEY; THAT ALL LOTS MEET THE REQUIREMENTS OF THE LAND USE CODE; AND THAT THE INFORMATION SHOWN HEREIN IS SUFFICIENT TO ACCURATELY ESTABLISH THE LATERAL BOUNDARIES OF THE HEREIN DESCRIBED TRACT OF REAL PROPERTY.

SIGNED THIS _____ DAY OF _____, 2022.

PROFESSIONAL LAND SURVEYOR
DATE
8227228
Klint H. Whitney
STATE OF UTAH

KLINT H. WHITNEY, PLS NO. 8227228

OWNER'S DEDICATION

I THE UNDERSIGNED OWNER OF THE HEREON DESCRIBED TRACT OF LAND, HEREBY SET APART AND SUBDIVIDE THE SAME INTO LOTS, PARCELS AND STREETS AS SHOWN ON THIS PLAT AND NAME SAID TRACT:

MERIL ESTATES

AND HEREBY DEDICATE, GRANT AND CONVEY TO KAYSVILLE CITY, DAVIS COUNTY, UTAH, ALL THOSE PARTS OR PORTIONS OF SAID TRACT OF LAND DESIGNATED AS STREETS, THE SAME TO BE USED AS PUBLIC THOROUGHFARES FOREVER, AND ALSO GRANT AND DEDICATE A PERPETUAL EASEMENT OVER, UPON AND UNDER THE LANDS DESIGNATED ON THE PLAT AS PUBLIC UTILITY AND DRAINAGE EASEMENT (PUDE), THE SAME TO BE USED FOR THE INSTALLATION, MAINTENANCE AND OPERATION OF PUBLIC UTILITY SERVICE LINES, STORM DRAINAGE FACILITIES OR FOR THE PERPETUAL PRESERVATION OF WATER DRAINAGE CHANNELS IN THEIR NATURAL STATE WHICHEVER IS APPLICABLE AS MAY BE AUTHORIZED BY KAYSVILLE CITY, UTAH, WITH NO BUILDINGS OR STRUCTURES BEING ERECTED WITHIN SUCH EASEMENTS.

SIGNED THIS ___ DAY OF _____ 2022.

_____
BY:

ACKNOWLEDGEMENT

STATE OF UTAH)
§
COUNTY OF DAVIS)

On this_____day of_____2022, personally appeared before me (NAME OF DOCUMENT SIGNER), whose identity is personally known to me (or proven on the basis of satisfactory evidence) and who by me duly sworn/affirmed, did say that he/she is the (TITLE OR OFFICE) of (NAME OF CORPORATION), and that said document was signed by him/her in behalf of said *Corporation by Authority of its Bylaws, or (Resolution of its Board of Directors), and said (NAME OF DOCUMENT SIGNER) acknowledged to me that said *Corporation executed the same.

STAMP

_____
NOTARY PUBLIC

NARRATIVE

THE PURPOSE OF THIS SURVEY WAS TO CREATE A THREE LOT SUBDIVISION ON THE PROPERTY AS SHOWN AND DESCRIBED HEREON. THE SURVEY WAS ORDERED BY SCOTT STRATFORD. THE CONTROL USED TO ESTABLISH THE BOUNDARY WAS THE EXISTING DAVIS COUNTY SURVEY MONUMENTATION AS SHOWN HEREON. THE BASIS OF BEARING IS THE NORTH LINE OF THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 3 NORTH, RANGE 1 WEST, OF THE SALT LAKE BASE AND MERIDIAN WHICH BEARS NORTH 89°26'19" WEST NAD 83 NORTH STATE PLANE GRID BEARING.

KAYSVILLE CITY PLANNING COMMISSION

APPROVED BY THE Kaysville CITY PLANNING COMMISSION,

SIGNED THIS____DAY OF _____, 2022.

_____
CHAIRMAN

KAYSVILLE CITY APPROVAL

APPROVED BY THE KAYSVILLE CITY COUNCIL,

SIGNED THIS____DAY OF _____, 2022.

ATTEST: _____

TITLE: _____

_____
MAYOR

KAYSVILLE CITY ENGINEER

APPROVED BY THE KAYSVILLE CITY ENGINEER,

SIGNED THIS____DAY OF _____, 2022.

_____
CITY ENGINEER

KAYSVILLE CITY ATTORNEY

APPROVED BY THE KAYSVILLE CITY ATTORNEY,

SIGNED THIS____DAY OF _____, 2022.

_____
CITY ATTORNEY

DAVIS COUNTY RECORDER

BOOK NUMBER _____

PAGE NUMBER _____

ENTRY NUMBER _____

TIME RECORDED _____

DATE RECORDED _____

FEE PAID _____

_____
DAVIS COUNTY RECORDER

BY: _____
DEPUTY RECORDER

S1
1

GARDNER ENGINEERING
CIVIL • LAND PLANNING
MUNICIPAL • LAND SURVEYING
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Kaysville City Planning Commission Meeting Minutes
July 28, 2022

The Planning Commission meeting was held on July 28, 2022 at 7:00 pm in the Kaysville City Hall located at 23 East Center Street.

Planning Commission Members in Attendance: Commissioners Barrus, Doxey, Keetch, Sundloff, and Sommerkorn

Staff Present: Mindi Edstrom and Dan Jessop

Public Attendees: Laurene Starkey

1-OPENING

2- ELECTION OF A CHAIR AND VICE-CHAIR

Upon opening the meeting, Wilf Sommerkorn motioned to elect Toby Barrus as Planning Commission Chair for the next year. Commissioner Doxey seconded the motion and the vote was unanimous (5-0) in favor of the motion.

Chair Barrus asked for nominations for Vice-Chair. Commissioner Sommerkorn nominated Commissioner Doxey and Commissioner Keetch seconded the motion and the vote was unanimous (5-0) in favor of the motion.

3- APPROVAL OF THE MINUTES FROM THE JULY 14, 2022 PLANNING COMMISSION MEETING

Commissioner Doxey made a motion to approve the minutes from the July 14, 2022 meeting and Commissioner Keetch seconded the motion. All voted in favor of approving the minutes.

4- PRELIMINARY PLAT SUBDIVISION APPROVAL FOR MERIL ESTATES FOR MARK LUND AND KELLY WHITE FOR THE PROPERTY AT 478 SOUTH MAIN STREET

Introduced by: Dan Jessop

The property at 478 South Main, formally known as the Community Garden, submitted their application for a Preliminary Plat approval. The parcel is 0.56 acres which is 24,393 ft² and is currently zoned R-1-8, allowing three lots. All requirements are met and city staff recommends approval.

Commissioner Sommerkorn asked staff if this application meets all the requirements and Mr. Jessop responded with a yes.

Commissioner Barrus asked the applicants if there was anything else that they would like to add by way of information and reminded the audience that there is no need to have public comment for the administrative action.

Commissioner Sommerkorn asked for a clarification of the name of the subdivision. There was some

confusion between the packet that was printed and the packet that was online. Mr. Jessop explained that the correct plat name is Meril Estates.

Commissioner Sundloff explained the difference between a legislative item and an administrative item. He shared that the first time the application was presented for the rezone it was a legislative item and that is why there was a public hearing. The subdivision is an administrative item and as long as the applicant complies with the city code requirements, even if the Commissioners don't like the item, they are bound to approve it.

Commissioner Doxey made the motion to recommend to the City Council the approval of the preliminary plat subdivision of Meril Estates. Commissioner Sundloff seconded the motion and the vote was unanimous (5-0) in favor of the motion.

5- Call to the public

Laurene Starkey expressed her appreciation for the oversight to determine safety and sufficient parking. She spoke with an architect and he suggested that it would be really good to hear from the property owners to see what their long term intentions are and if they are planning to build something to rent or to own. She said that she is interested in hearing what the developers are hoping to do eventually.

7- Other matters that properly come before the Planning Commission:

Dan Jessop shared with the Commissioners that we will have a rezone on the agenda for August 11th.
Commissioner Sommerkorn shared the APA Conference September 8th and 9th in Lehi.

8- Adjournment

Commissioner Sommerkorn made a motion to adjourn the meeting at 7:15 pm.

CITY COUNCIL STAFF REPORT

MEETING DATE: August 18, 2022

TYPE OF ITEM: Action

PRESENTED BY: Melinda Greenwood, Community Development Director

SUBJECT/AGENDA TITLE: Adoption of the 2022 General Plan

EXECUTIVE SUMMARY:
At the July 7, 2022 City Council meeting, a work session was held which provided guidance on final edits to the 2022 General Plan. Staff has prepared those edits in red text so the Council can easily verify the changes were made appropriately.

There are two maps (page 15 and page 60) which still need editing, and that should be completed the week of August 15th.

Should the Council adopt this version of the plan, final edits and formatting will be made to the General Plan and the Appendix and staff will publish the 2022 General Plan.

City Council Options:
Adoption of the 2022 General Plan.
Adoption of the 2022 General Plan with modifications.
Denial of adoption of the 2022 General Plan.

Recommended Option:
Staff recommends that the City Council adopt the 2022 Kaysville General Plan.

Fiscal Impact:
N/A

Attachments:
1. Compiled General Plan Comments
2. 2022 General Plan (August Draft)
3. General Plan Appendix

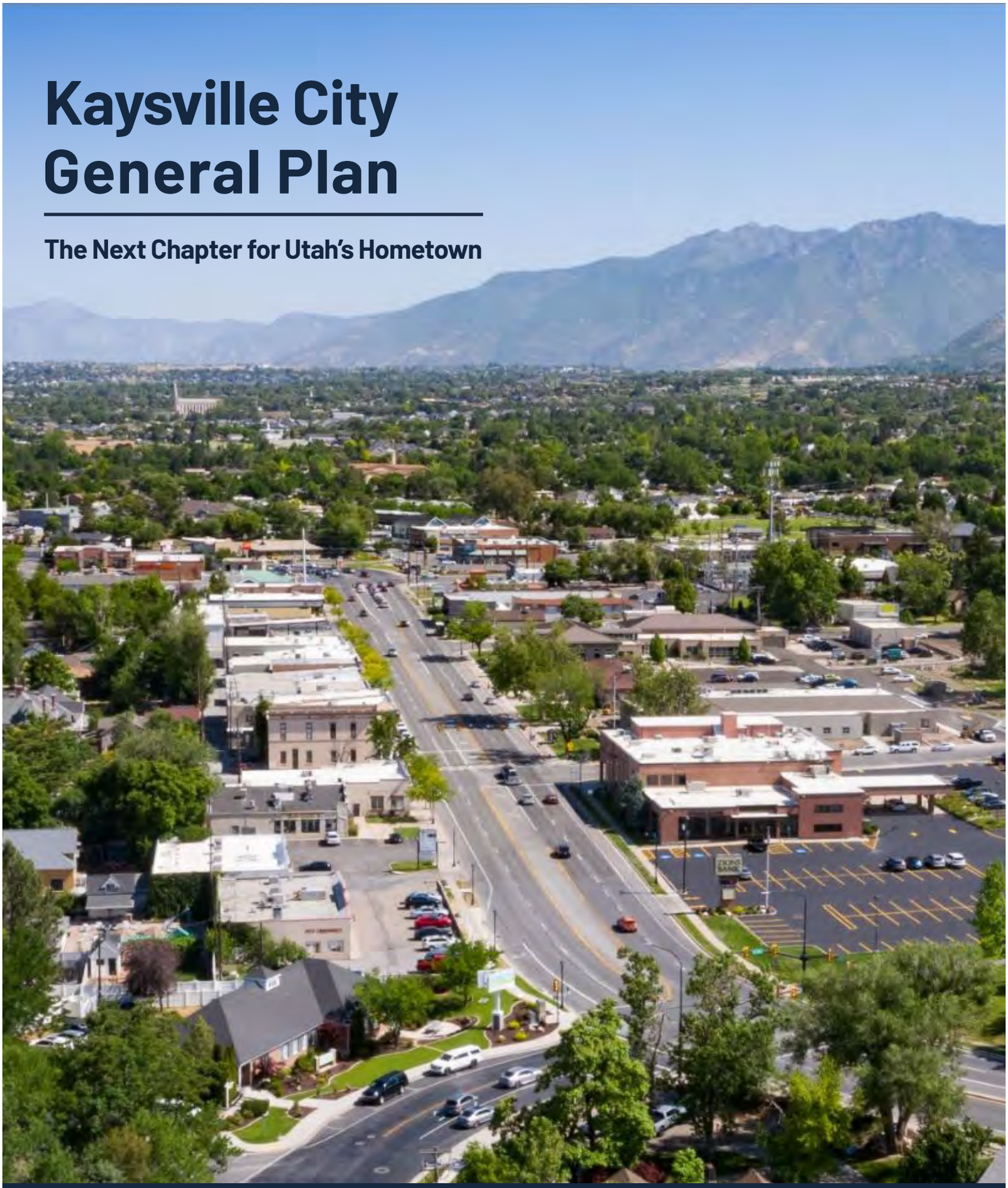
May 2022 (Draft) General Plan Comments

Commentor	Comment
Mike Blackham	" 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.
Cody Branch	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.
Jared Doxey	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.
Abbi Hunt	Page 52 - concerns with the terminolgy of "westside"
Perry Oaks	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 if 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.
Perry Oaks	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



Approved August 2022

Kaysville City

LANDMARK DESIGN

Acknowledgements

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Mike Blackham	City Council
Tamara Tran	City Council
Shayne Scott	City Manager
Larry Page	Planning Commission
Josh Sundloff	Planning Commission
Wilf Sommerkorn	Planning Commission
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Sarah Robinette	Business Community Representative
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Mike Blackham	Council Member
John Swan Adams	Council Member
Abbigayle Hunt	Council Member
Nate Jackson	Council Member
Perry Oaks	Council Member

Kaysville Planning Commission

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Cody Branch	
Jared Doxey	
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Steve Lyon	
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Wasatch Front Regional Council
Kaysville City

Kaysville City

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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 Framework for Kaysville's Future

- What is a General Plan?
- History of Kaysville
- Demographic Profile
- Community Engagement & Input

What is a General Plan?

The *Kaysville City General Plan (2022)* is a living 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 is a guide 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 health and safety, future land use issues, economic development, affordable housing, transportation, recreation and other elements. A general plan is meant to allow for flexibility, discretion and changing circumstances, and therefore, following exact details of the plan is not mandatory.

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.

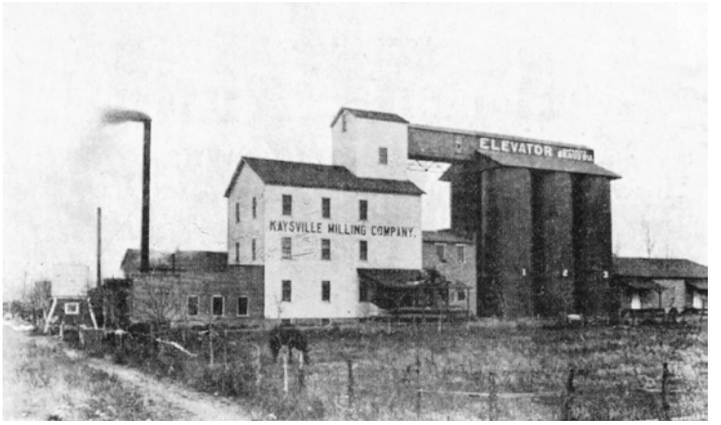
Kaysville was a typical farming community in its early days, producing hay, grains, cattle, vegetables, fruits and sugar beets. Brickmaking was another early local industry, with several brick companies operating over a 50 year period before WWI. Clover Club Potato Chip Company was established in 1938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

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 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

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.

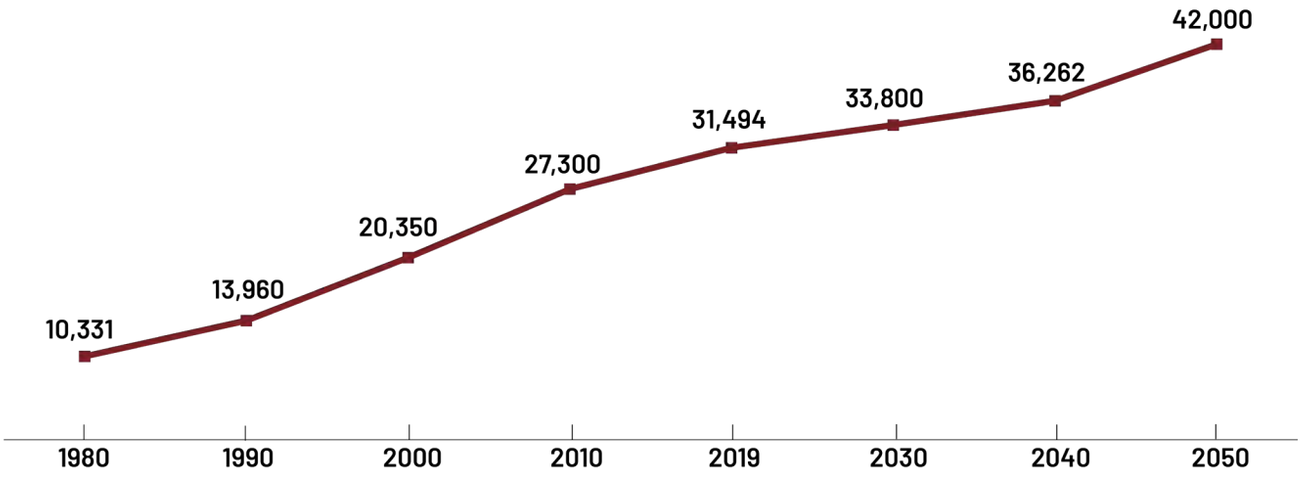
This is due in large part to the fact that the city is more mature and most of the area was established in preceding decades. Kaysville has grown by approximately 4,194 persons, or an average annual growth of 1.60 percent, from 2010 to 2019. Table 1.1 shows a comparison of similarly sized and neighboring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

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 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:

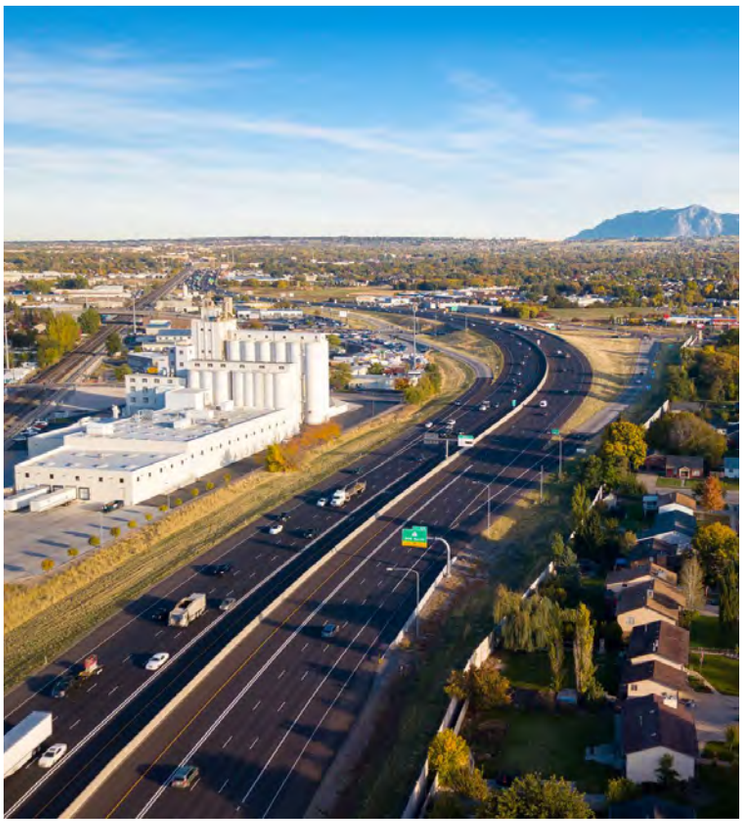
1. Residents report a high quality of life and a desire to mitigate growing pains and maintain Kaysville's current small town feel.
2. Current commercial areas are the best candidates for future development and growth, especially for low-rise mixed use developments with retail & restaurants.

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 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

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

Future Land Use

To adequately address increasingly complex needs and ensure 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

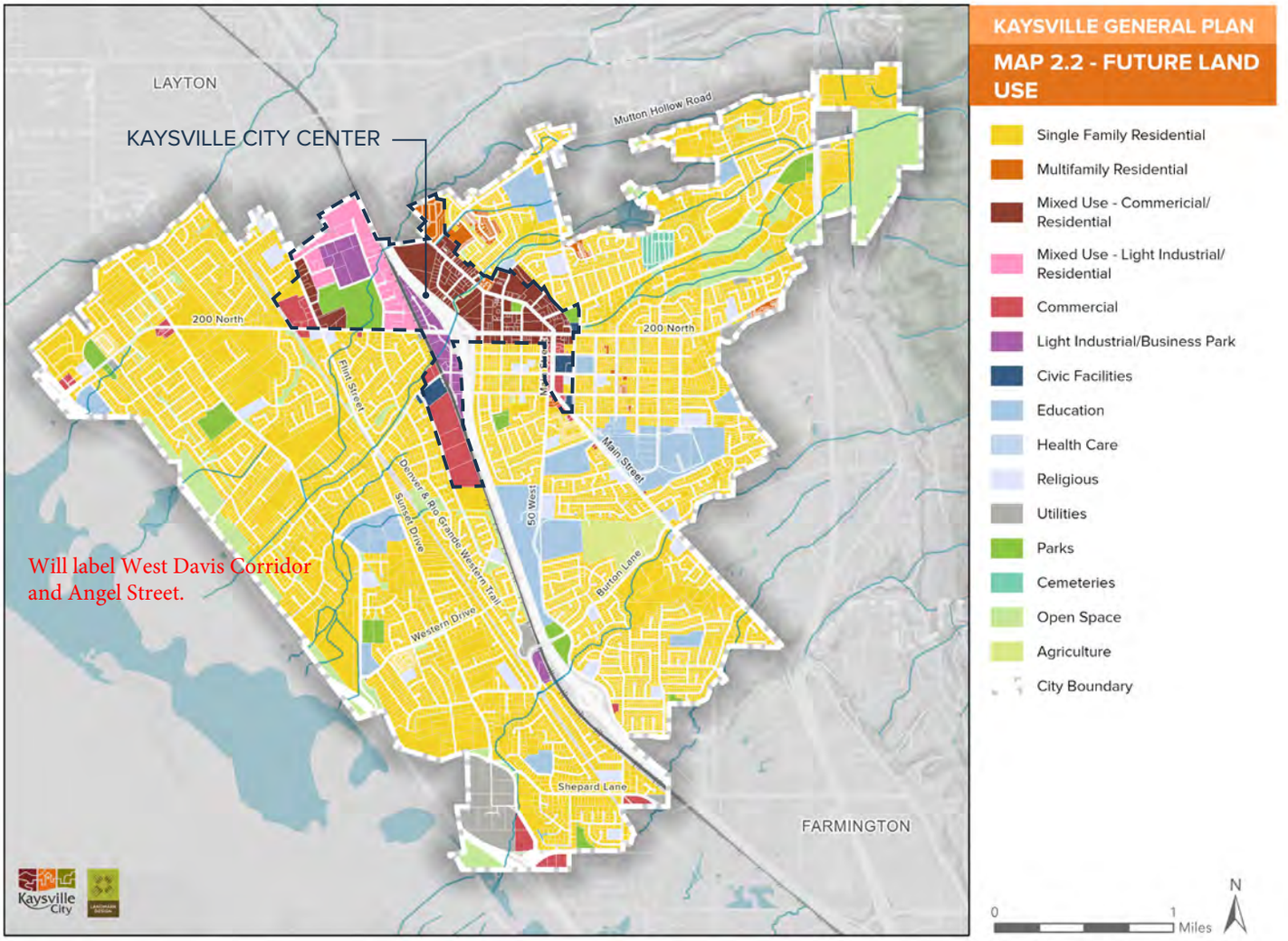
A new and thriving City Center is a central feature of the future city, and is the primary location of significant growth, development and redevelopment. These changes will provide a wider range of services and opportunities, engendering a new "sense of place" while preserving Kaysville's small town 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 could 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.

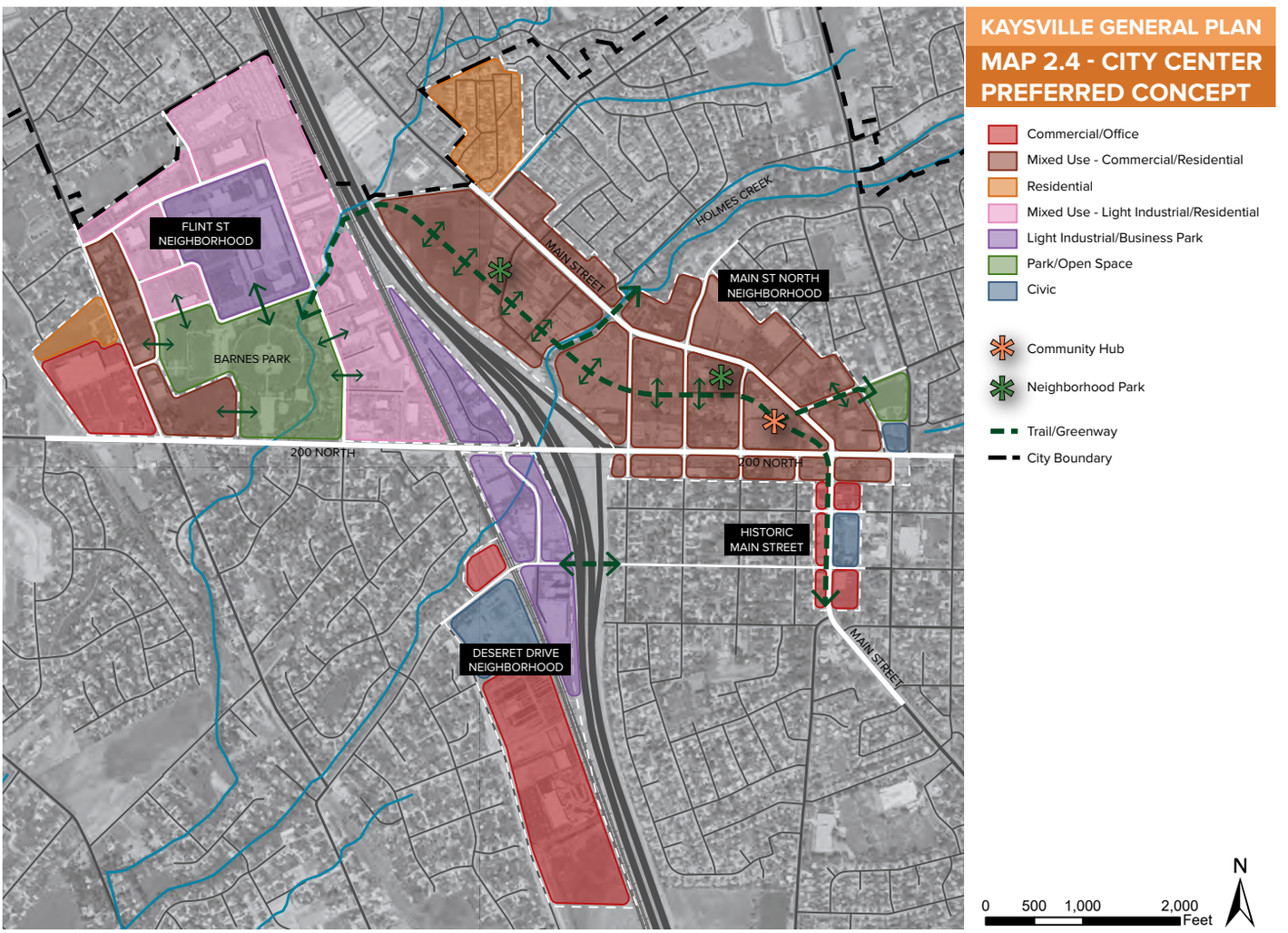
The concept acknowledges the importance of Historic Main Street between 200 South and 200 North, both as a standalone destination and as a key district within a future mixed use City Center. Changes in this area are envisioned to be restrained and small in scale, in an effort to maintain the comfortable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

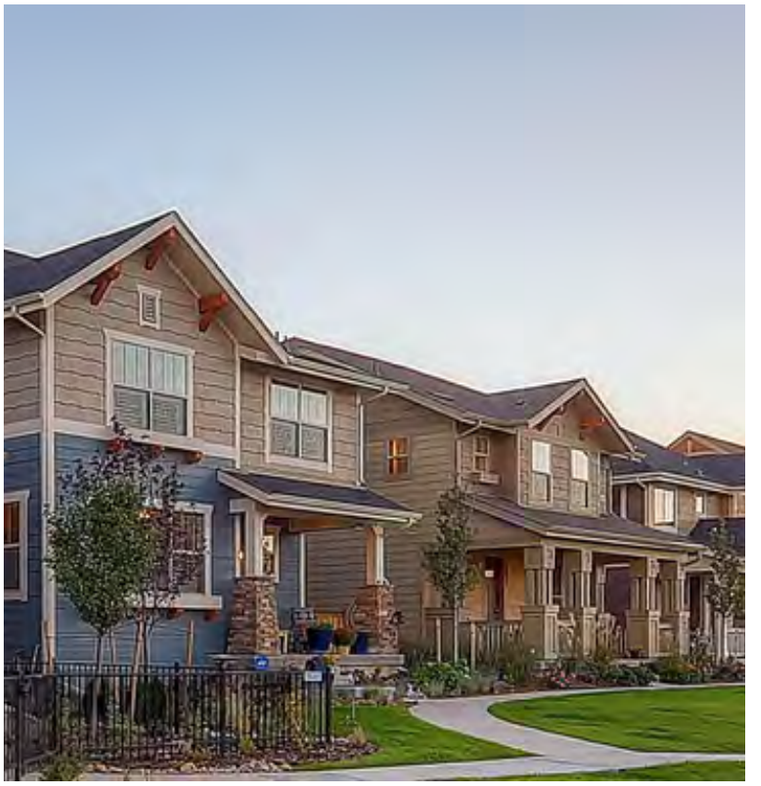
MIXED USE - COMMERCIAL/RESIDENTIAL

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 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 multimodal 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.

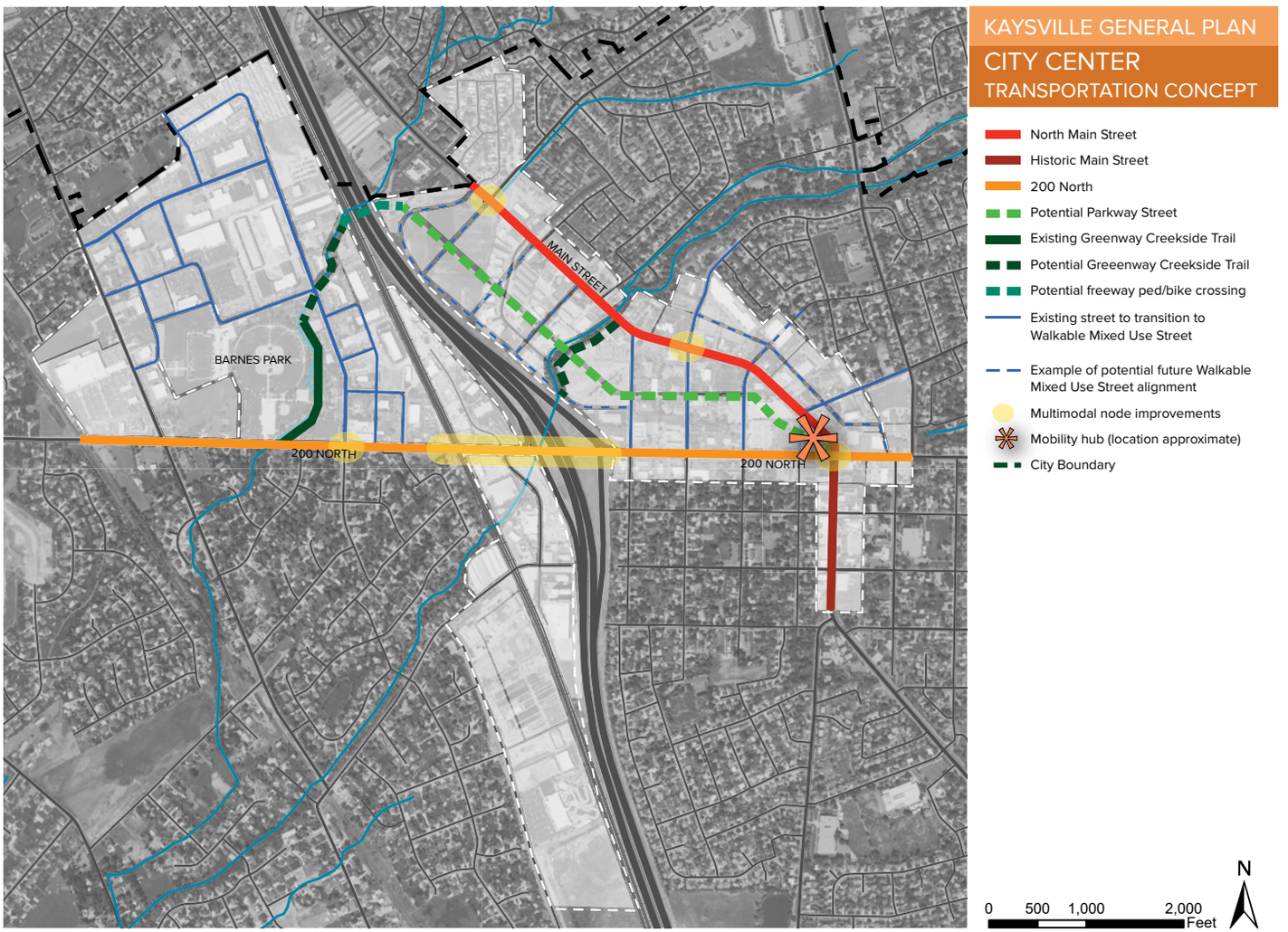
WALKABLE MIXED USE STREETS

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

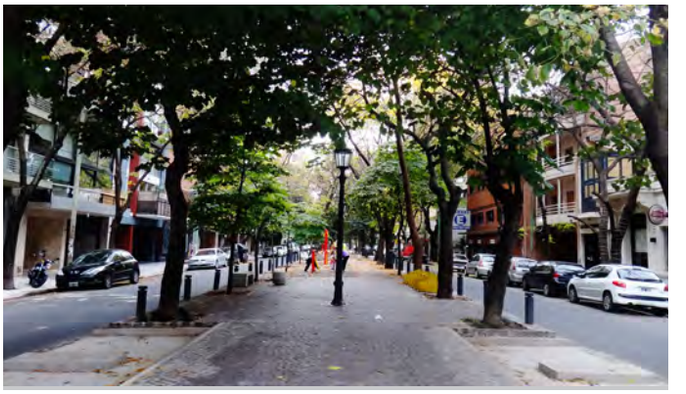
It is recommended that Kaysville City seek opportunities for funding to design and construct an additional bridge (or tunnel) for those walking, bicycling, and using other active transportation modes to connect between the Barnes Park and North Main Street areas. This bridge will help link these two areas for those accessing 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 focus on green space, walking and bicycling. A possible vision for this a Parkway Street – with a mix of complementary land uses such as retail, restaurants, and housing.



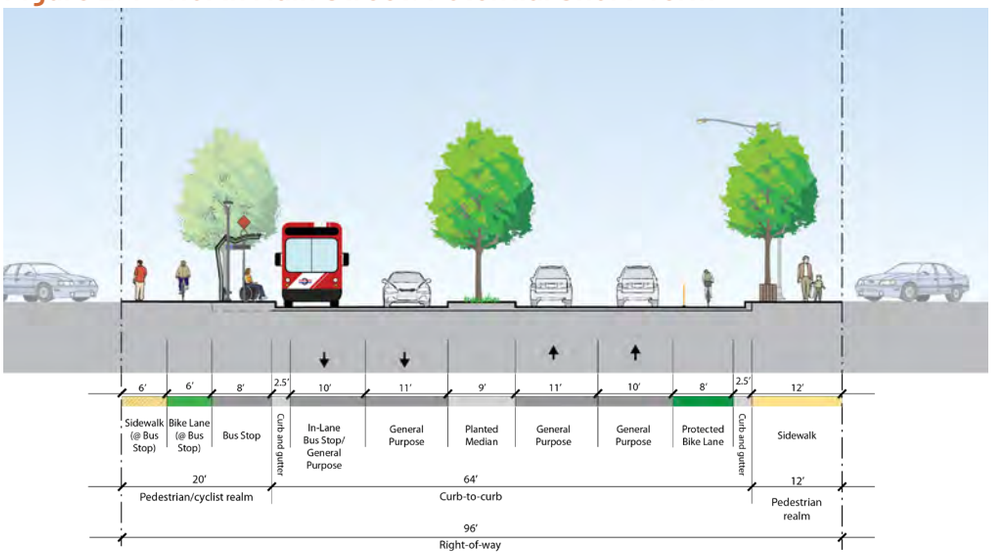
Examples of parkway streets

Figure 2.3 removed.

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.

Figure 2.4 - North Main Street: Potential Short-Term



Figures 2.4 shows 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

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 removed.

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.

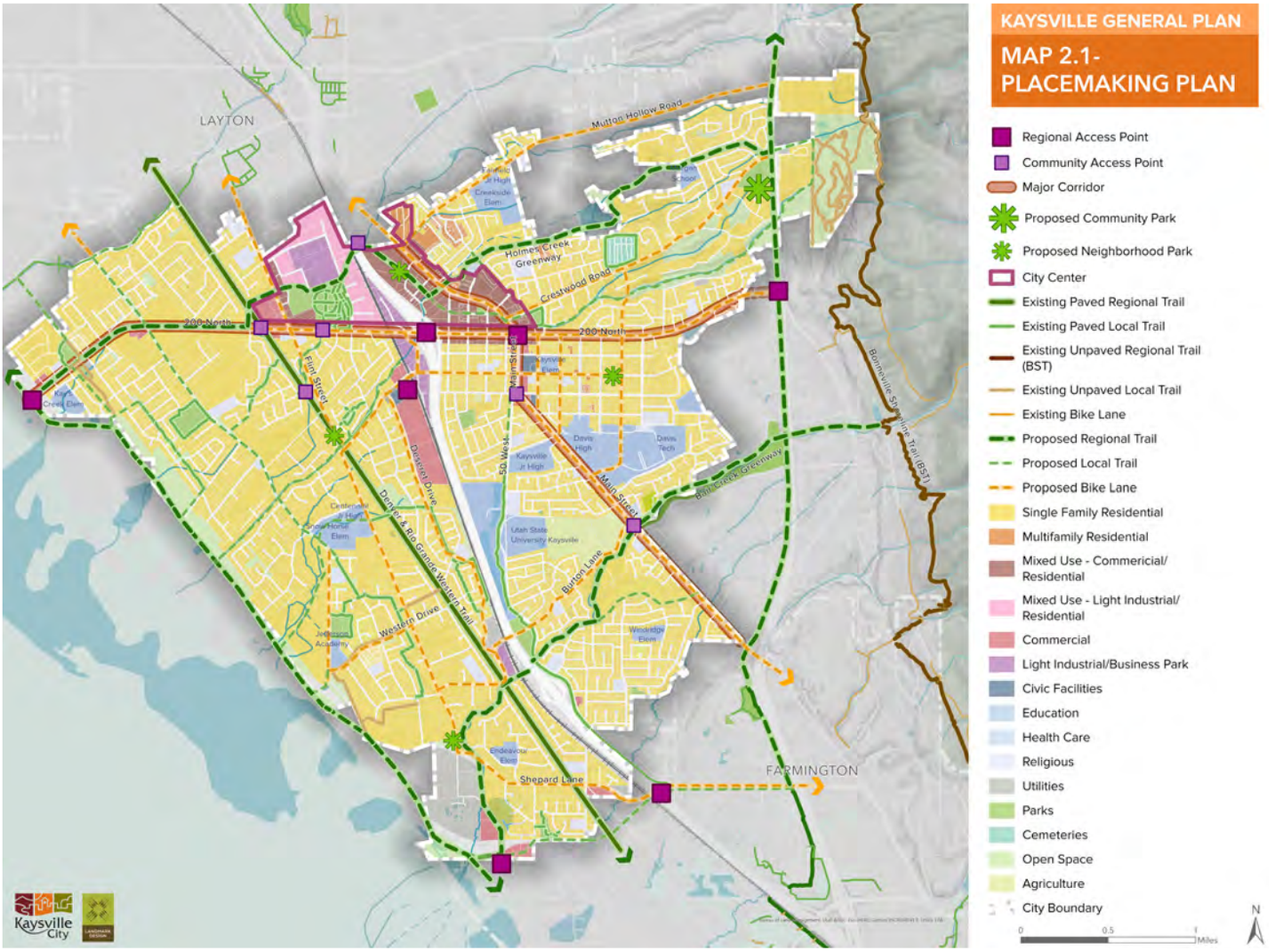
Placemaking Plan & Elements

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 & Objectives

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

Objective 1.1: Preserve single-family neighborhoods by restricting development to models that it 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.

Objective 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

Objective 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.

Objective 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.

Objective 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 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.

Objective 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

Objective 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

Objective 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

Objective 5.1: Encourage Conservation Subdivisions on vacant and undeveloped residential parcels identi ied 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.

Objective 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

Objective 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

Objective 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

Objective 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

Objective 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.

Objective 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

Objective 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.

Objective 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

Objective 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

- Introduction
- Major Corridors
- Regional Access
- Community Access
- Goals & Priorities

Introduction

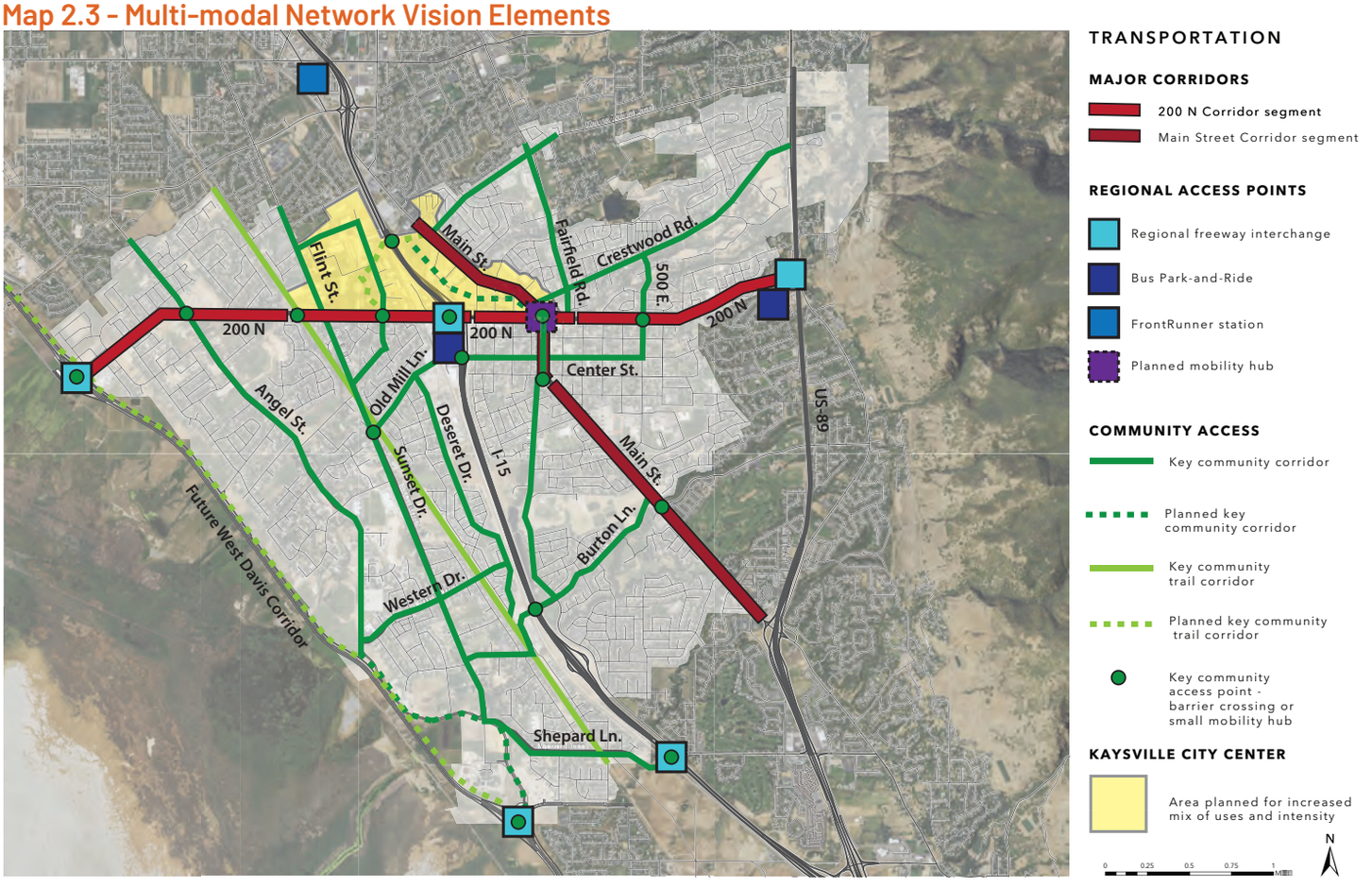
A robust transportation network is critical to moving people around the city and a key part of placemaking within Kaysville. This chapter details the transportation network as a series of components that closely reflect the transportation goals. The following key transportation elements will be discussed 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 least a 5-foot buffer although there may be situations where a buffer is not possible.

Existing pathway along 200 North in Kaysville.

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 2*019 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):

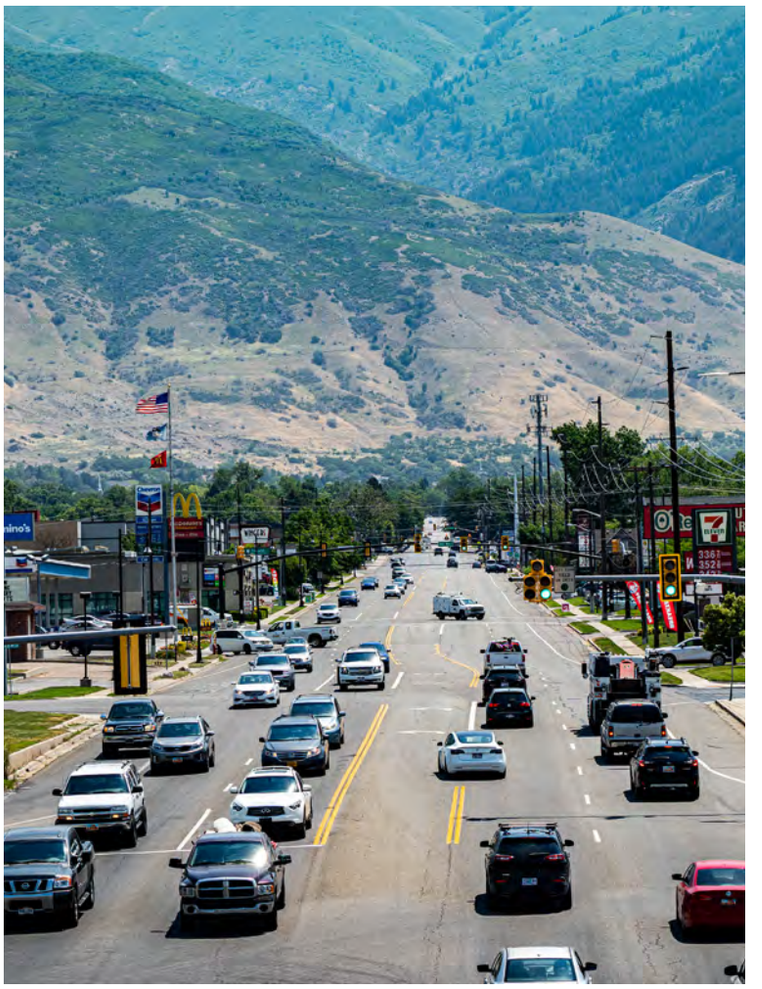
- Design and improve neighborhood streets to create a slow environment while maintaining street connectivity.
- Design and improve streets to reflect desired neighborhood character and create a sense of place. Balance the proportion of person and vehicular space and green streets with trees and landscaping.
- 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 alsoseek 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.

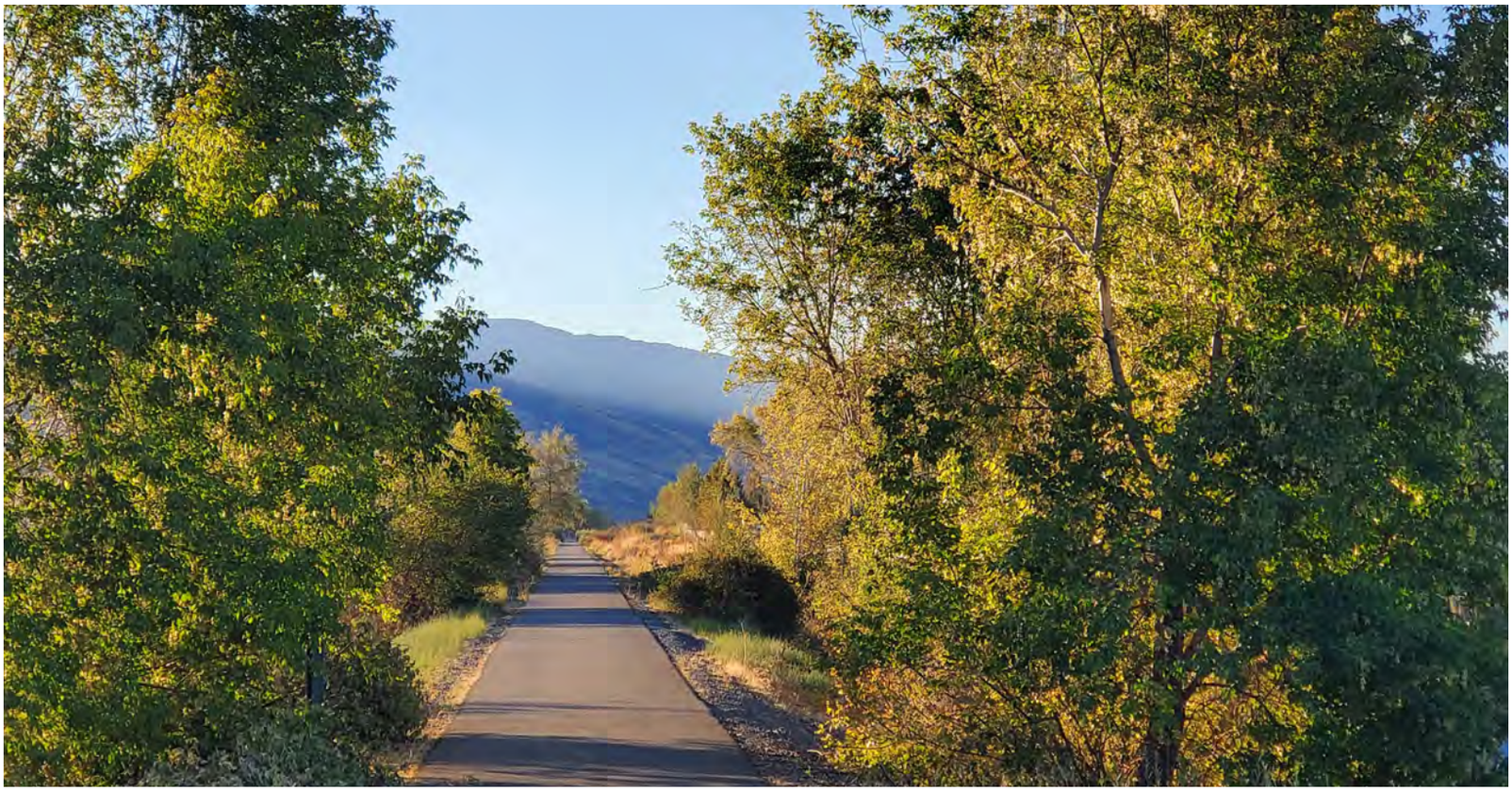


Figure 2.1 - Bicycle/Pedestrian Pathway Primary Network

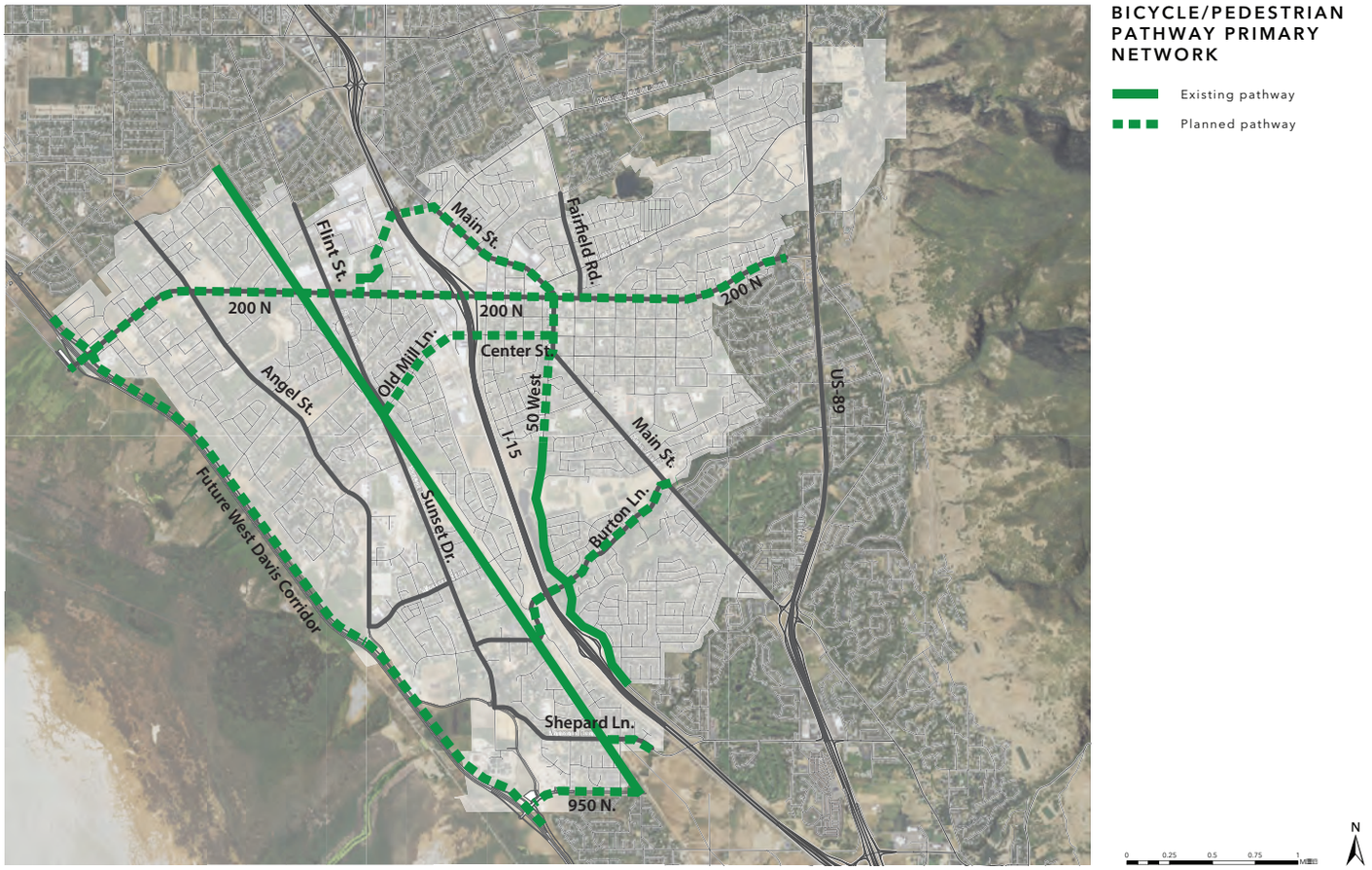


Figure 2.1 - With existing pathways such as the Denver, Rio Grande & Western rail trail and the pathway along 50 West, as well as the planned West Davis Corridor pathway, Kaysville has the potential to create a connected network of separated pedestrian and bike pathways to allow residents to ride and walk safely all over the community. In this concept, implementing a pathway along the entirely 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 & Objectives

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

Objective 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.

Objective 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.

Objective 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.

Objective 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.

Objective 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.

Objective 1.6: Reduce travel demand for single occupant vehicle trips

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

Objective 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

Objective 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.

Objective 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.

Objective 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.

Objective 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.

Objective 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.

Objective 2.6: Implement active transportation facilities and programs

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

Objective 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

Objective 3.1: Calm traffic

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

Objective 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.

Objective 3.3: Integrate new development

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

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.

Objective 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.

Objective 4.2: Slow traffic

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

Objective 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.

Objective 4.4: Improve Walkability

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

Objective 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.

Objective 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.

Objective 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.

Objective 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.

Objective 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.

Objective 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.

Objective 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.

Objective 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.

Objective 7.1: Bike promotion and education

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

Objective 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.

Objective 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

Objective 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.

Objective 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.

Objective 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

- 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%
Total Units	**7,643**	**87.7%**	**1,070**	**12.3%**	**8,712**	**100%**

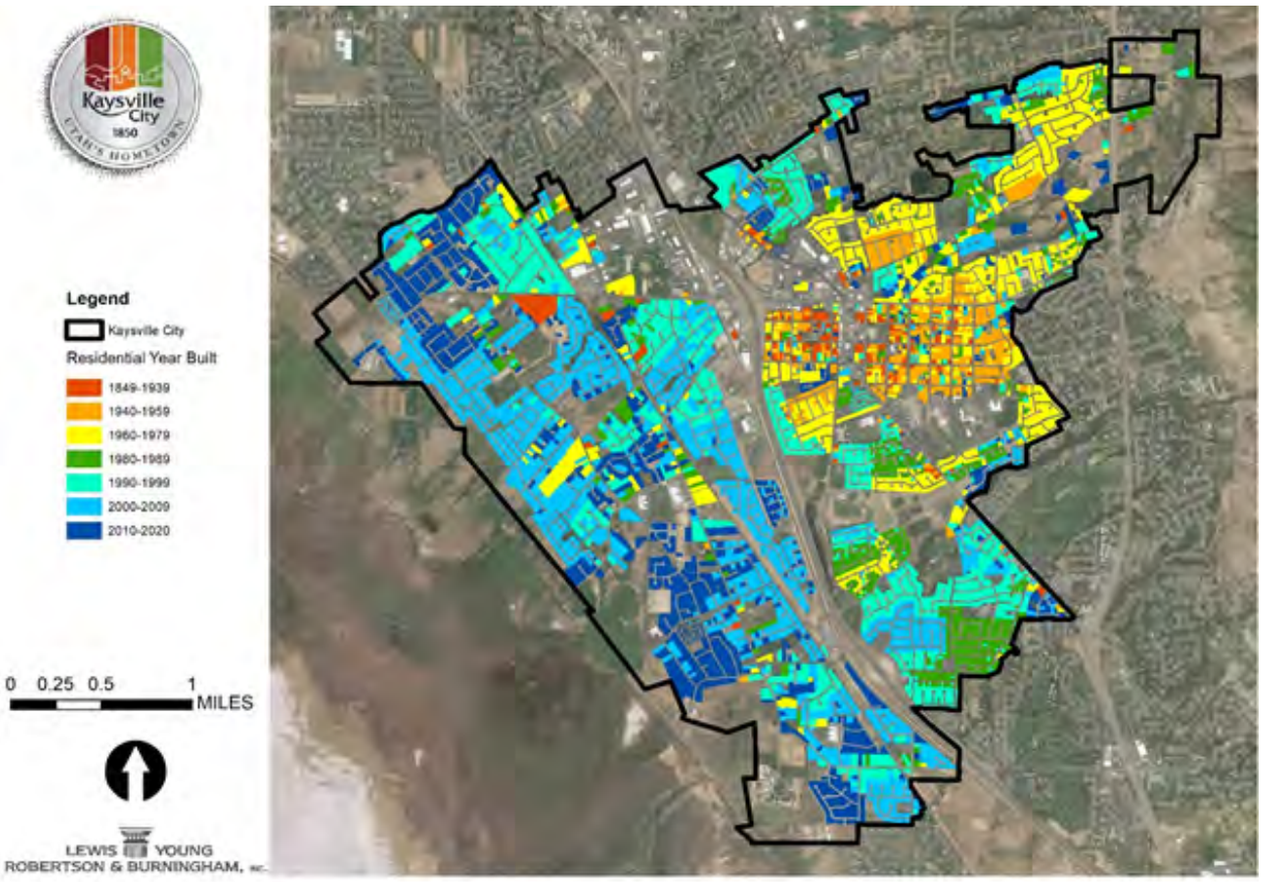
Housing Stock

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
- FIRSTHOME
- 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 to 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
Total	**1,372**	**2**	**19**	**1**	**1,399**

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 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 west of I-15 where the majority of vacant developable land is located, is expected to continue expanding the low and medium density neighborhoods within the city. With a majority of housing stock between I-15 and West Davis Corridor 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 & Objectives

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

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

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

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

GREEN & ACTIVE SYSTEMS

Open Space, Trails & Natural Resources

- Natural Resources & Environment
- Parks, Open Space & Recreation
- Community Trails
- 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.

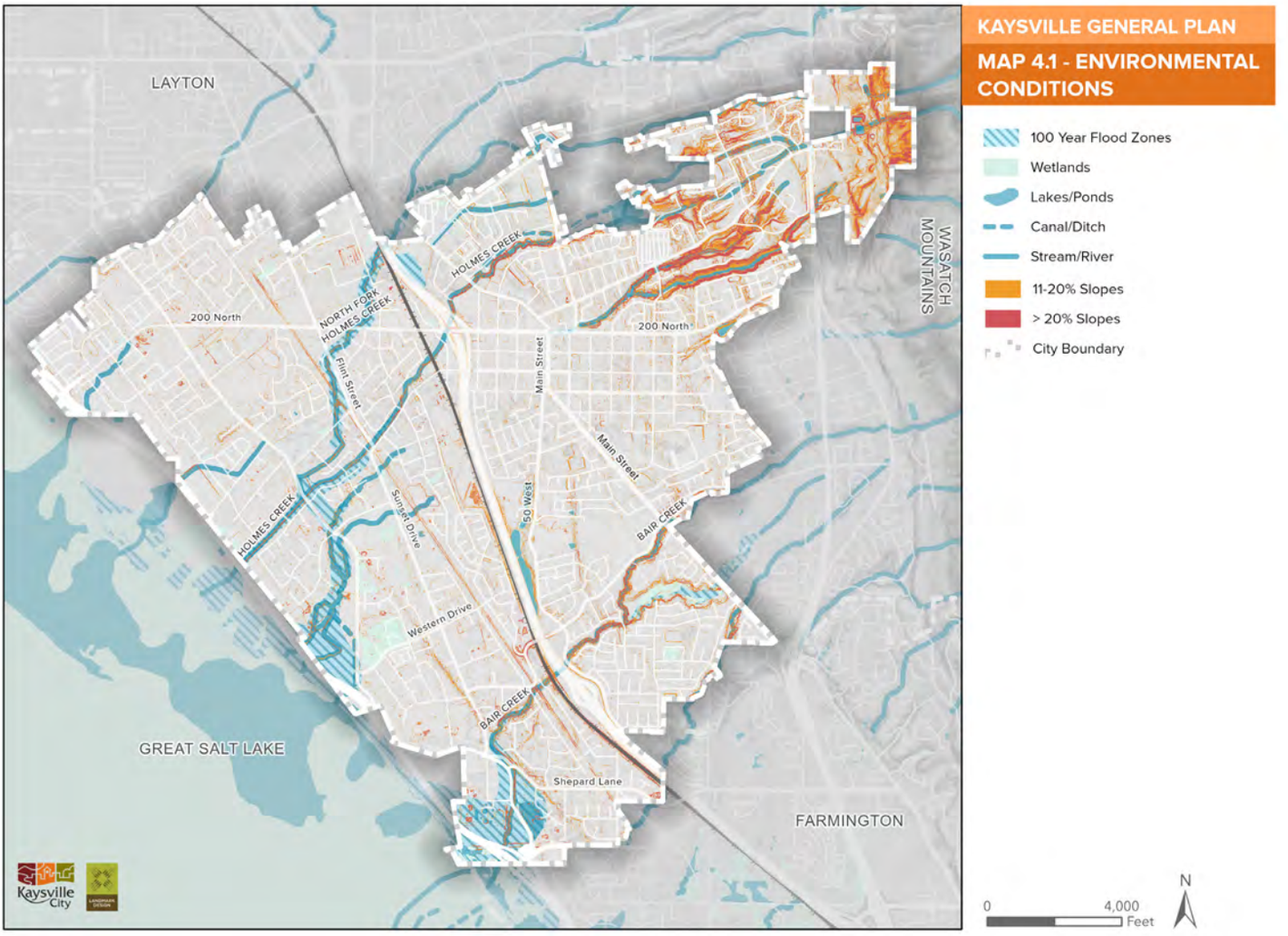
Water Resources

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.

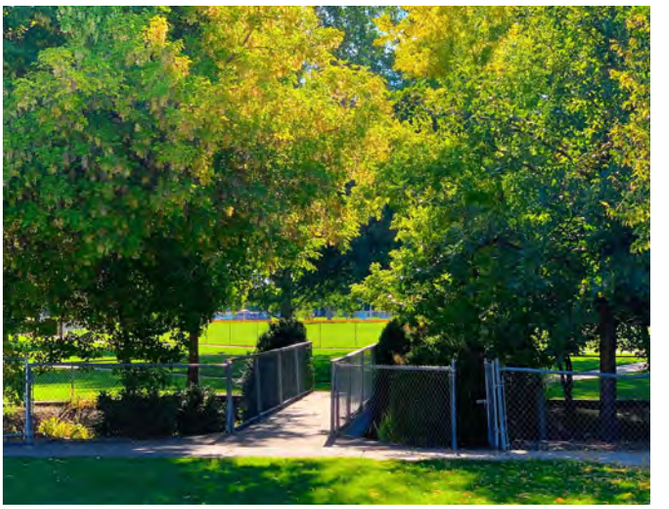
An up-to-date and comprehensive parks, open space, recreation and trails element is essential to ensure the acquisition, development and maintenance of facilities and programs keeps pace with the demands and needs of the changing population. It also captures the vision and needs of the community, providing 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

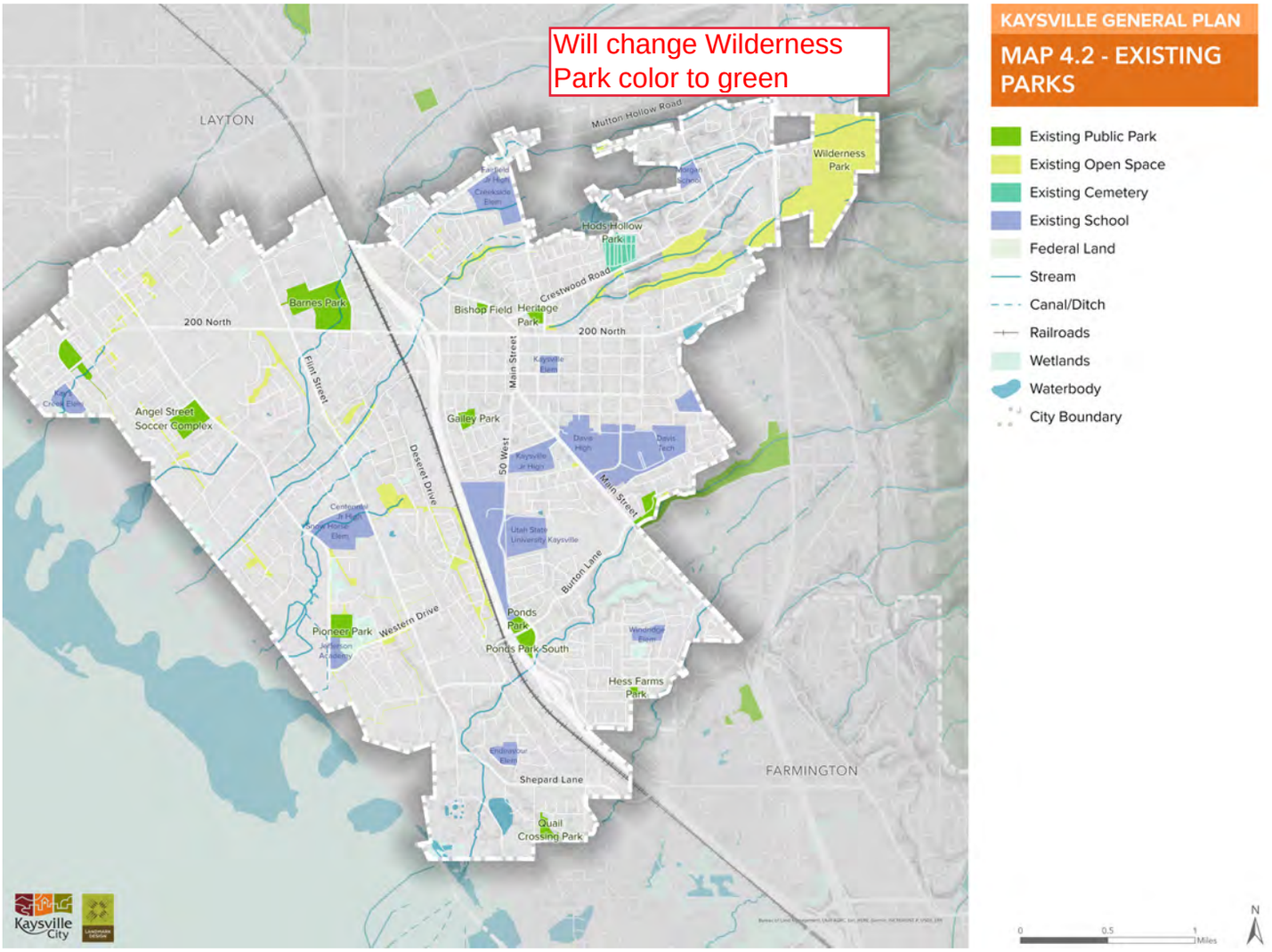
8 Pickelball

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 Parks1. 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

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.

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

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.

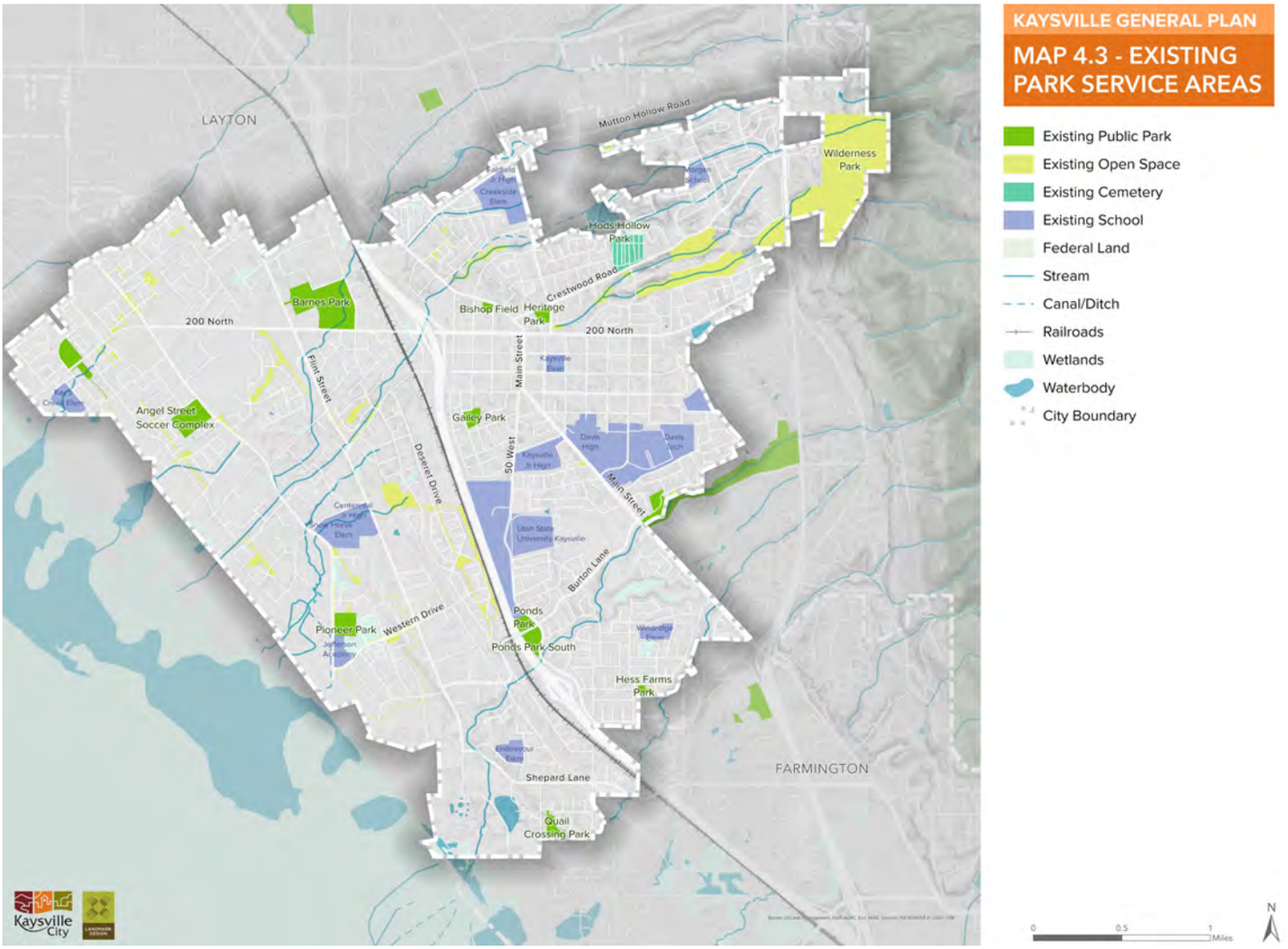
Heritage Park

Pioneer Park

Ponds Park

Quail Crossing Park

Gailey Park



Meeting Needs During the 10-Year Planning Horizon

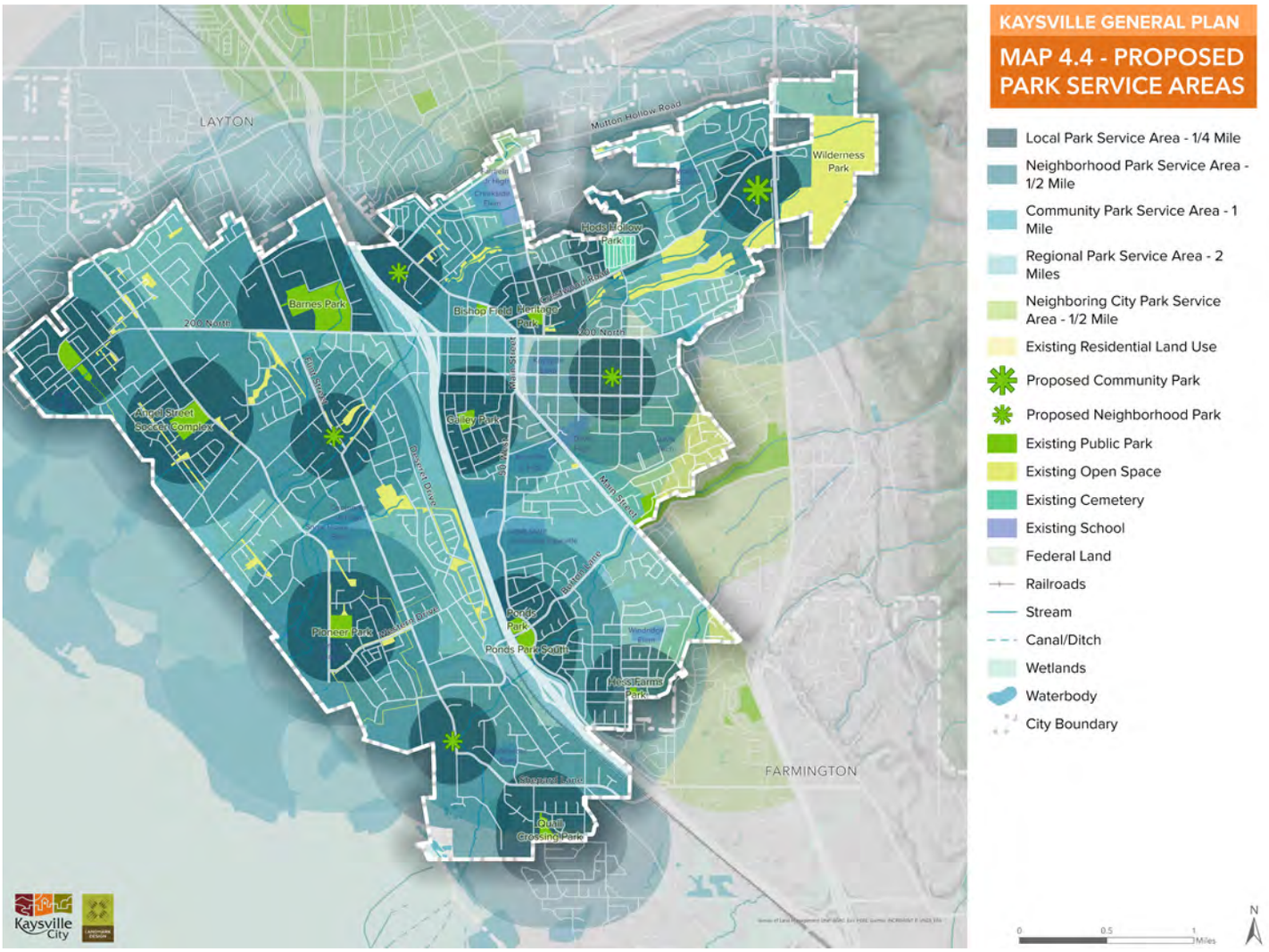
Carrying the recommended future LOS of 3.6 forward to meet park needs through the 10-year planning period results in a total of 128.2 acres of public park land required by 2030 to meet requirements (35,416 / 1,000 x 3.62 = 128.2). There are 116.3 acres of existing public park land already provided, so 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 x 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.

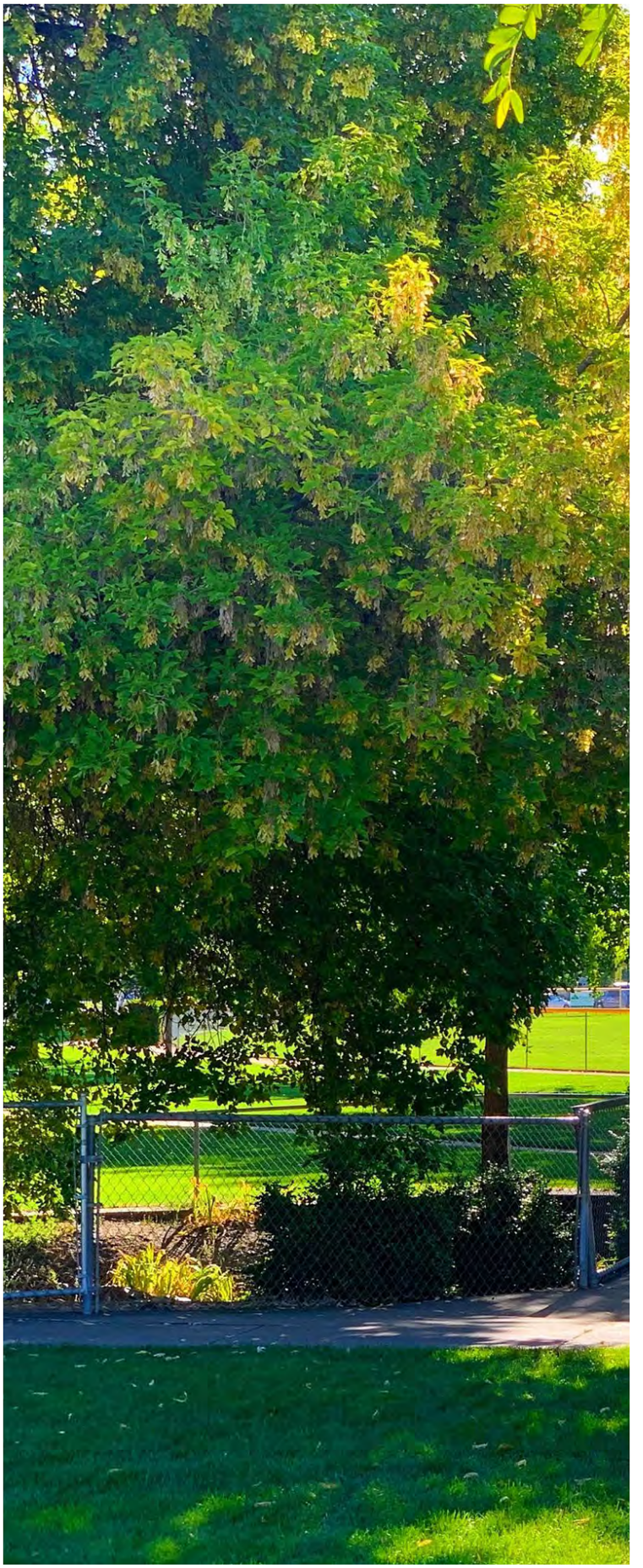
Community Trails

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.

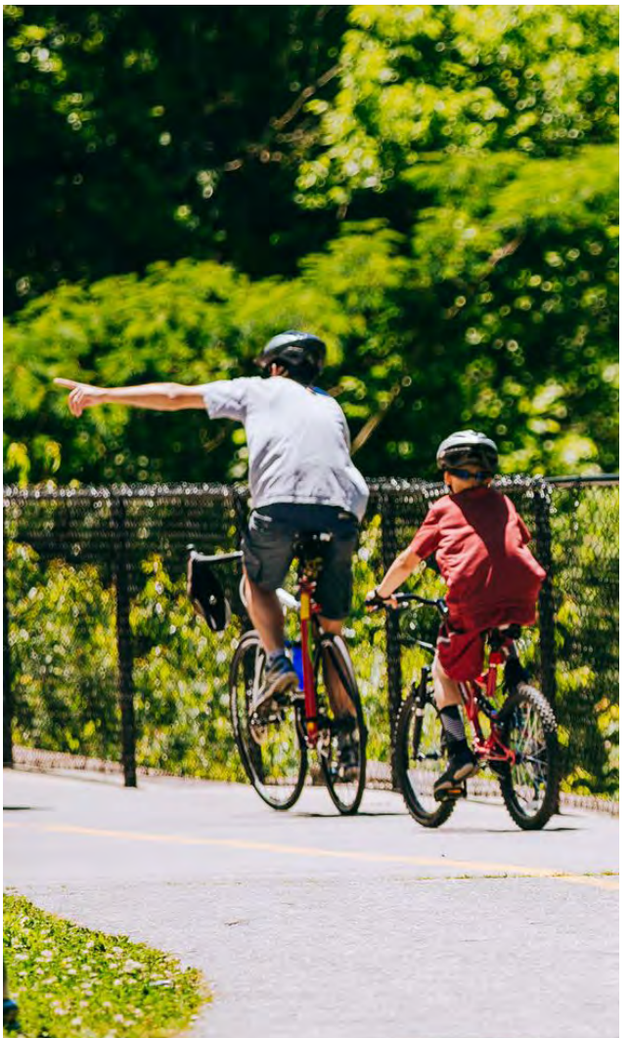
> "
>
> **I REALLY THINK TRAILS AND BIKE PATHS BENEFIT EVERYONE. I ALWAYS SEE PEOPLE OUT ON THE TRAILS!**
>
> SURVEY RESPONDENT



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

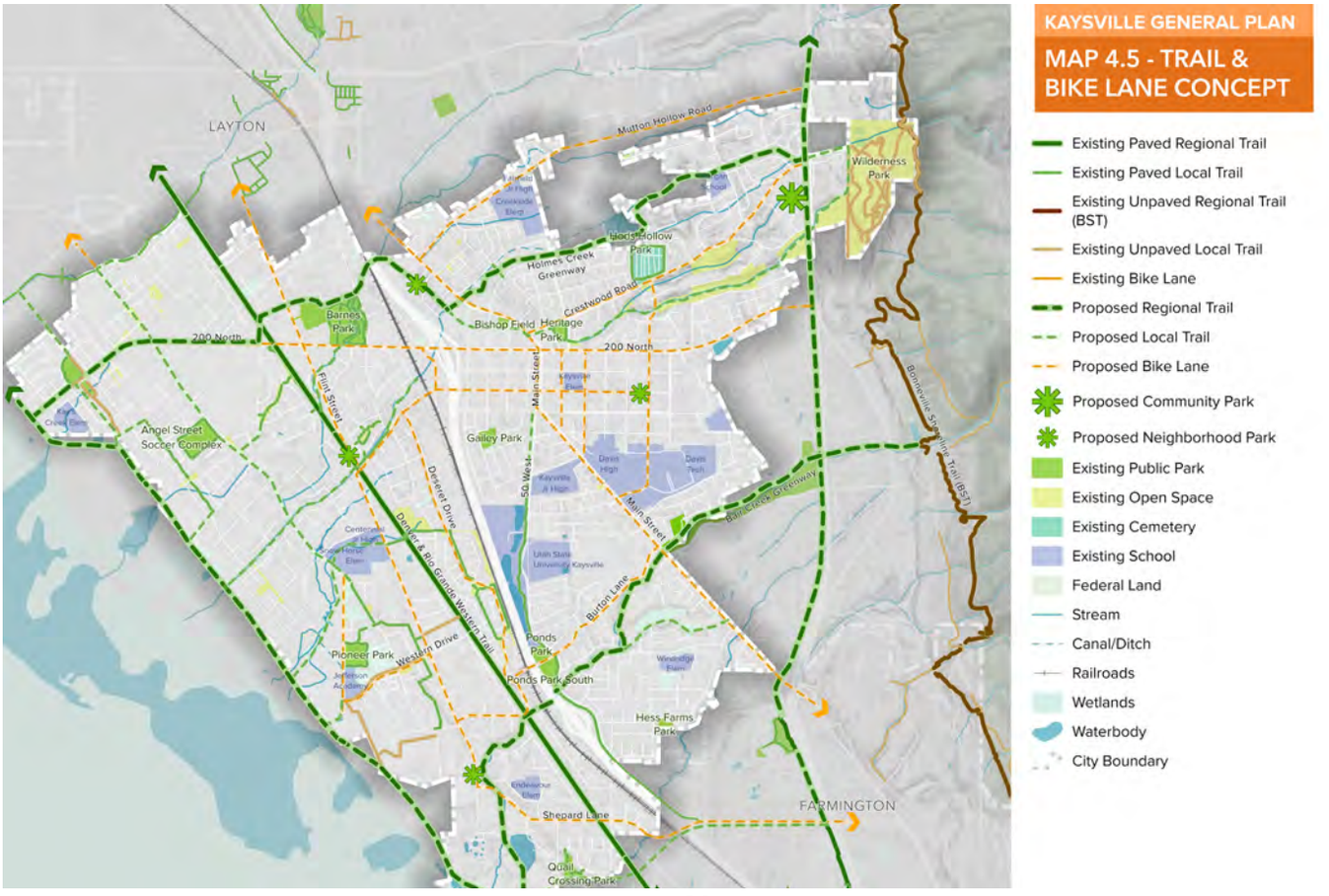
There are approximately 16.3 miles of paved trails in the city, most prominent of which is the regional Denver and Rio Grande Western Rail Trail. Many others have been installed as part of residential developments that connect parks to the surrounding neighborhoods.

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 & Objectives

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

Objective 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.

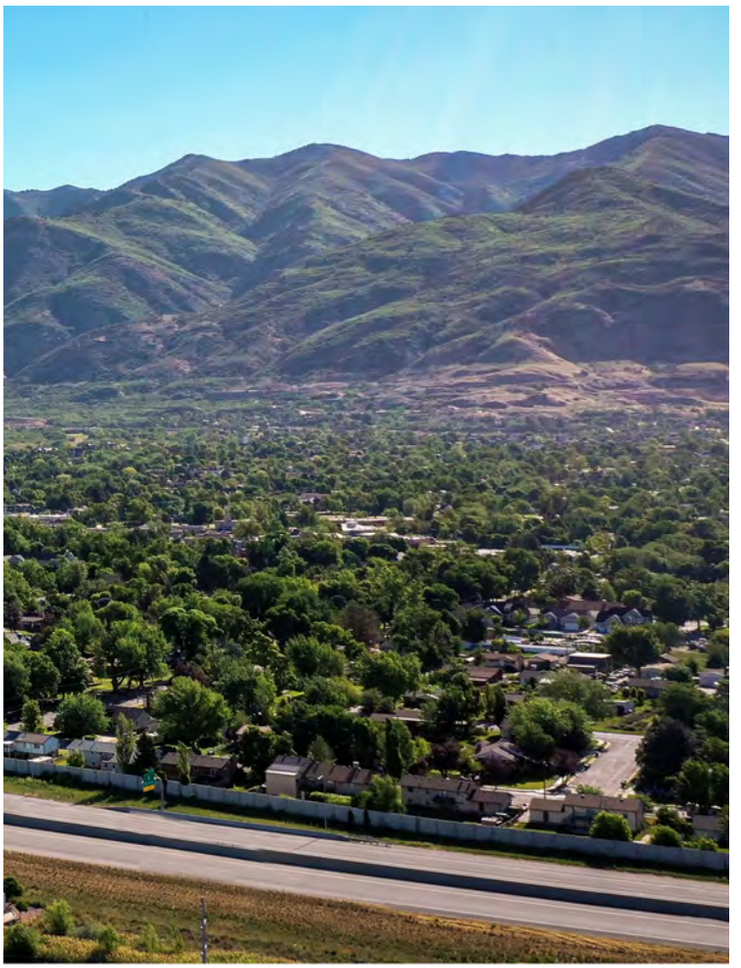
- **Implementation Measure:** As the community grows, ensure that the recommended level of service is maintained.
- **Implementation Measure:** Develop and implement a signage and wayfinding system for the city, so residents have ample information about available facilities, amenities and regulations.
- **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.

Objective 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.

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

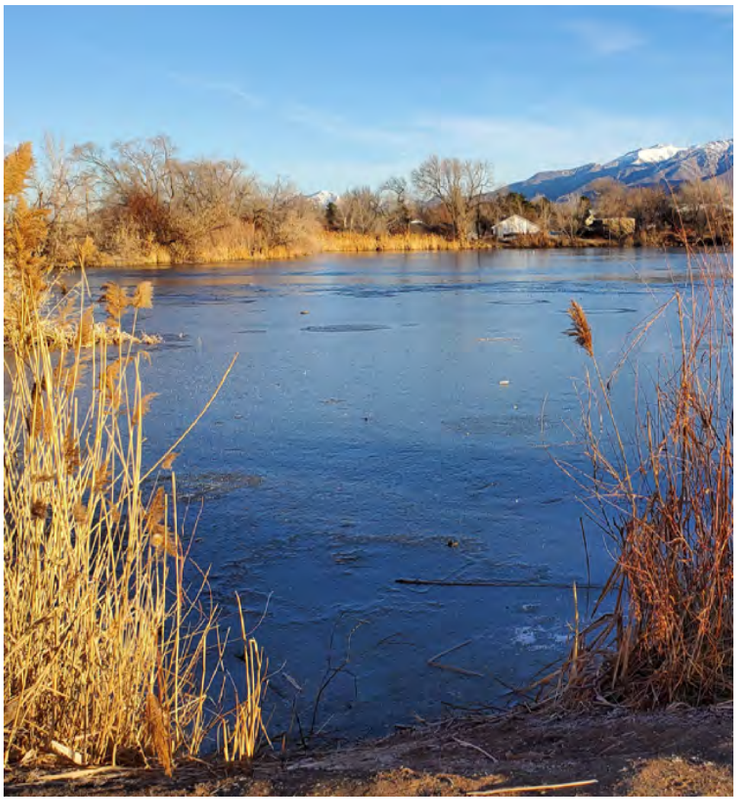
- **Implementation Measure:** Modify zoning and other city ordinances as needed to require developer participation in the provision of small private parks, open space and trails.
- **Implementation Measure:** Protect the extensive urban forest in the city's parks and open spaces and relocate trees impacted by park improvements wherever possible.
- **Implementation Measure:** Modify zoning and other city ordinances to allow, encourage and enure 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

Objective 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

Objective 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

Objective 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.

Objective 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.

Objective 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.

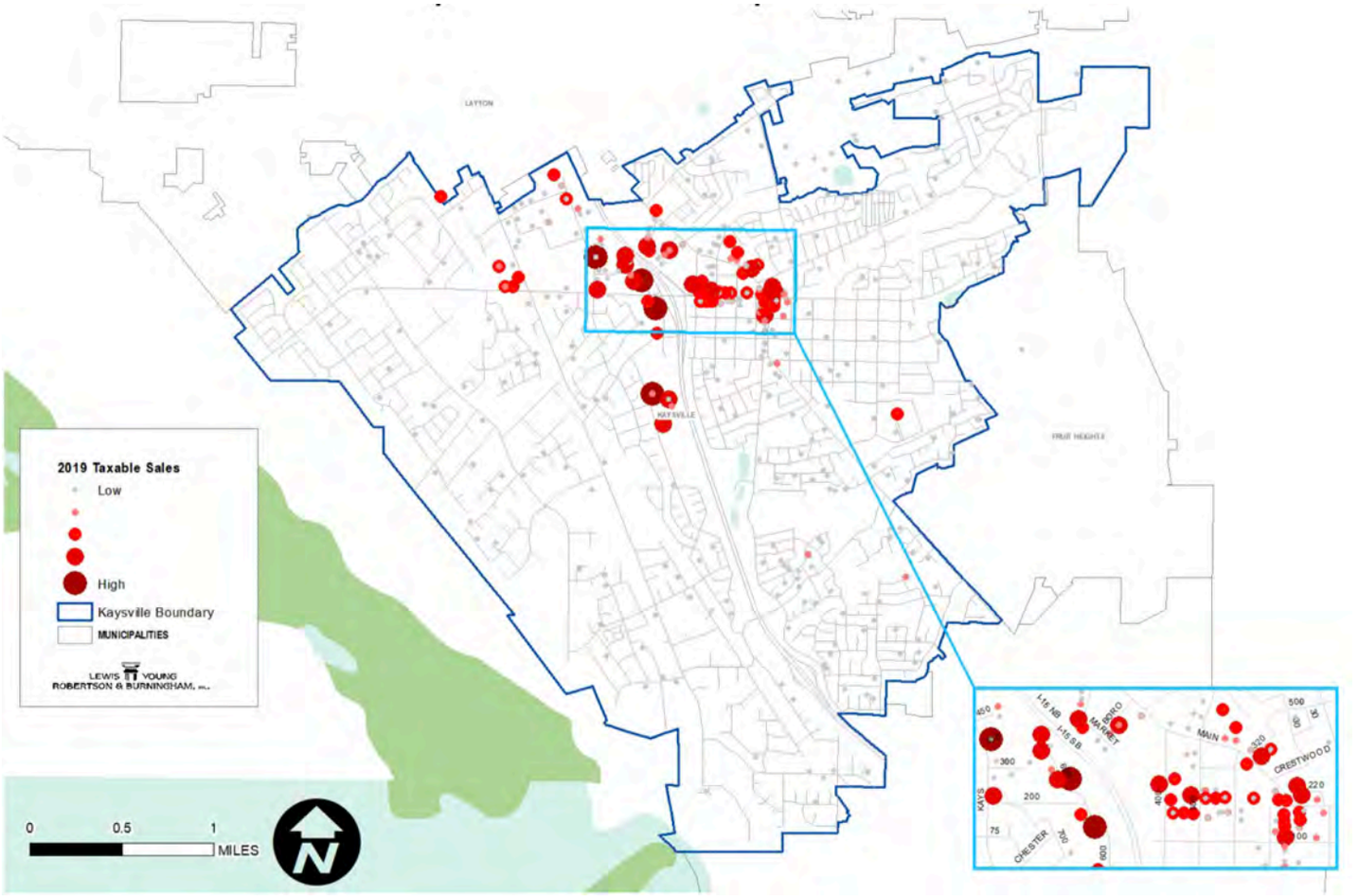
Table 5.1 - Historic Taxable Sales

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%
Kaysville	**$179,426,850**	**$181,316,886**	**$195,696,885**	**$212,371,407**	**$221,056,615**	**$256,547,093**	**$301,136,466**	**$339,390,749**	**$305,837,094**	**$382,524,441**	**8.78%**
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
Kaysville	**$6,572**	**$6,784**	**$7,154**	**$7,604**	**$7,762**	**$8,782**	**$10,106**	**$11,191**	**$9,878**	**$12,154**	**5**
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%
Motor Vehicle	**26.0%**	**2.7%**	**2.5%**	**20.3%**	**17.2%**
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%
Food Services & Drinking Places	**9.5%**	**8.7%**	**8.3%**	**9.1%**	**8.7%**
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
Retail					
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
Total Retail	**$238,523,043**	**$7,865**	**$14,362.92**	**58%**	**($5,779.59)**
Industry					
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
Total Industry	**$51,569,701**	**$1,700**	**$766.10**	**60%**	**($1,235.31)**
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
Services Total	**$876,583**	**$29**	**$51.27**	**59%**	**($19.80)**
Other					
Other	**$3,724,702**	**$123**	**$1,362.36**	**9%**	**($1,171.39)**
All Taxable Sales					
Total	**$353,315,145**	**$11,650**	**$23,752.44**	**52%**	**($10,914.34)**

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.

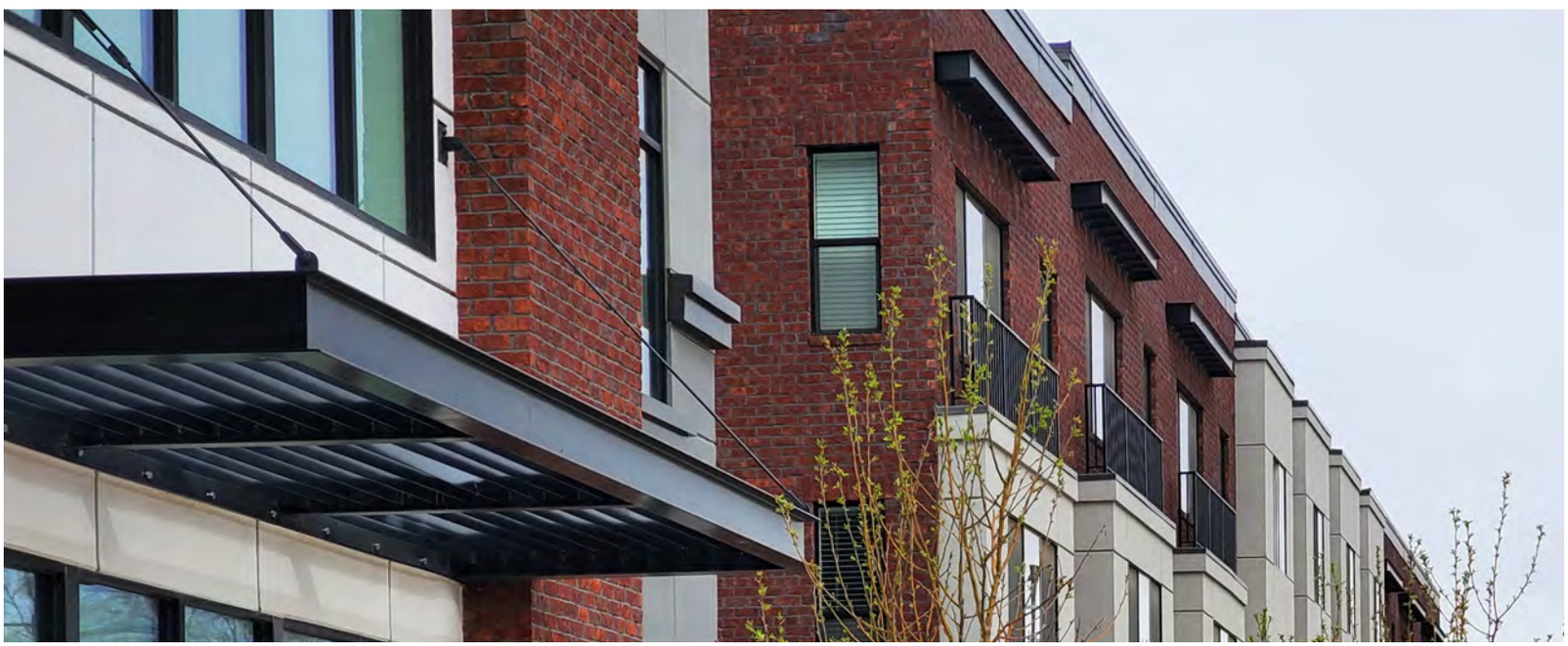
The total Kaysville tax rate is made up of levies by Davis County, the County Library, Davis School District, Kaysville City, Davis County Mosquito Abatement District, the Central Davis County Sewer District, Multicounty Assessing, and Weber Basin Water Conservancy District. As shown in Figure 5.2, the 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

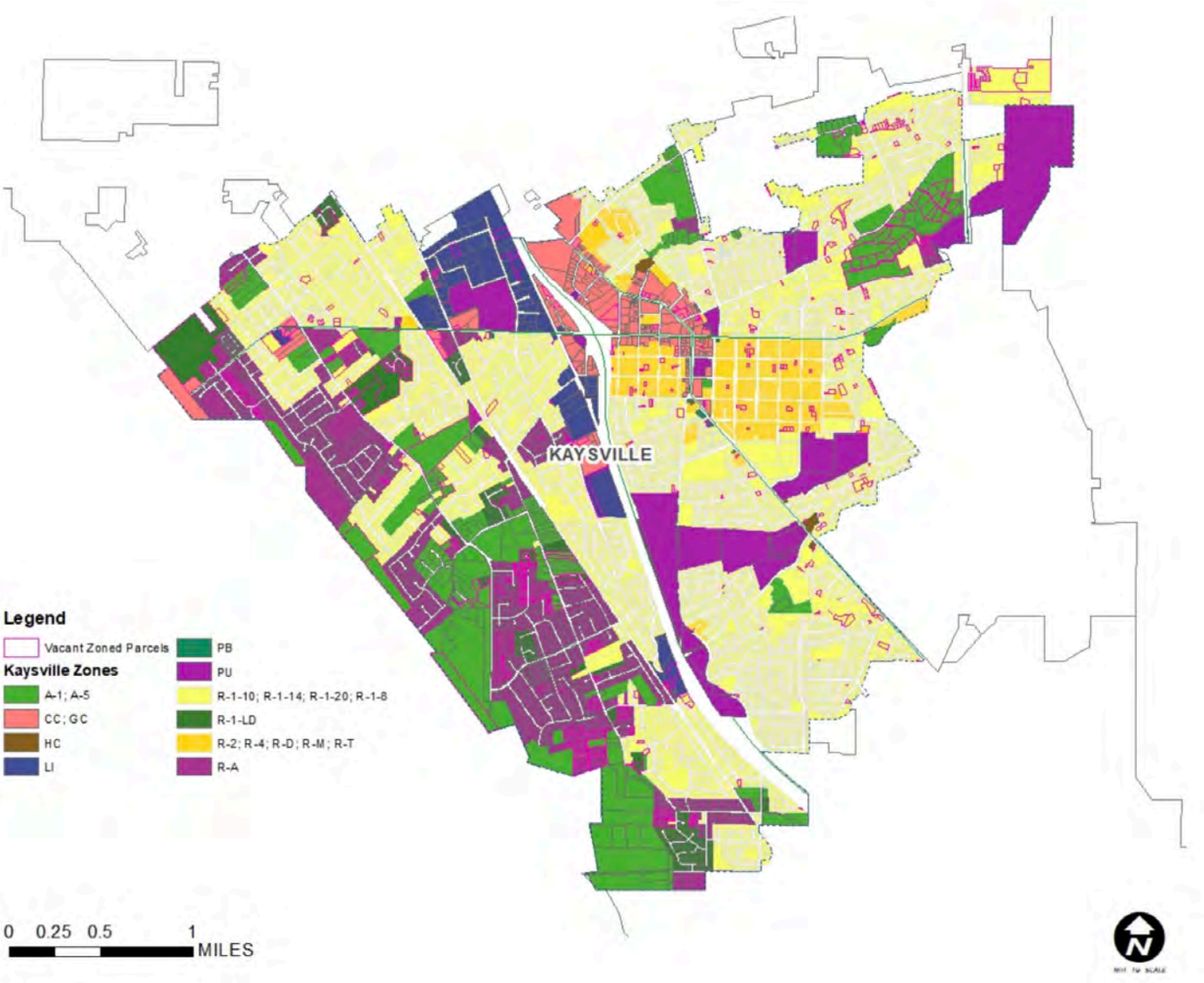


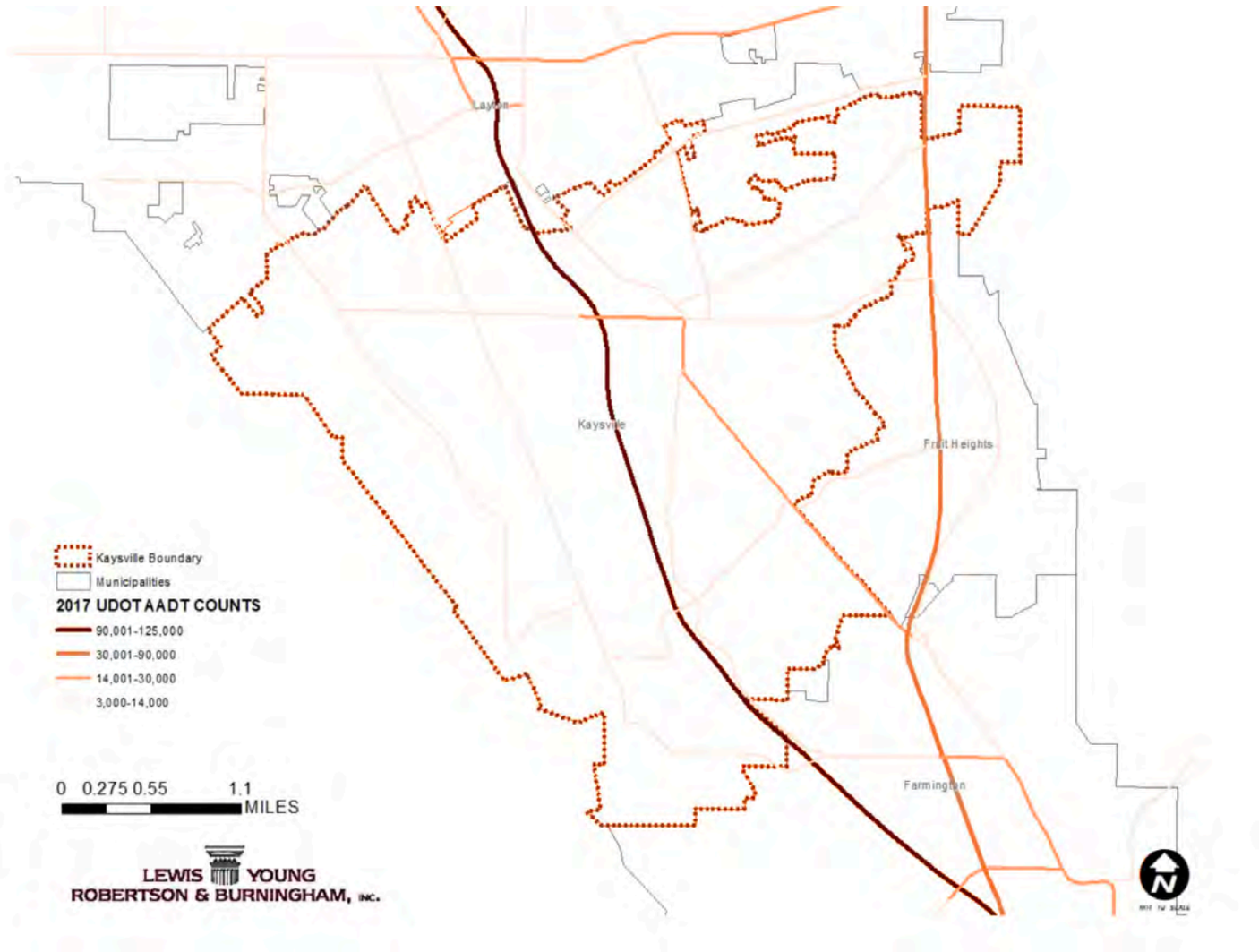
Table 5.9 - Distribution of Land Use Types within Kaysville

PROPERTY TYPE	PARCELS	ACREAGE	MARKET VALUE ($)	% OF TOTAL MARKET VALUE	TAXABLE VALUE ($)	% OF TOTAL TAXABLE VALUE
Residential						
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%
Commercial						
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%
Industrial						
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%
Agriculture						
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%
Other						
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.

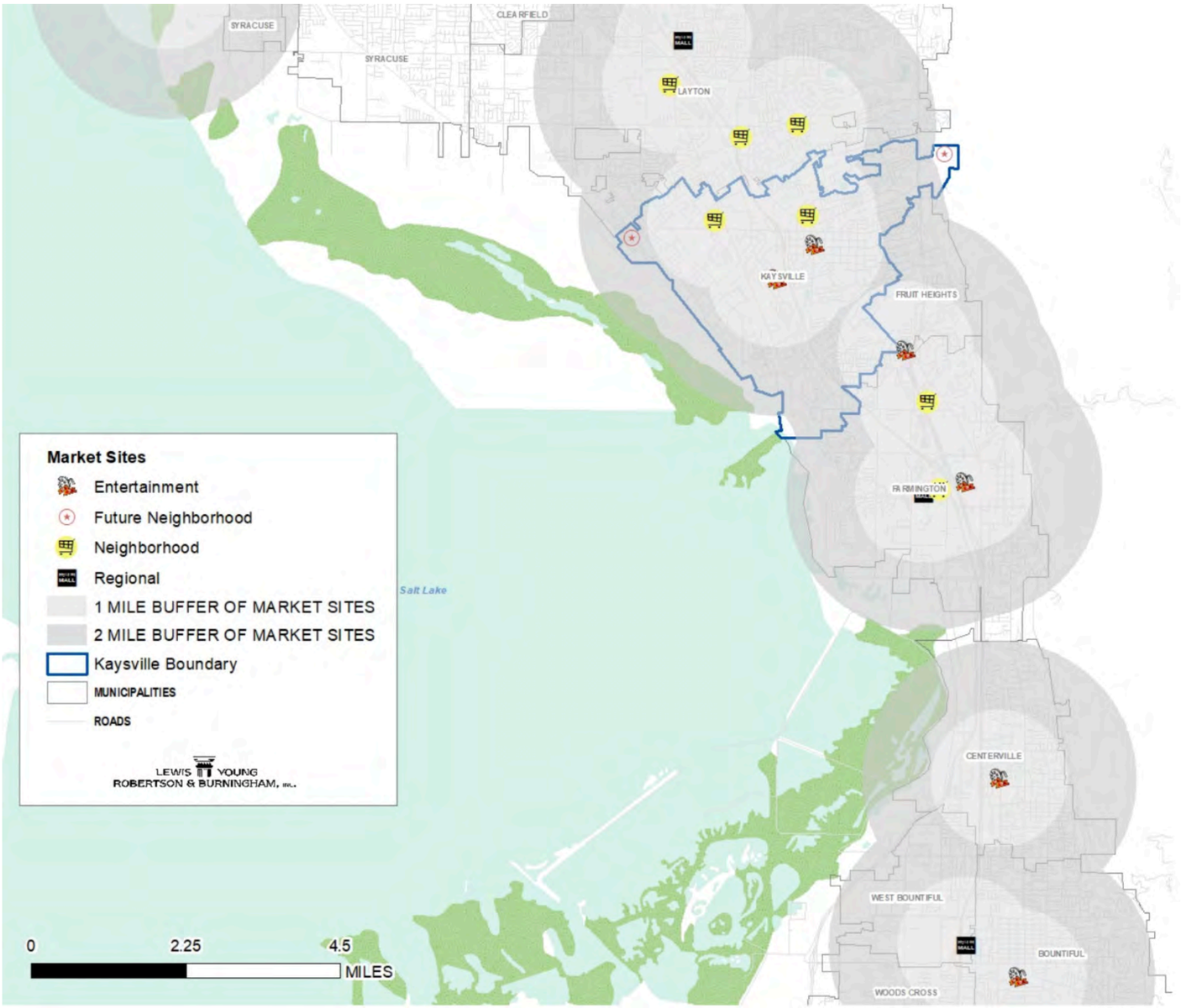
Figure 5.5 - 2017 Average Annual Daily Trip Counts



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.

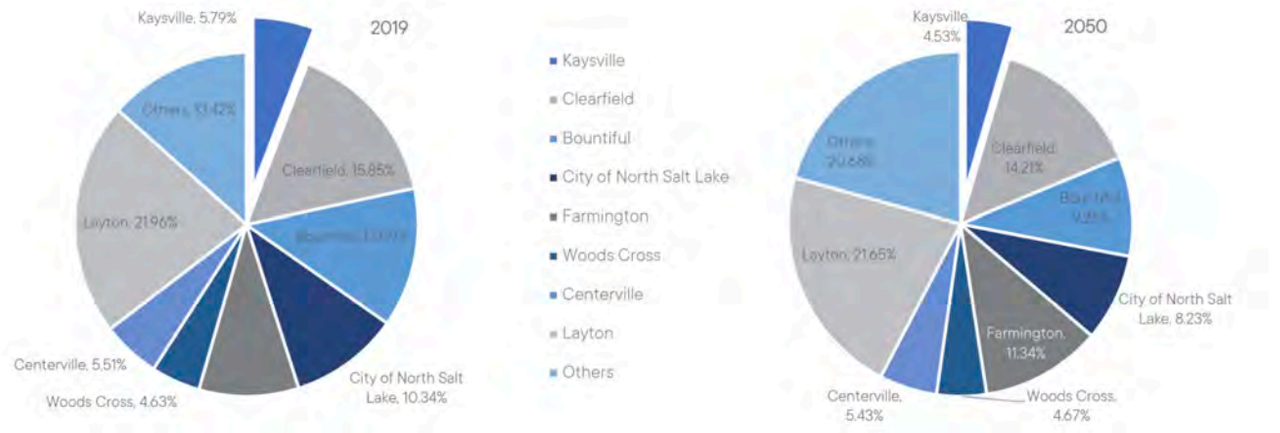
Employing an alternative methodology produces higher supportable acreage. The existing zoned commercial and industrial land per capita is Kaysville is 0.012 acres per capita (see Appendix, Table 5.12). Within similarly sized communities, an average of 0.025 acres per capita can be found. However, this 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.

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.

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

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.

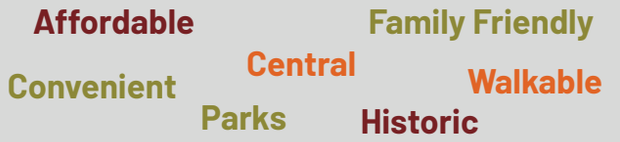
NEIGHBORHOOD GROUPS AND EVENTS

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?



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 & Objectives

GOAL 1: PROMOTE KAYSVILLE CITY CENTER REDEVELOPMENT TO STRENGTHEN COMMERCIAL AREAS

Objective 1.1: Allow for greater densities in Kaysville City Center to generate an increase in buying power and capture rates

Objective 1.2: Focus on small scale and local services to meet public requests and provide local growth

GOAL 2: UTILIZE THE WIDE VARIETY OF TOOLS AND INCENTIVES AVAILABLE TO HELP ACHIEVE ECONOMIC DEVELOPMENT GOALS

Objective 2.1: Establish redevelopment areas to fund infrastructure and future developments

GOAL 3: ALLOW FOR MIXED USE DEVELOPMENT IN IDENTIFIED AREAS TO GENERATE MORE ROOFTOPS AND PREVENT SALES LEAKAGE

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.

Appendicies

Kaysville City

General Plan

Approved August 2022

A APPENDIX A: COMMUNITY ENGAGEMENT

Public Scoping

Typically in the early stages of the planning process, a public scoping meeting is held to help identify needs, desires and issues and inform plan concepts and ideas. Due to the impacts of COVID–19, the public meeting format was not possible, and public scoping was instead conducted via an online platform over a four-week period. The online scoping consisted of three components: an interactive map for geographically placed comments, an open comment questionnaire, and a visual preference survey.

The results were a promising response, with nearly 2000 visitors, 431 comments, 252 questionnaire responses, and 156 visual preference survey responses. After thoroughly reviewing the collected data, a summary and analysis is described in the following sections.

Heat Map of comments received on SocialPinpoint

Interactive Map Comments

The interactive map received 431 comments, with many more visitors providing "up votes" or "down votes" to comments. The figure at left shows a heat map of the geographic locations that received the most comments. The comments received were categorized into general topics and then tabulated to identify common issues that received the most attention. A general summary of the comments follows, after which Tables A.1 and A.2 list the issues with the most "up votes" and "down votes."

LAND USE

- Concerns over "high density" developments in West Kaysville. Many in this area would like to keep the remaining open spaces or see large lot sizes.
- Those that do 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.
- Interestingly, the same residents of West Kaysville support the development of large big-box scale retail even though this would generate increased traffic.
- Some comments suggest a disproportionate amount of multi-family housing on the east side, particularly in the area bounded by Main/Fairfield/Mutton Hollow.
- Some east-side residents seem interested in the allowance of ADUs. Others are concerned with the preservation of the historic district.

DOWNTOWN

- Comments support making the historic downtown a destination with small dining and retail spaces, beautifying streetscapes and keeping buildings at the streetfront with parking elsewhere.

- There appears to be 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. Many comments suggest the implementation of stop signs, roundabout, or traffic signals at specific intersections.
- There is generally a concern with pedestrian and bicyclist safety, with many comments citing problems with speeding, lack of crosswalks, sidewalks and bike lanes, or narrow shoulders. The Burton Lane overpass is cited several times as needing active transportation improvements.
- Proposed plans for the West Davis Corridor, Shepard Lane interchange, and Angel Street expansion seem evenly decried and celebrated.

PARKS AND RECREATION

- The DRGW trail is beloved by many, though there are a number of ideas and concerns regarding narrowness of gates, visibility at crossings, and points of access.
- Several comments support the addition of connector trails and bike lanes through the city and to the DRGW trail.
- There is general support for a city recreation center.
- Residents are generally pleased with the parks although several comments suggest a need for expanded facilities or to complete unfinished parks.
- Many comments regarding the allowance of dogs in the parks or the creation of a dog park.
- Several comments support specific use trails in the wilderness park (i.e. mountain biking, dog use, wheelchair).

COMMUNITY CHARACTER

- A general concern over the ugliness of the 200 North off-ramps and the poor gateway image this presents of the community.
- Several concerns 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.

Table A.1 - Map Comments with the Most Up-Votes

ISSUE	NUMBER OF COMMENTS	TOTAL UP VOTES	TOTAL DOWN VOTES
Land Use			
Keep remaining agricultural/open lands as open space	2	**84**	5
Equestrian center should remain as that use	2	**74**	0
Construct a fire station (specific locations) on the west side	2	**51**	56
Keep historic library building as a museum	1	**33**	10
Transportation			
Improve pedestrian/bicycle safety and access on Burton Lane overpass	1	**50**	0
Sidewalks needed along Webb Lane	1	**39**	0
Improved school crossings on 200 N	1	**37**	0
Sidewalks needed along Flint Street	1	**37**	0
Add four-way stop at Western Dr/Sunset Dr	1	**34**	0
Add signal at Burton Lane/Nicholls Rd	1	**30**	0
Traffic problems at 200 N/I–15 interchange	1	**30**	0
Parks and Recreation			
Vacant lot at 200 N/Angel St could be a park/community square		**41**	6
Construct a city Recreation Center	2	**68**	34
Housing			
Remaining agricultural lands in West Kaysville should be developed as large lot single family	2	**79**	12
Economic Development			
Improve the downtown area to become a destination with ground floor retail, apartments	4	**169**	1
Fill vacant buildings along north Main Street	1	**30**	0

Table A.2 - Map Comments with the Most Down-Votes

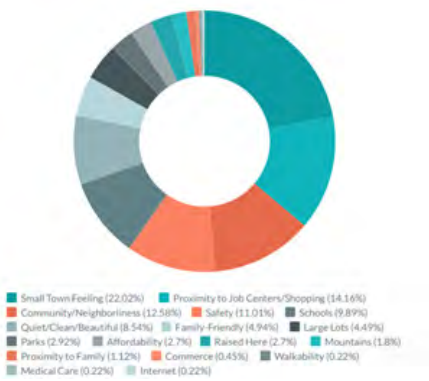
ISSUE	NUMBER OF COMMENTS	TOTAL UP VOTES	TOTAL DOWN VOTES
Land Use			
Construct a fire station (specific locations) on the west side	2	51	**56**
Mixed-use on land adjacent to Main Street clinic	1	0	**16**
Add commercial at new 200 N/Schick Ln off-ramp	2	19	**28**
Commercial at 2000 W and Shephard Ln	1	8	**15**
Transportation			
Need another freeway exit off I–15	1	23	**13**
Parks and Recreation			
Construct a city Recreation Center	2	68	**34**
Allow off-leash dogs in (specific) parks	1	8	**15**
Housing			
High density housing in remaining parcels along W 200 North	3	45	**83**
Open land at Angel St/Webb Ln will be great residential	1	10	**22**
High density residential along Deseret Dr/I–15	1	3	**19**
High density residential on vacant parcels on N Main St	2	46	**26**
Turn unwanted horse arena into Single Family	1	5	**14**
Economic Development			
Big-box retail along Deseret Dr/I–15	1	0	**23**
Car wash at Flint St/200 North	1	11	**13**

Questionnaire Comments

The questionnaire contained a series of questions aimed at identifying key issues for city residents regarding specific topics such as land use, downtown, parks and recreation, transportation, and economic development. The questions are listed as follows:

- Q1 - Why do you choose to live in Kaysville? What do you like most about living here?
- Q2 - What is Kaysville currently known for? What would you like it to be known for?
- Q3 - In recent years, how do you feel Kaysville has handled growth? What would you like to see different?
- Q4 - What facilities, services, businesses, or amenities would you like to see that are currently not in Kaysville?
- Q5 - What do you envision Main Street to look like in the future? What type of uses should be located there? Is it mainly a business or civic district, or should it have a mix of uses, including housing? Are there special details or features would you like to see?
- Q6 - Do existing parks and recreational facilities meet your needs? What facilities do you use most? What facilities are missing?
- Q7 - Do you have any transportation-related concerns or issues? If so, what are they?
- Q8 - Any other additional comments or concerns regarding Kaysville's future?

The questionnaire received 252 respondents, with most participants completing all the questions. The results were then analyzed based on common responses and distilled into the summary charts that follow.



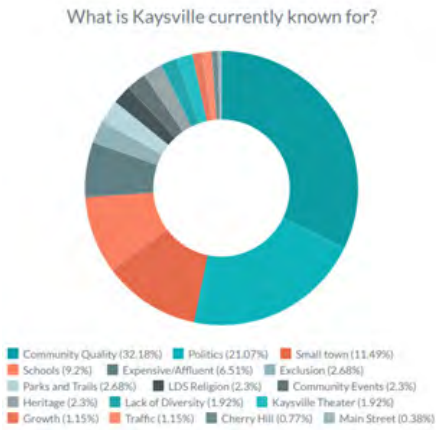
Question 1: Why do you choose to live in Kaysville? What do you like most about living here?

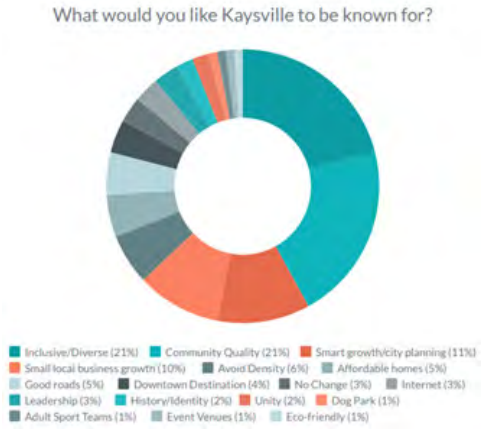
Residents generally identified Kaysville as a being attractive for the "small town feeling" which it embodies. Respondents cited a general love for the community atmosphere, friendly neighbors, and a clean, quiet and safe neighborhood to raise families. The proximity of Kaysville to urban job centers and shopping areas was also listed as attractive. Kaysville is also appreciated for its quality of schools.

Question 2: What is Kaysville currently known for? What would you like it to be known for?

The majority of responses for this question echoed the similar qualities listed in Question 1. Residents feel Kaysville is known for its "small town" qualities, friendly people, community bond, good schools, and a strong heritage. A great deal of concern was also expressed that Kaysville is being identified by a contentious political climate, a exclusionary culture, a lack of diversity, and uncontrolled growth.

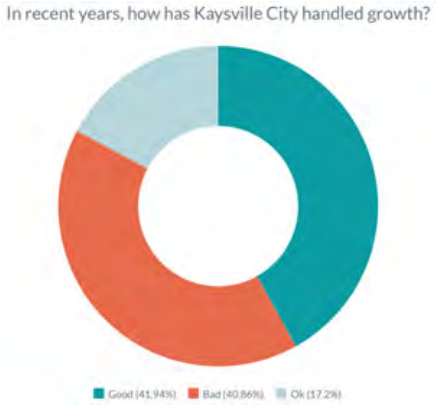
Residents acknowledged that in addition to being known for its positive characteristics, they would like Kaysville to be known as inclusive and diverse, a carefully planned and beautiful city, with affordable living, good roads, and a destination downtown.

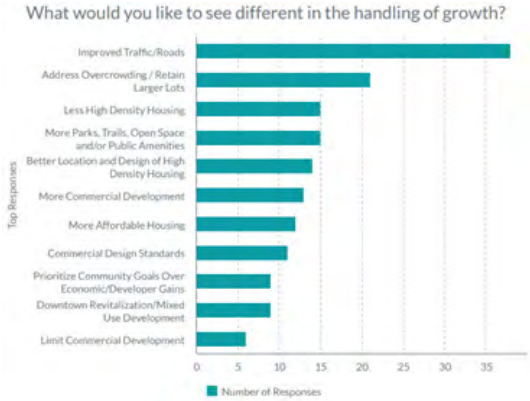




Question 3: In recent years, how do you feel Kaysville has handled growth? What would you like to see different?

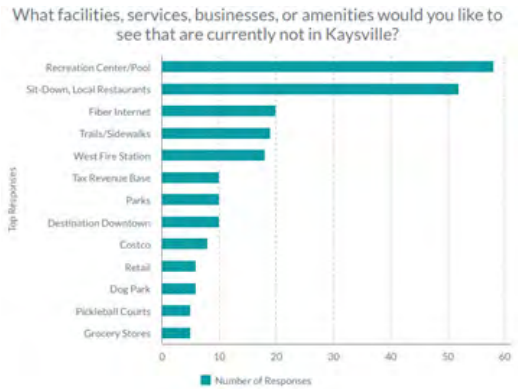
Residents appear to be equally divided on their opinions of how well Kaysville has handled growth. Most concerns with growth are related to increased traffic, overcrowding, an aversion to density, and the need for more services and amenities to support an increased population.



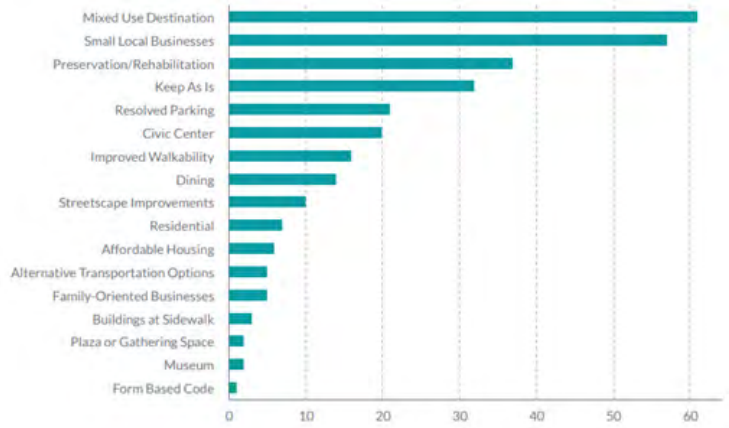


Question 4: What facilities, services, businesses, or amenities would you like to see that are currently not in Kaysville?

Residents gave an overwhelming number of comments desiring a recreation center or public pool in Kaysville. Additionally, sit-down, locally-owned restaurants ranked high as a desire of respondents. Other amenities strongly desired in Kaysville included fiber internet, an expanded trail and sidewalk system, and a fire station to support West Kaysville.

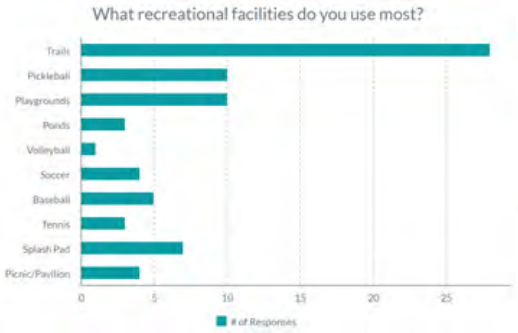


Question 5: What do you envision Main Street to look like in the future? What type of uses should be located there? Is it mainly a business or civic district, or should it have a mix of uses, including housing? Are there special details or features would you like to see?



A diversity of opinions surrounds the future of downtown Main Street in Kaysville. While some people feel that Main Street is fine as is and desire no change, most comments expressed a desire for renewal in some form. Responses were generally favorable to transforming Main Street into a mixed-use area. Many other comments however expressed a desire to keep the historic character of Main Street preserved and to focus on populating downtown with small local businesses. This requirement might be met however by adhering to specific controls on form rather than specific uses. Other themes identified as crucial to improving Main Street included resolving problems with parking, improving walkability, and streetscape improvements necessary to "spruce up" the street and encourage foot traffic.

Question 6: Do existing parks and recreational facilities meet your needs? What facilities do you use most? What facilities are missing?

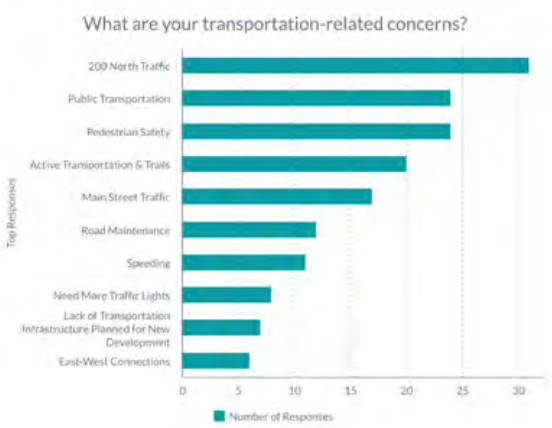


Residents reported that they are generally happy with the parks and recreational facilities provided by the city. Facilities reported to receive the most use include Barnes Park, Angel Street Soccer Complex, Gailey Park, Heritage Park, and the trail system.

Respondents overwhelming expressed a desire for an updated recreation center with pool as an added amenity to the system. Other strong themes included the desire for a much more expanded trail system, a dog park, pickleball and tennis courts, and the creation of additional parks throughout the city.

Question 7: Do you have any transportation-related concerns or issues? If so, what are they?

Residents reported that their top transportation concern was regarding traffic on 200 North, particularly surrounding the freeway exit. Main concerns also included issues relating to alternative transportation options throughout the city, and pedestrian safety at crossings and along roads which lack sidewalks.



Question 8: Any other additional comments or concerns regarding Kaysville's future?

Among the additional comments left by respondents, the most common themes involved preserving the sense of community that residents feel is the strength of Kaysville. Many feel that issues relating to housing, growth, and density pose a threat to this community fabric. This will be a key topic to address in evaluating alternatives for future land use.

Public Workshop Summary

Period: November 10 to 30 (Surveys left open until December 4)

Total Visits: 660

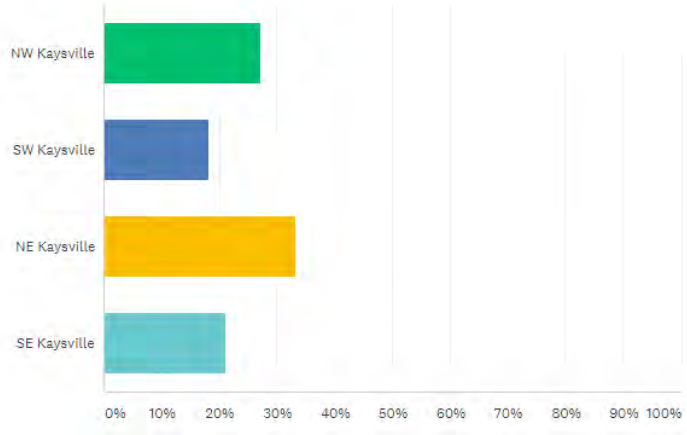
Guiding Principles Survey Completed: 87

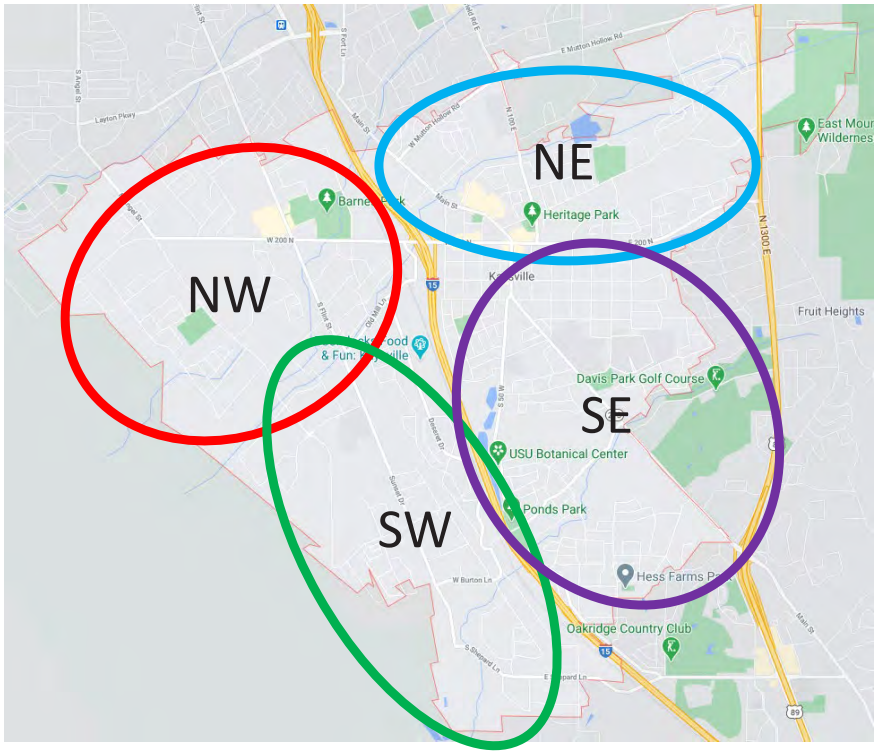
Scenario Questionnaire Completed: 69

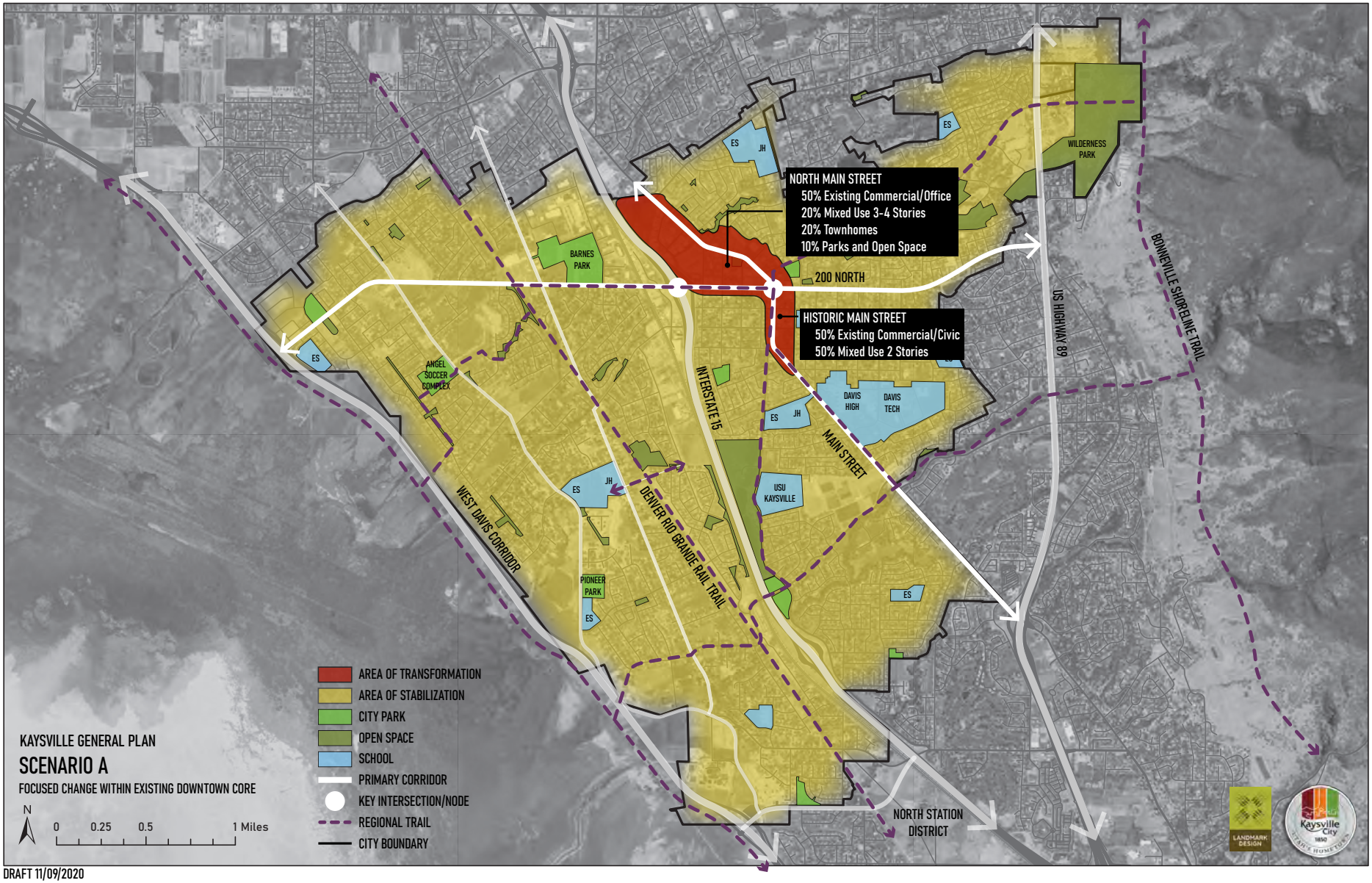
Public Workshop Summary

Please tell us roughly which quadrant of the city you live in?

Answered: 66 Skipped: 3







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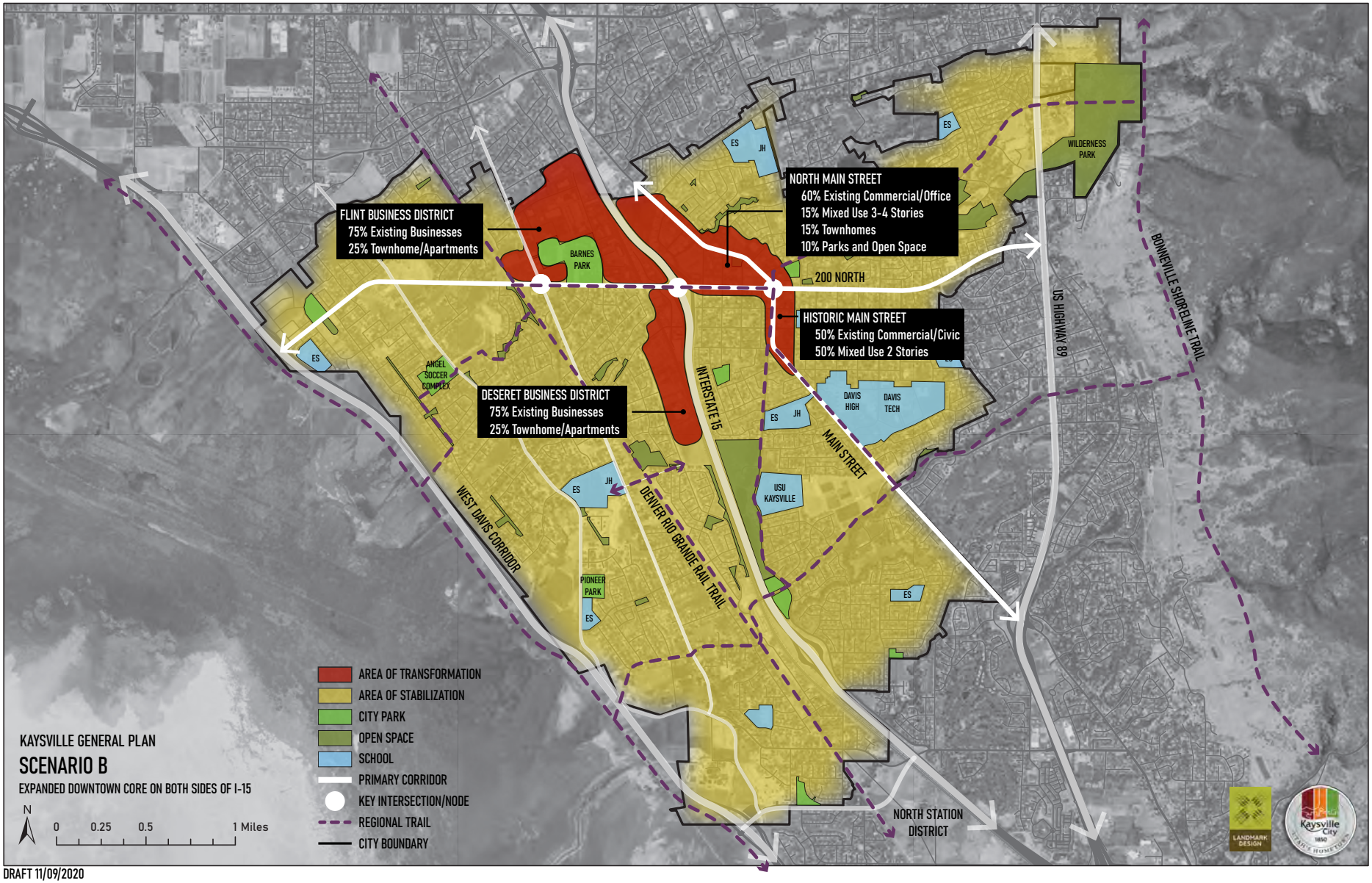

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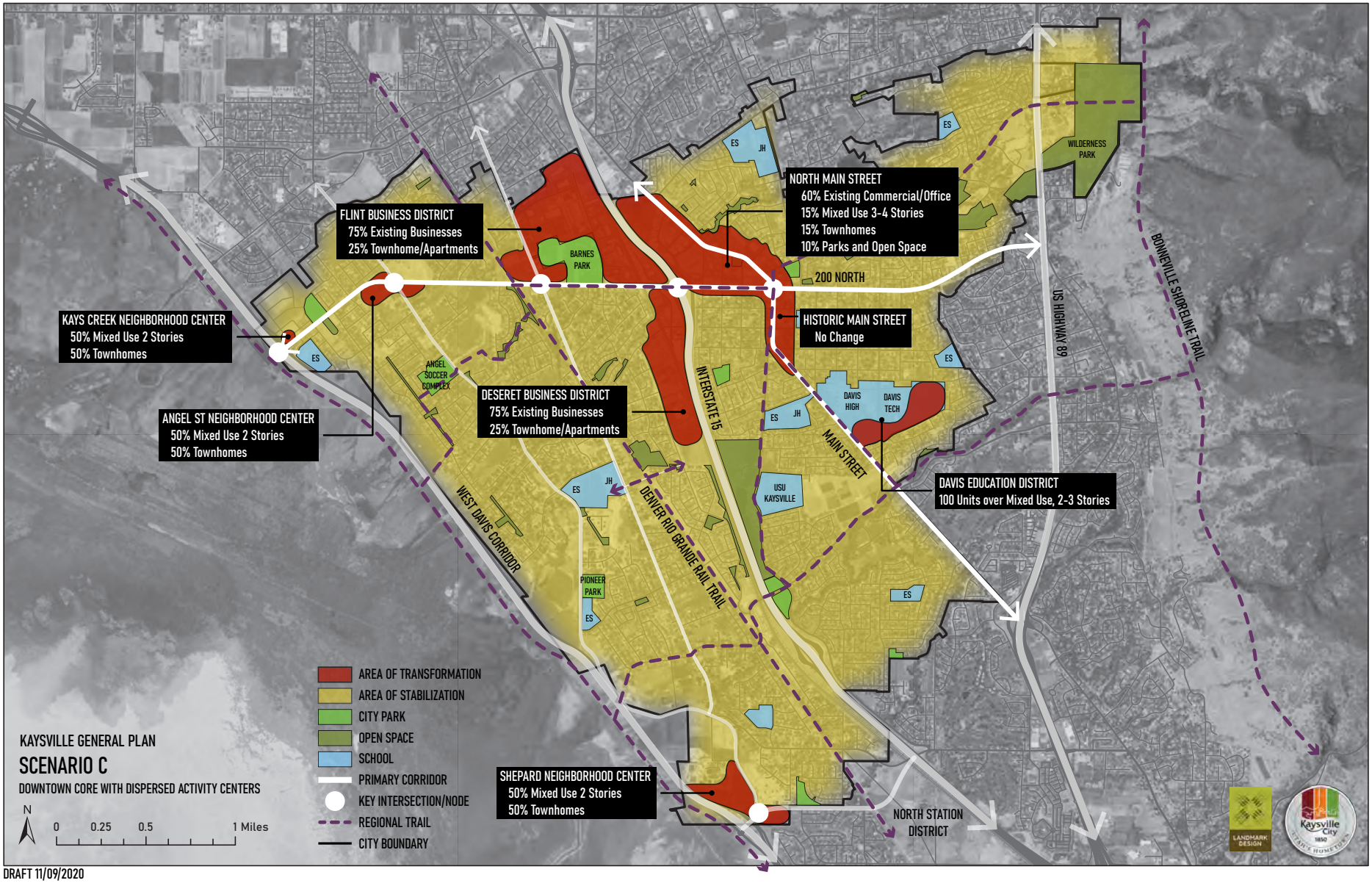

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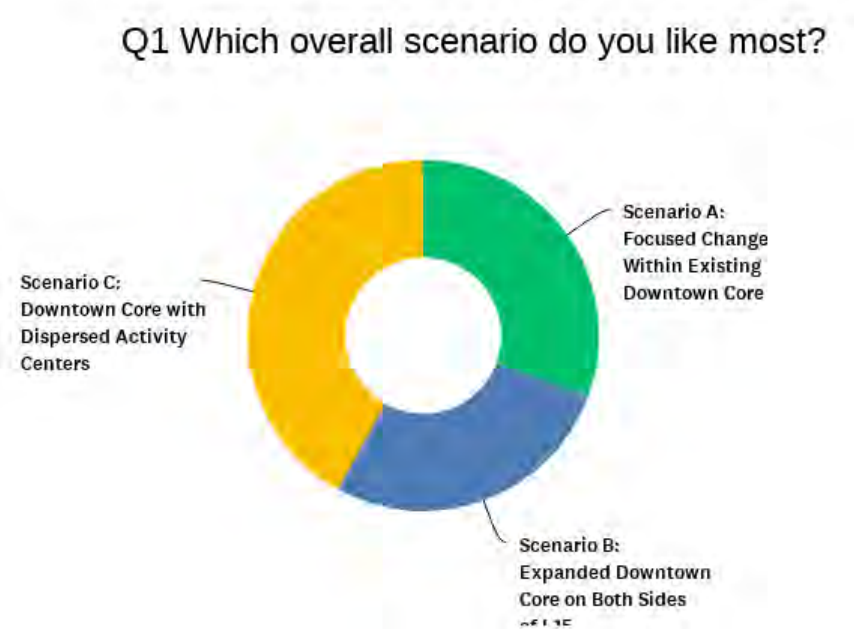
Land Use Scenarios

Scenario A: 31%
Scenario B: 27%
Scenario C: 42%

Taken individually, Scenario C yielded the most votes.



Why People Chose Their Preferred Scenario

SCENARIO A

- Least change/minimal impact
- Centralizes businesses and services
- Brings renewal to downtown
- Preserves single-family neighborhoods
- Less traffic or population than other scenarios

"I like having the library, city government, post office, and restaurants in the downtown core area. The residential areas will have less traffic if the services and activity centers are in the downtown area."

SCENARIO B

- Centralizes businesses and services but extends these to West side
- Relieves pressure off of downtown alone
- Preserves single-family neighborhoods
- Balances E/W sides by redistributing activity/traffic

"I think it provides a good balance between options A and C. Putting some of the burden of growth on a larger area while giving more options."

SCENARIO C

- Relieve traffic by distributing activity/less distance to services
- Disperses burden of new development throughout city
- Creates walkability
- Provides diversity in growth opportunities
- Little unique neighborhood centers

"Diversity of options and locations means that not just one place shoulders the potential difficult impacts that can come with the benefits of expansion and growth. I think it's better for traffic, business and the community to spread that out."

Why People Chose Their Preferred Scenario

SCENARIO A

- Least change/minimal impact
- **Centralizes businesses and services**
- Brings renewal to downtown
- **Preserves single-family neighborhoods**
- **Less traffic** or population than other scenarios

SCENARIO B

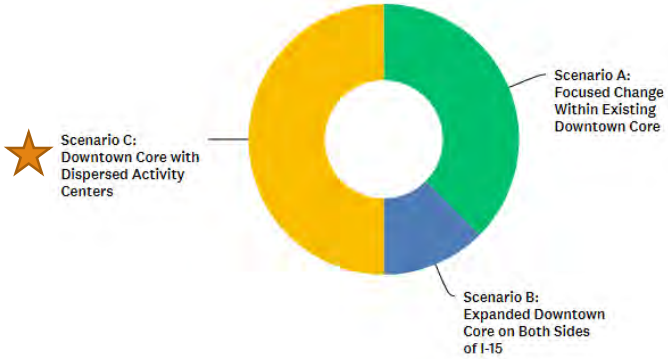
- **Centralizes businesses and services** but extends these to West side
- Relieves pressure off of downtown alone
- **Preserves single-family neighborhoods**
- Balances E/W sides by **redistributing activity/traffic**

SCENARIO C

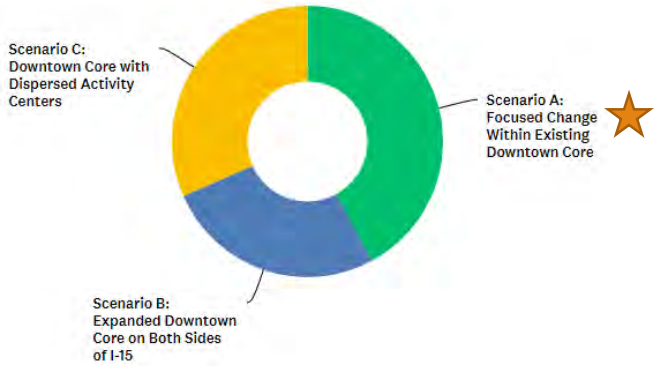
- **Relieve traffic by distributing activity**/less distance to services
- Disperses burden of new development throughout city
- Creates walkability
- Provides diversity in growth opportunities
- Little unique neighborhood centers

All three scenarios had support from some respondents as keeping the Kaysville "small town" feeling.

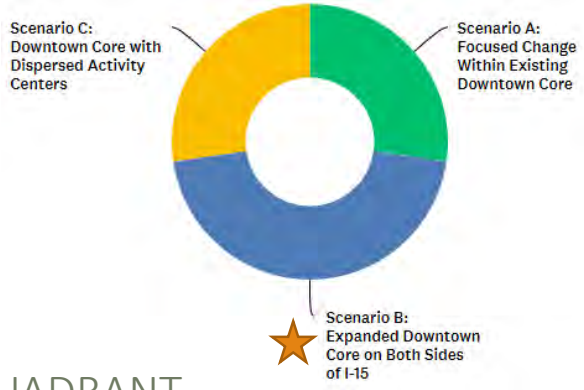
NW QUADRANT



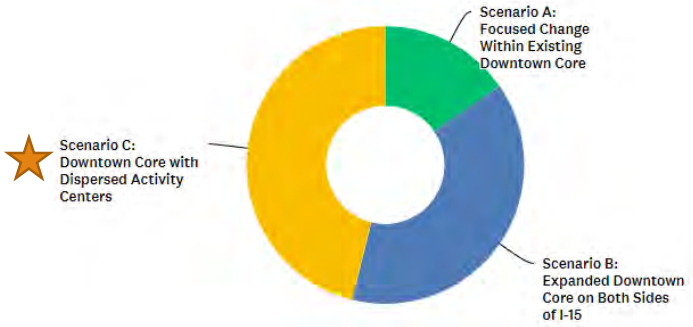
NE QUADRANT



SW QUADRANT



SE QUADRANT



NW QUADRANT

"I like that I live far enough west from downtown that it doesn't have a city feel but I can drive 5 minutes and it's different. I don't want the city feel any closer to where I live."

NE QUADRANT

"[Scenario A] would focus on the heart of our downtown area. There has been plenty of focus on west Kaysville and it is time to focus on the Main Street area in bringing more life and activity there."

SW QUADRANT

" I'd prefer a more focused redesign of downtown and perhaps less sprawl."

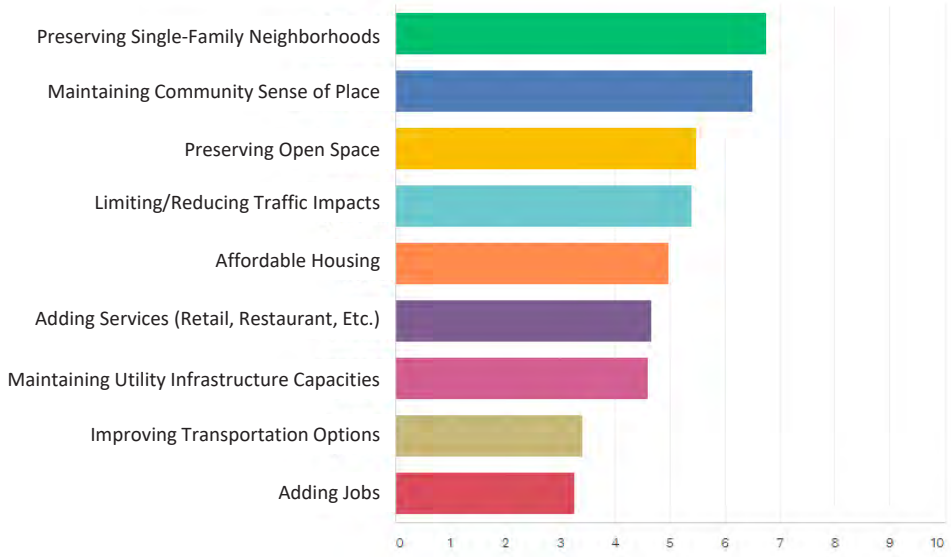
SE QUADRANT

"I think that everyone likes to feel they have easy access to some basic amenities. I would like there to be better access to affordable housing and I love the livability of having mixed use housing and commercial available. It also provides for the best opportunities for growth. I think they also will encourage better transportation options especially walking and biking."

Development Priorities

Regarding future development in Kaysville, what objectives are most important to you? (Please rank from Highest to Lowest. You can drag and drop the answers by clicking the stacked line symbol at the left of each.)

Answered: 66 Skipped: 3



All four quadrants of the city ranked **Preserving Single-Family Neighborhoods** and **Maintaining Community Sense of Place** as their top priorities for future development.

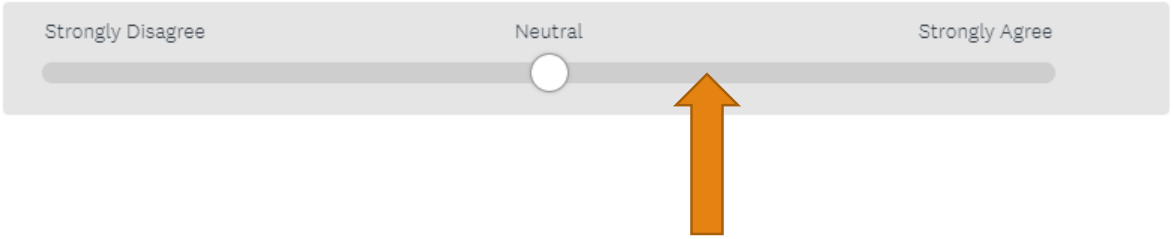
Development Priorities

The four city quadrants differed on their **third** most important future development priorities.

NW QUADRANT	NE QUADRANT
Preserving Open Space	Affordable Housing
Limiting/Reducing Traffic	Limiting/Reducing Traffic
SW QUADRANT	SE QUADRANT

Accessory Dwelling Units (ADUs)

5. One potential option for affordable housing in Kaysville could be the introduction of accessory dwelling units (ADU) or "mother-in-law" dwellings. These may be either attached or detached units usually associated with single-family homes. Would the allowance of ADUs in single-family neighborhoods in Kaysville be an acceptable practice for introducing affordable housing?



The averaged response for ADUs was slightly in favor of an ordinance.

Other Things People Are Talking About

- **Need for better planning/design/architecture in Kaysville**
- **Desire for a beautification of Kaysville**
- **Equal sentiment for either no multi-family housing or separating multi-family from single-family**
- **Desire for ADU overlay and work/live zoning**
- **Inadequate parking, sidewalks, and other infrastructure**
- **Desire for additional arts and recreation facilities**
- **Desire for small, local businesses and restaurants**
- **Public safety**
- **Fiber internet**
- **Concerns over utility costs/taxes as growth continues**
- **West Kaysville to share housing burden**
- **Irrigation water upgrades**
- **Additional freeway exit**
- **More parks**
- **Replace old non-historic housing in established neighborhoods**
- **Active transportation/connected trail system**
- **Dog leashing**

1 LAND USE PRINCIPLE:

Preserve and enhance Kaysville's peaceful, small town atmosphere through careful, sustainable planning that respects the city's history and sense of place.

2 LAND USE PRINCIPLE:

Support historic Downtown Kaysville by incentivizing building maintenance and improvement, facilitating infill development, and investing in streetscape and parking enhancements.

3 LAND USE PRINCIPLE:

Enhance and evolve Kaysville's activity centers, nodes and primary corridors with commercial and mixed use development that is consistent with Kaysville's character and the community vision.

4 LAND USE PRINCIPLE:

Ensure future growth and development are aligned with transportation and infrastructure capacities.

5 HOUSING PRINCIPLE: Meet and exceed state requirements for affordable housing.

6 HOUSING PRINCIPLE:

Accommodate a full range of housing opportunities to meet the economic, lifestyle and life-cycle needs and expectations of the city.

7 HOUSING PRINCIPLE:

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

8 PARKS, RECREATION, TRAILS, AND OPEN SPACE PRINCIPLE:

Maintain the level of service for Kaysville's robust parks system, expanding the network of public parks to fill gaps and ensure equitable access throughout the community.

9 PARKS, RECREATION, TRAILS, AND OPEN SPACE PRINCIPLE:

Maintain, update, and expand available amenities and recreational programming at parks and facilities to meet the needs of the community.

10 PARKS, RECREATION, TRAILS, AND OPEN SPACE PRINCIPLE:

Connect Kaysville's neighborhoods to foothills, drainages, open spaces, parks, and adjacent communities with a comprehensive trail system.

11 TRANSPORTATION PRINCIPLE:

Develop 200 North and Main Street into sustainable multi-modal corridors that absorb growth and reflect the Kaysville community.

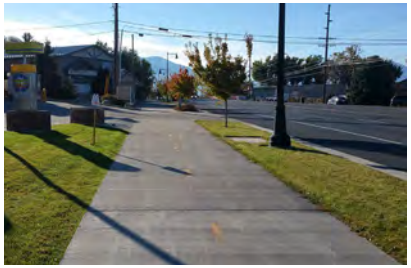
Existing 200 N - neighborhood and park

Existing 200 N - downtown Kaysville

Existing 200 N - I-15 interchange

Add more lanes

Wide sidewalks and streetscape



Separated pathways for walking and bicycling

Bike lanes

Multi-family housing

Plazas and public spaces

Boulevard

HOV lanes

Bus rapid transit

12 TRANSPORTATION PRINCIPLE:

Improve connectivity within and among Kaysville neighborhoods and districts.

Walkable neighborhood streets

Protected bike lanes

Bike boulevards/ Neighborhood byways

Trail corridors

More and improved pedestrian crossings

Bike crossings of major streets

Bike and pedestrian-friendly freeway interchanges

Connected neighborhood street networks

Pathways linking cul-de-sac streets

Street crossings of I-15 and other freeways

Ped/bike bridge crossings of freeways and other barriers

13 TRANSPORTATION PRINCIPLE:

Preserve and enhance regional and community mobility.

Keep I-15 functional

New intechange at Shepard Lane

Roundabout

Fixed UTA transit routes

Connections to FrontRunner stations

Vanpooling and carpooling solutions

Community transit and mobility hub

Bus stop improvements

Promotion of community bicycling

Neighborhood “Open Streets” for walking/biking

Bike share

Microtransit

KAYSVILLE COMMUNITY SURVEY

Y2 ANALYTICS

2021 GENERAL PLAN & LAND USE SURVEY

5

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. West 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. There is strong public support for a new city recreation center. Residents are willing to have a tax increase in order to finance a recreation center.
5. 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.

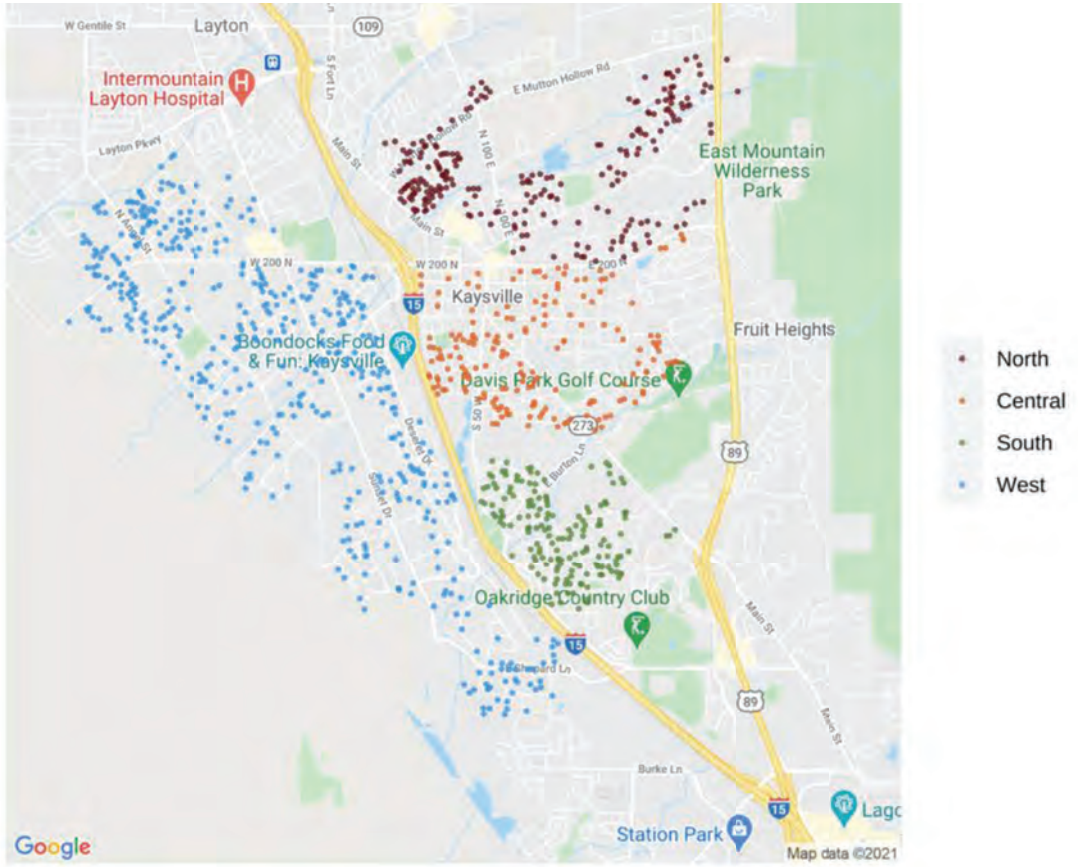
FINDINGS TO REMEMBER

SURVEY METHODOLOGY

SAMPLING, MODE, & MARGIN OF ERROR

- 1,050 residents within the boundaries of Kaysville City participated in this survey. Residents were randomly selected from City utilities accounts to participate and invited via email.
- Data have been weighted to reflect population statistics from the U.S. Census American Community Survey to ensure that the sample is representative of the population of the City as a whole, specifically in regards to age, race, and home ownership.
- Self-administered online interviews conducted March 9-March 22, 2021.
- Margin of error +/-2.97 percentage points

Respondents are relatively evenly distributed across Kaysville and were sorted into one of four districts—North, Central, South, and West. Each of the four districts have sufficient representation from which to make statistical estimations.



North: n = 231. Central: n = 177. South: n = 162. West: n = 467.

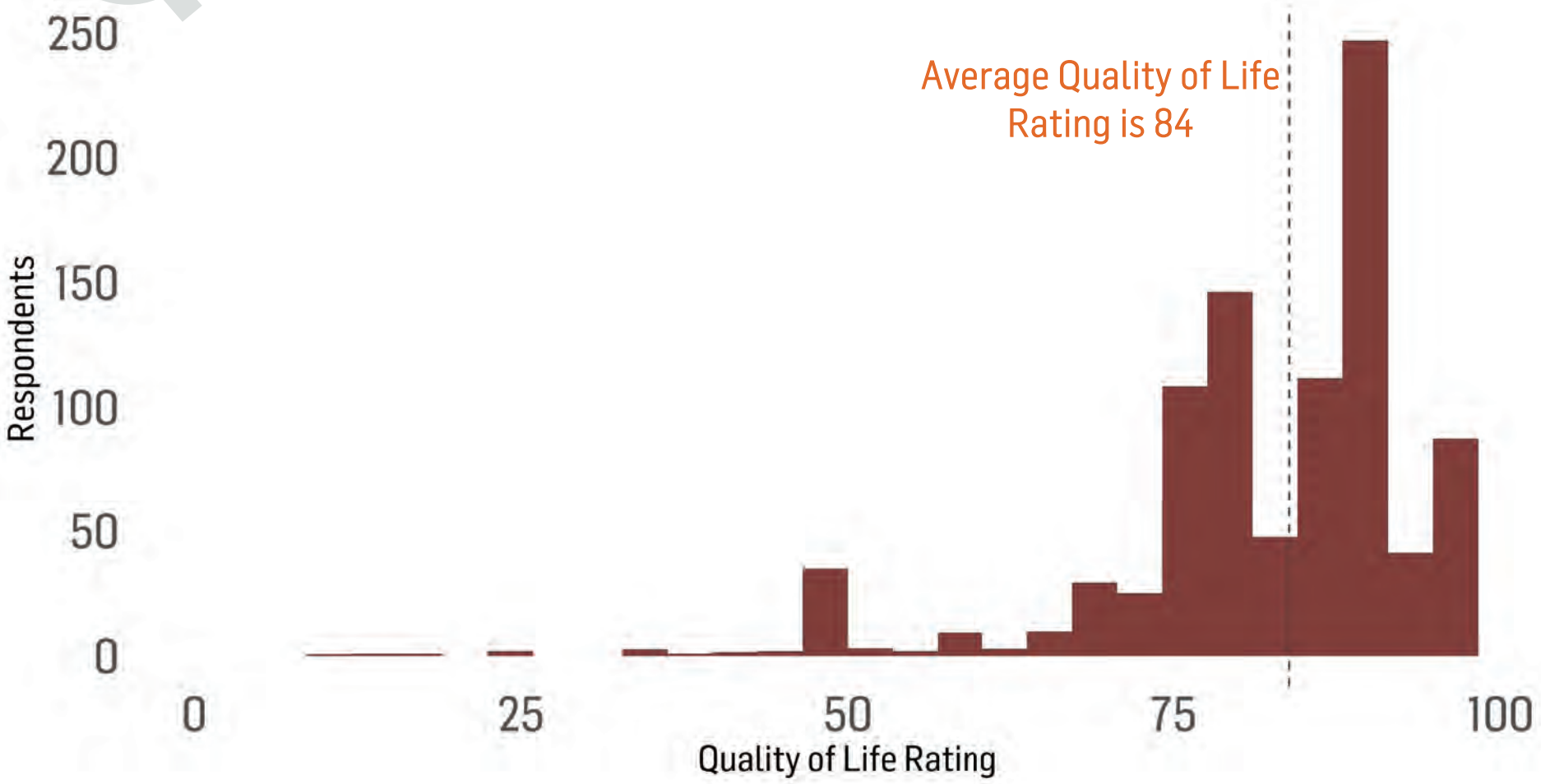
HEALTH OF THE CITY

DIRECTION & DEVELOPMENT

KAYSVILLE OFFERS HIGH QUALITY OF LIFE

Respondents reported overall high quality of life in Kaysville. The average rating given is 83.8, putting Kaysville on the high end of average when compared with other cities along the Wasatch Front.

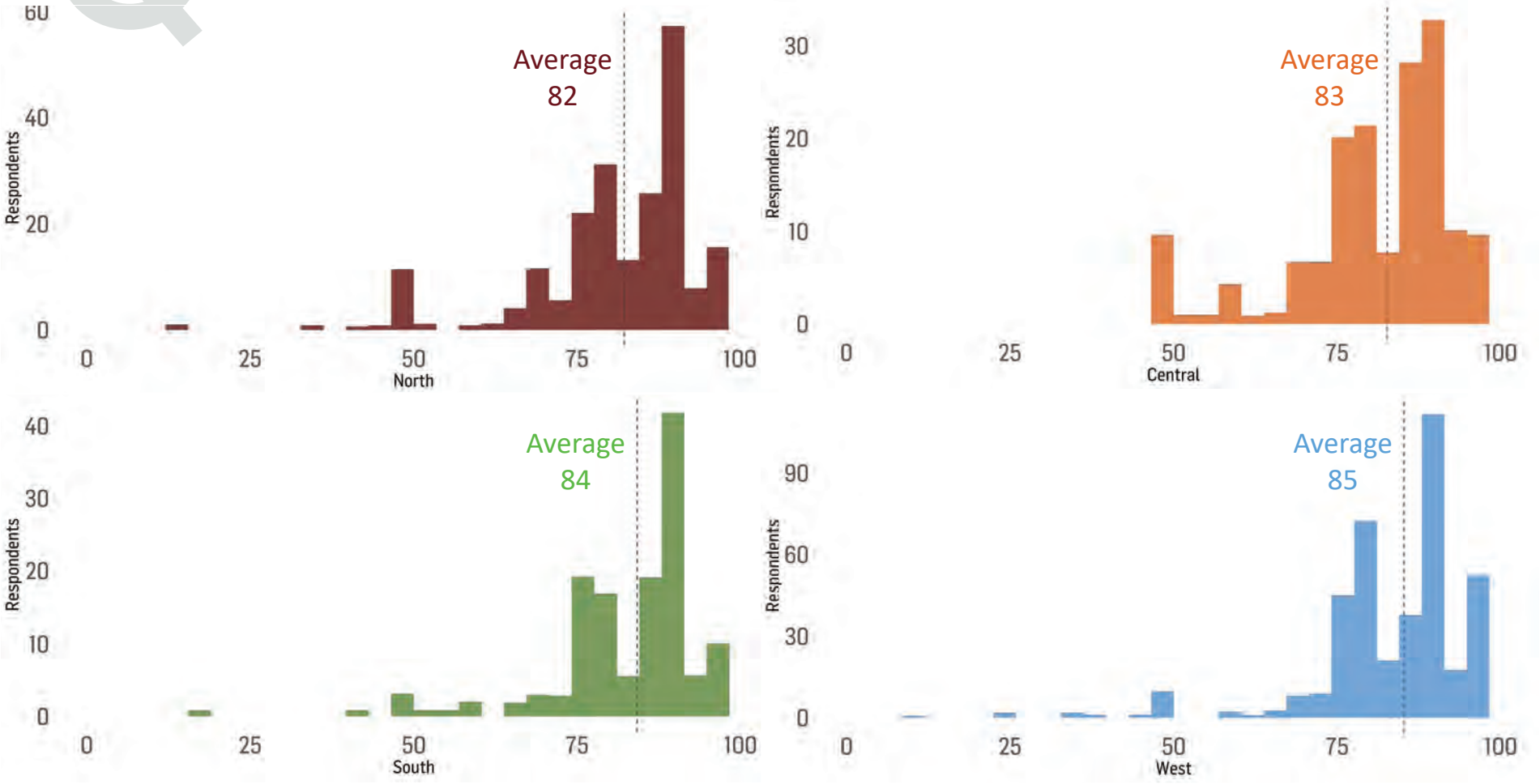
All things considered, on a scale from 0 to 100, with 0 being very low and 100 being very high, how would you rate your overall quality of life in Kaysville?



KAYSVILLE OFFERS HIGH QUALITY OF LIFE

Respondents across all areas of the city express high quality of life ratings, with no statistically significant differences observed between North, Central, South, or West residents' average ratings. Interestingly, no residents from Central Kaysville rated their quality of life below 50 on the 0-100 scale.

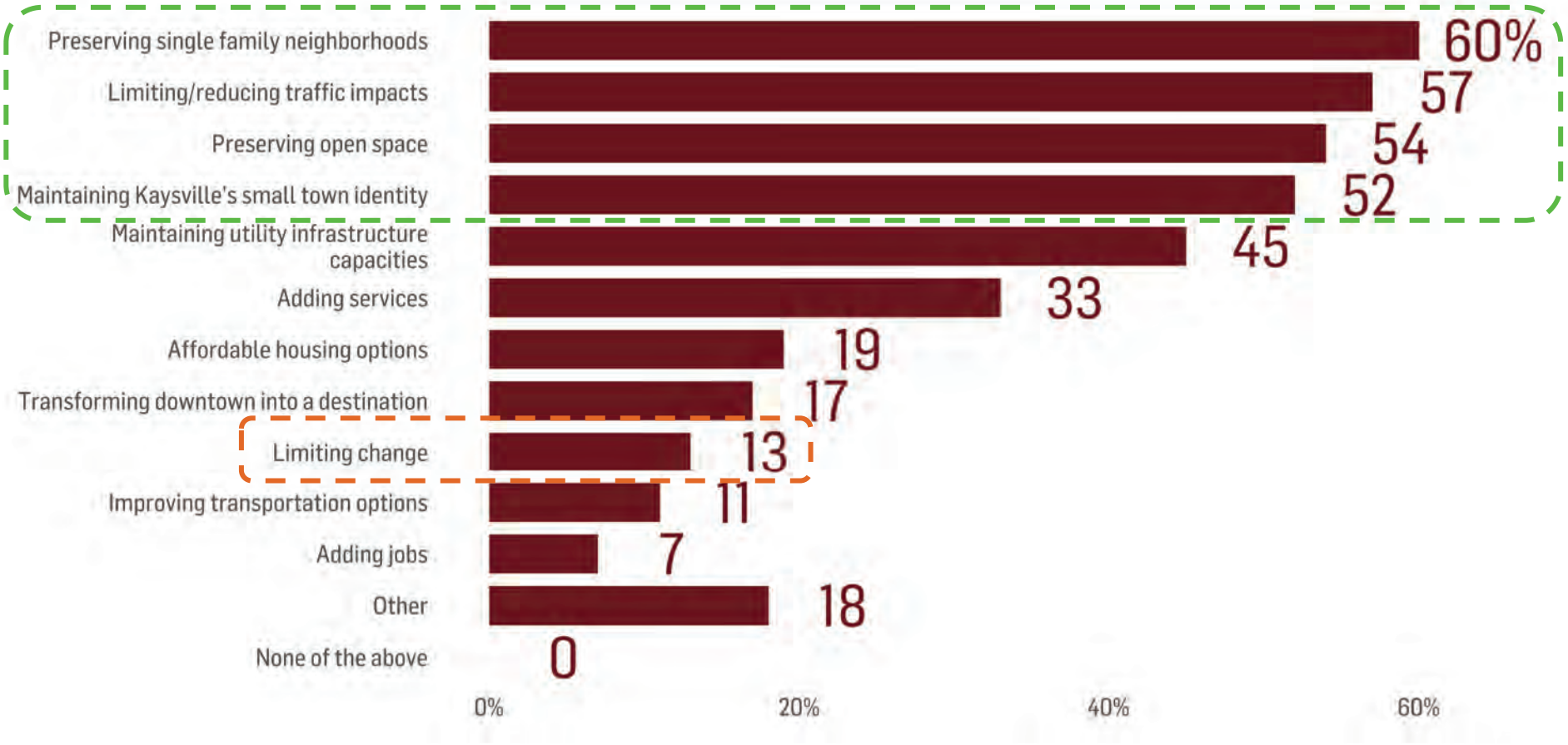
All things considered, on a scale from 0 to 100, with 0 being very low and 100 being very high, how would you rate your overall quality of life in Kaysville?



MAINTAINING SMALL TOWN FEEL IMPORTANT

The most important future objectives are ones that maintain Kaysville's small town atmosphere, with over half of respondents wanting preserved single family neighborhoods and open space, limited traffic, and maintaining Kaysville's small town identity.

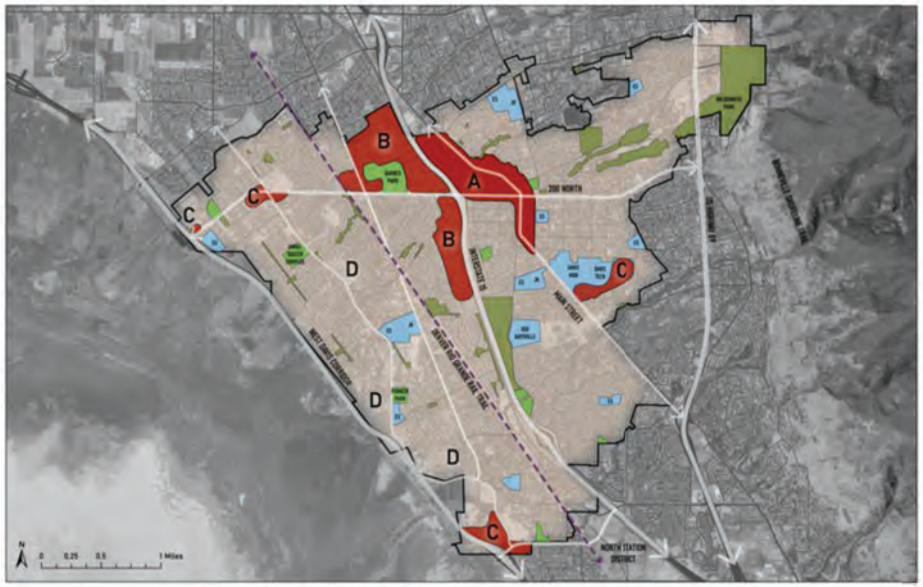
Thinking about the future of the city, what objectives are the most important to you? Select up to five.

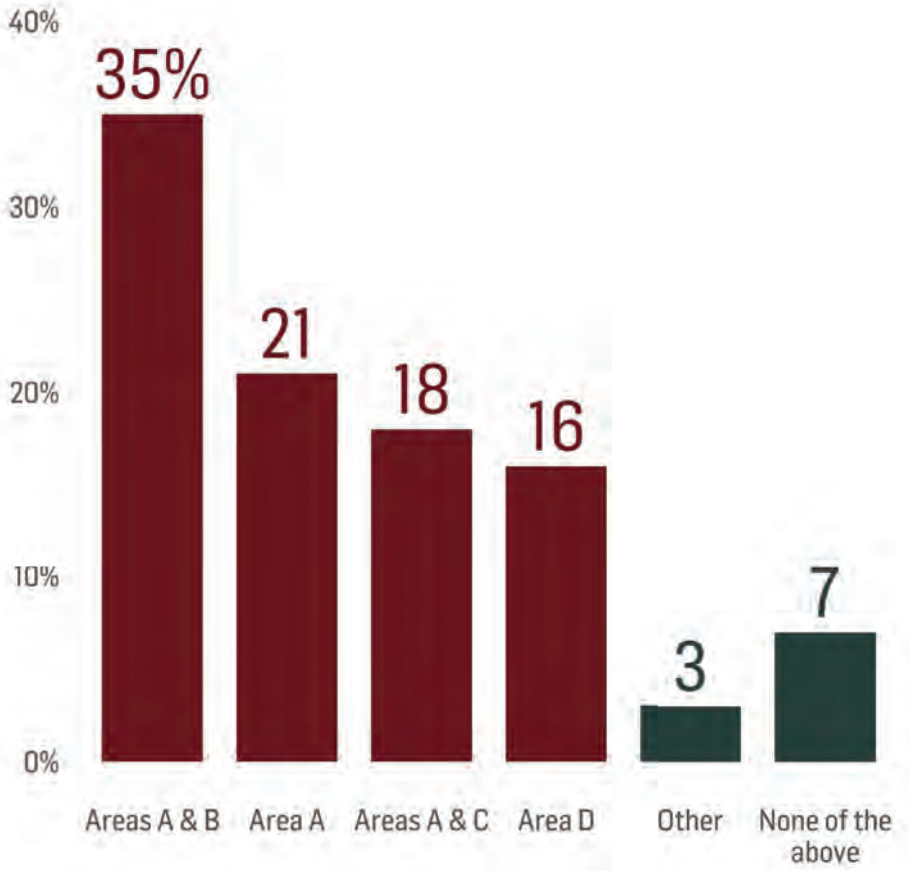


CURRENT COMMERCIAL AREAS CANDIDATES FOR GROWTH

Downtown Kaysville, 200 North, Main Street, Flint Street, and Deseret Drive are popular candidates for future development. Neighborhood centers and undeveloped land in West Kaysville are less popular candidates.

Thinking about future growth and development/redevelopment in Kaysville City, where would you most like to see change occur?





Area A: Concentrated in Downtown Kaysville, along 200 North and Main Street
Areas A & B: Concentrated near commercial areas along 200 North, Main Street, Flint Street, and Deseret Drive
Areas A & C: Primarily concentrated near Main Street and 200 North with a few small new neighborhood centers spread throughout the city
Area D: Concentrated on undeveloped land in West Kaysville

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Q

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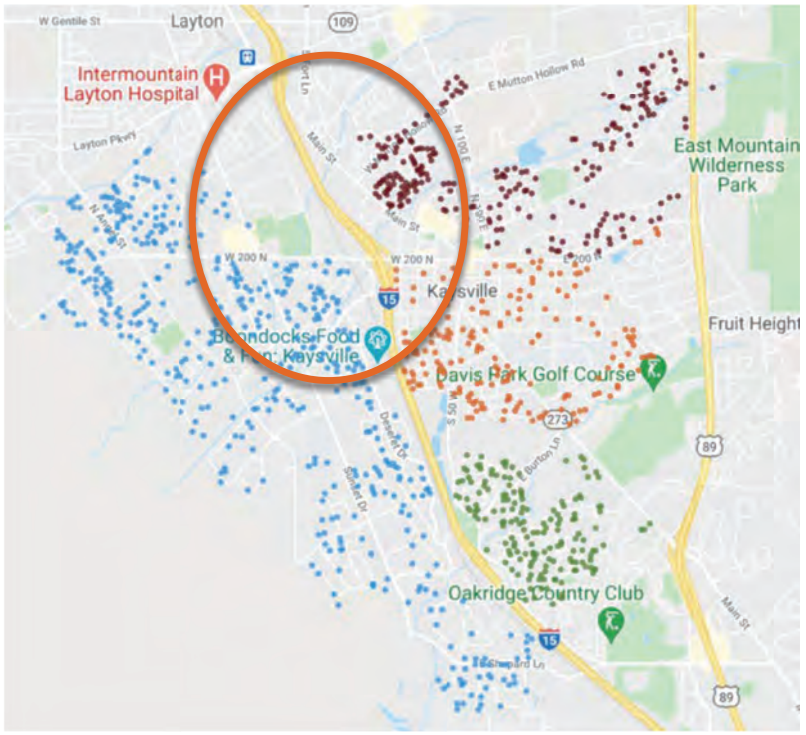

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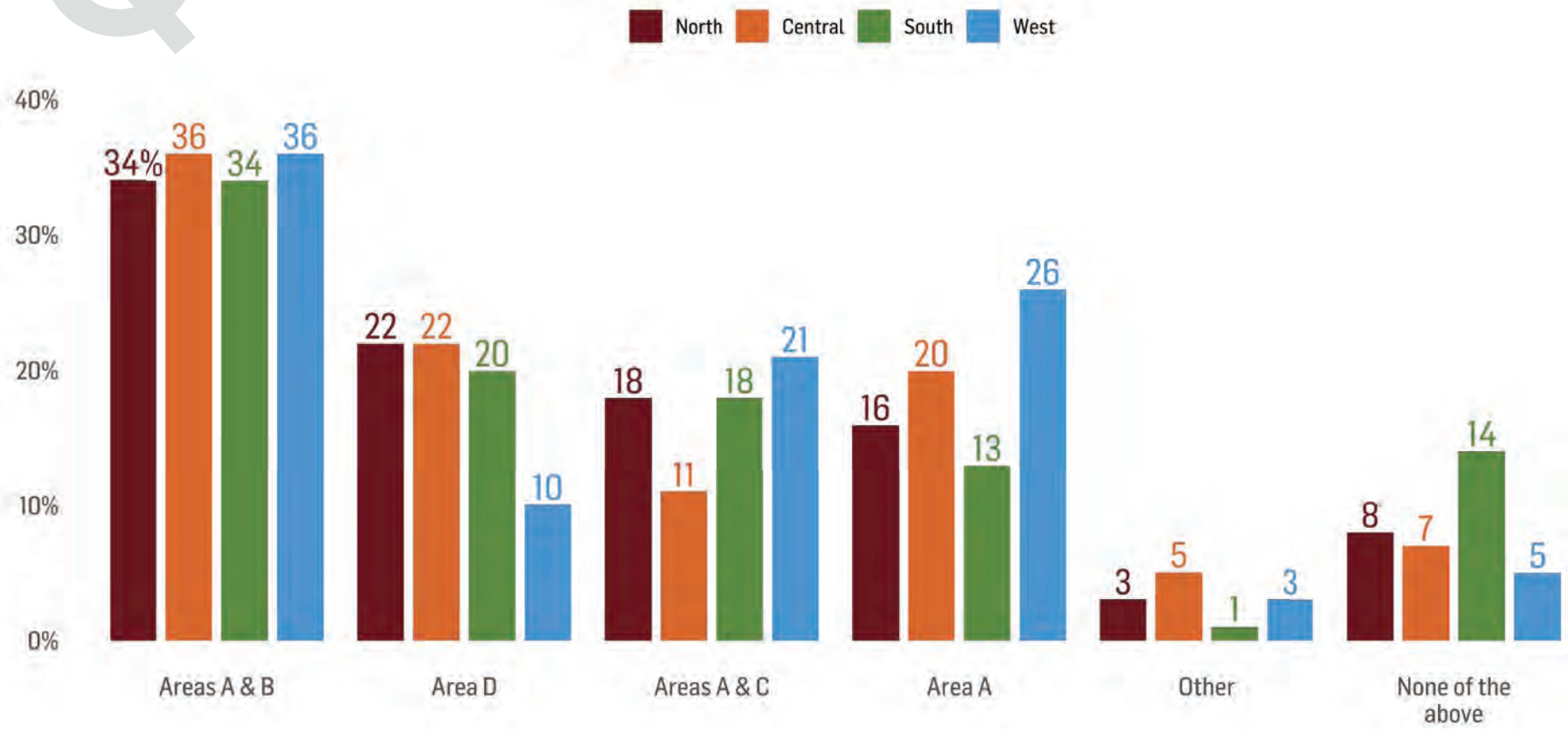
SUPPORT FOR FUTURE GROWTH FAIRLY CONSISTENT

Future growth in areas that are already commercial has widespread support. Those who live in West Kaysville would prefer to see development stay in Downtown and other commercial areas and show little support for developing undeveloped land in West Kaysville.

Thinking about future growth and development/redevelopment in Kaysville City, where would you most like to see change occur?



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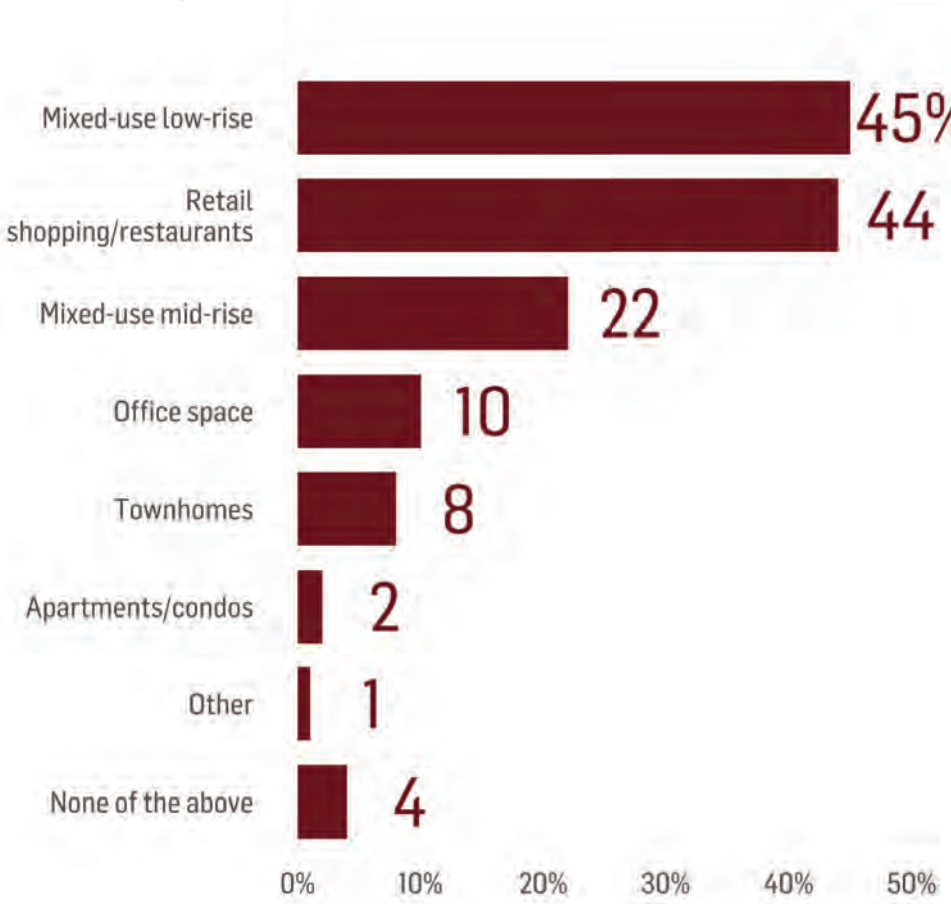
200 NORTH & MAIN STREET DEVELOPMENT

Mixed-use low-rise and retail are popular redevelopments for 200 North and North Main Street.

If existing commercial areas along 200 N and North Main Street were to redevelop, which of the following additions would you like to see? Select all that apply.

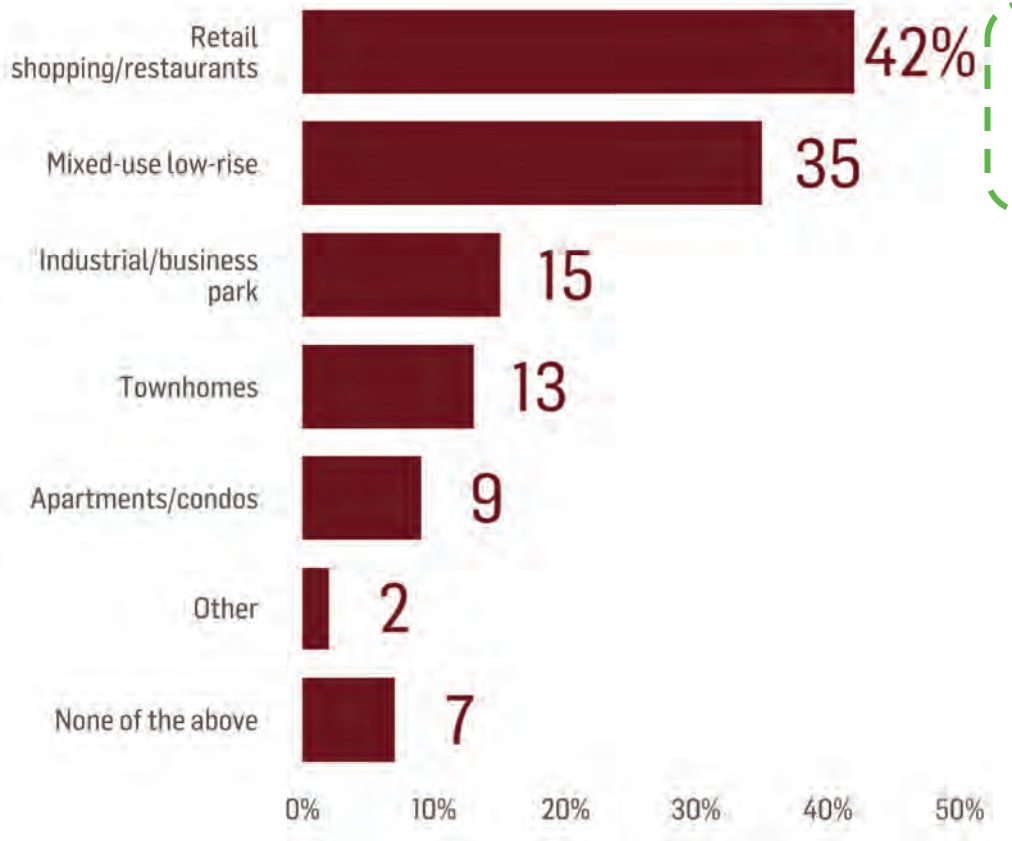


	North	Central	South	West
Mixed-use low-rise	46%	43	43	46
Retail shopping/restaurants	42	42	47	45
Mixed-use mid-rise	24	20	20	23
Office space	8	8	11	11
Townhomes	8	9	5	8
Apartments/condos	1	2	1	3
Other	2	1	2	1
None of the above	6	4	5	3

FLINT STREET & DESERET DRIVE DEVELOPMENT

Retail and mixed-use development are popular choices for redevelopment along Flint Street and Deseret Drive. Industrial/business parks and apartments/condos are less popular with residents who live in West Kaysville.

If areas near existing commercial developments along Flint Street and Deseret Drive were to redevelop, which of the following additions would you like to see? Select all that apply.

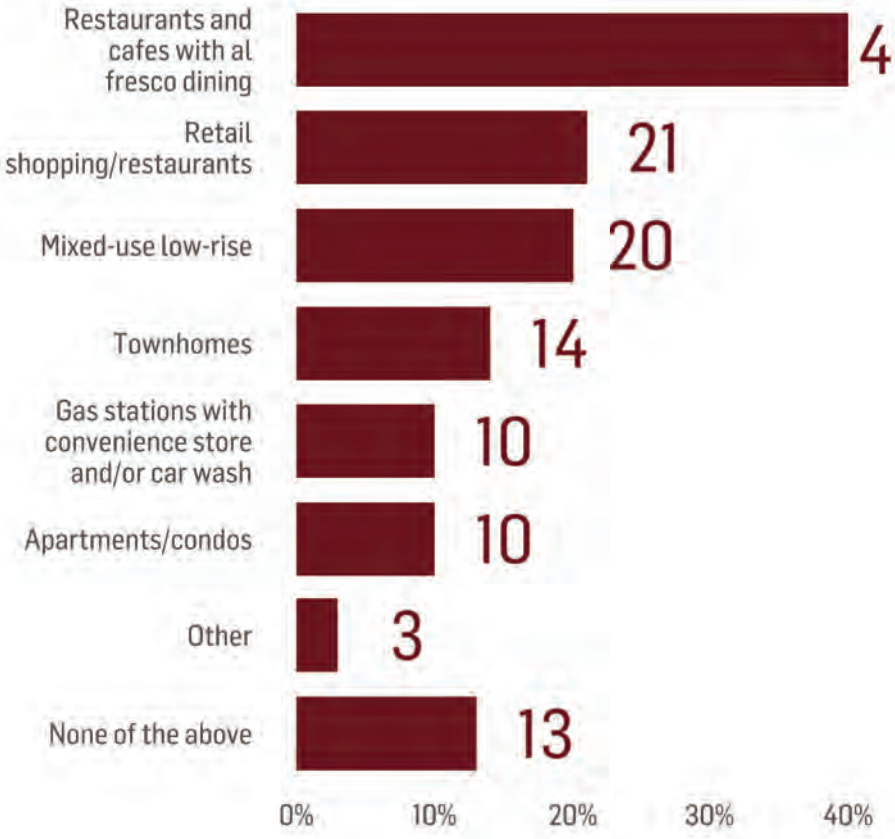


	North	Central	South	West
Retail shopping/restaurants	39%	44	40	43
Mixed-use low-rise	38	32	35	36
Industrial/business park	19	18	16	12
Townhomes	13	10	14	13
Apartments/condos	9	8	12	7
Other	2	1	4	2
None of the above	5	6	6	9

SMALL NEIGHBORHOOD CENTER DEVELOPMENT

Restaurants and cafes with al fresco dining in small neighborhood centers have the highest support, especially among respondents in North and West Kaysville. A higher percentage of respondents selected "None of the above," reinforcing a lack of support for development of small neighborhood centers.

If small neighborhood centers were developed in residential neighborhoods, which of the following development would you like to see? Select all that apply.

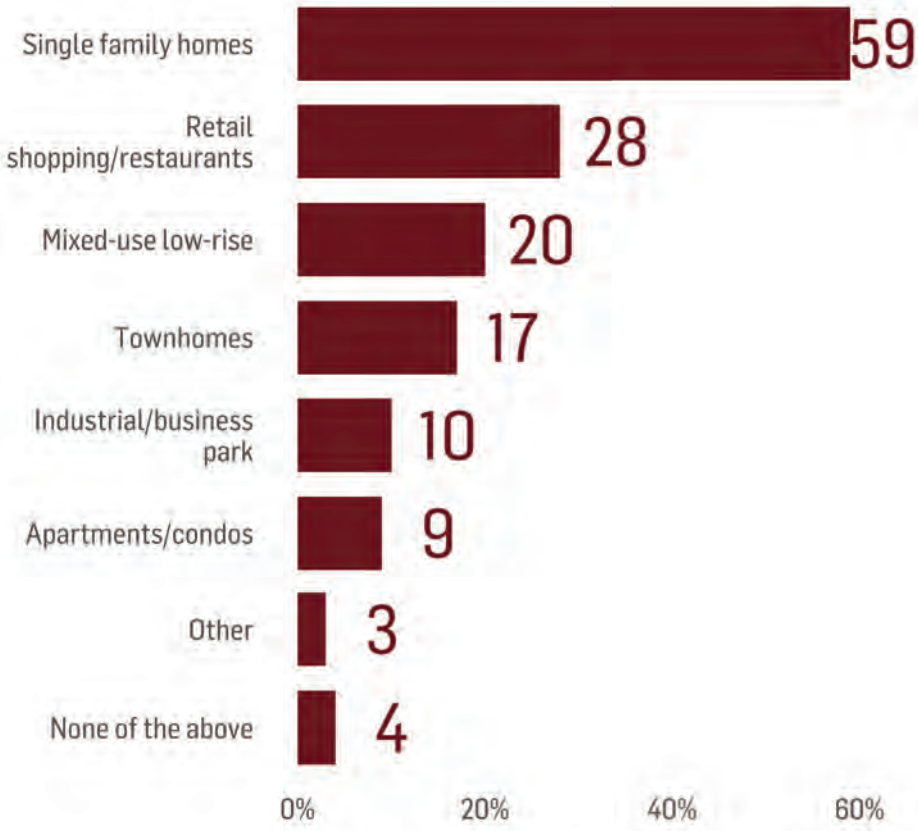


	North	Central	South	West
Restaurants and cafes with al fresco dining	45%	37	33	41
Retail shopping/restaurants	15	18	22	25
Mixed-use low-rise	25	20	20	18
Townhomes	13	15	15	14
Gas stations with convenience store and/or car wash	8	8	11	11
Apartments/condos	13	13	15	6
Other	4	2	3	2
None of the above	12	13	17	13

WEST KAYSVILLE DEVELOPMENT

Single family homes are the most in demand form of development for West Kaysville. Respondents who live in West Kaysville show lower levels of support for retail, mixed-use, multi-family housing, and industrial development.

If undeveloped land in West Kaysville were to develop, which of the following additions would you like to see? Select all that apply.

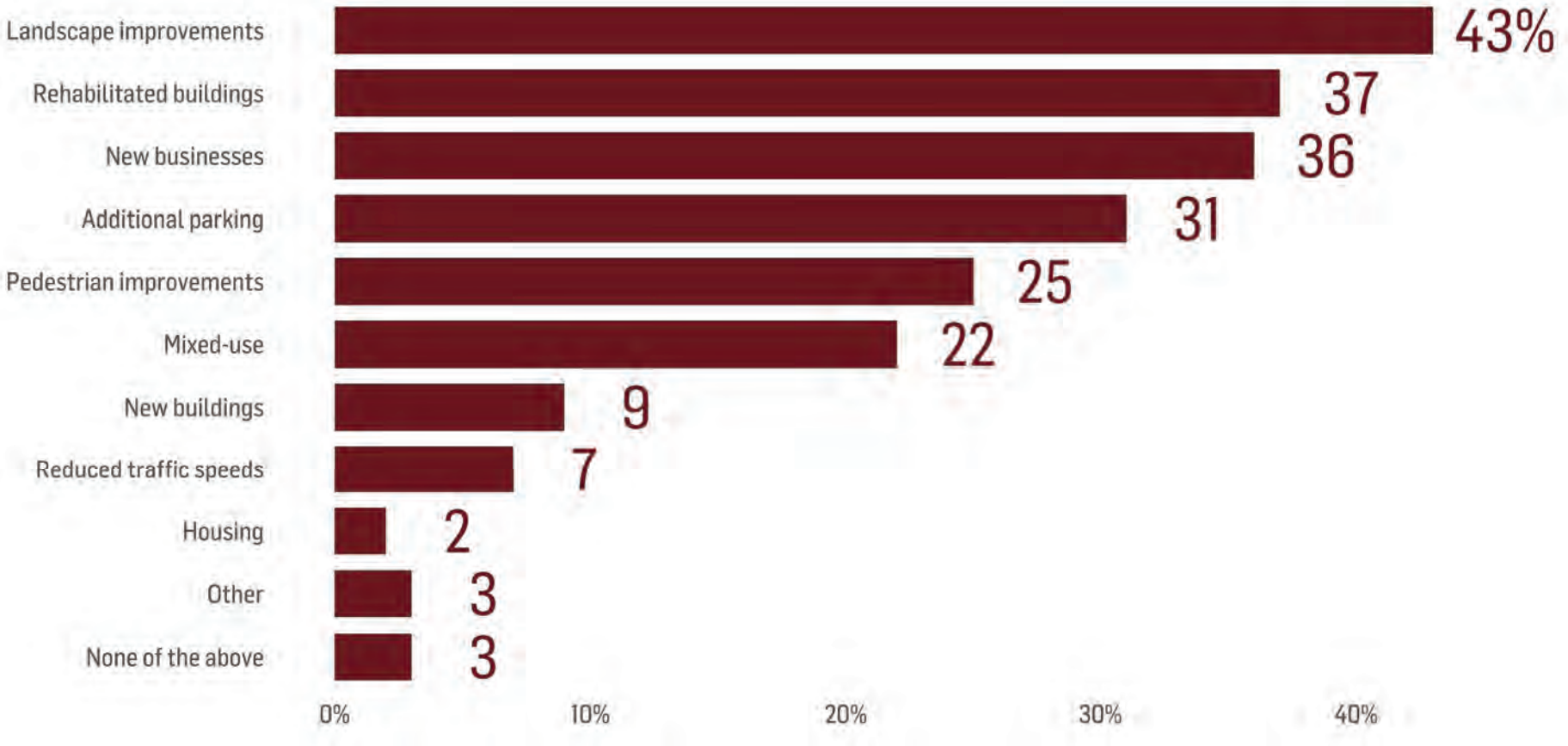


	North	Central	South	West
Single family homes	51%	57	52	67
Retail shopping/restaurants	29	31	30	25
Mixed-use low-rise	23	25	19	18
Townhomes	23	20	16	12
Industrial/business park	16	13	12	5
Apartments/condos	14	11	10	6
Other	1	4	3	2
None of the above	5	3	8	3

A FACELIFT WOULD IMPROVE DOWNTOWN

Landscaping improvements, rehabilitated buildings, and new businesses would go the farthest in making downtown Kaysville a better place to visit. Restaurants were a commonly requested business.

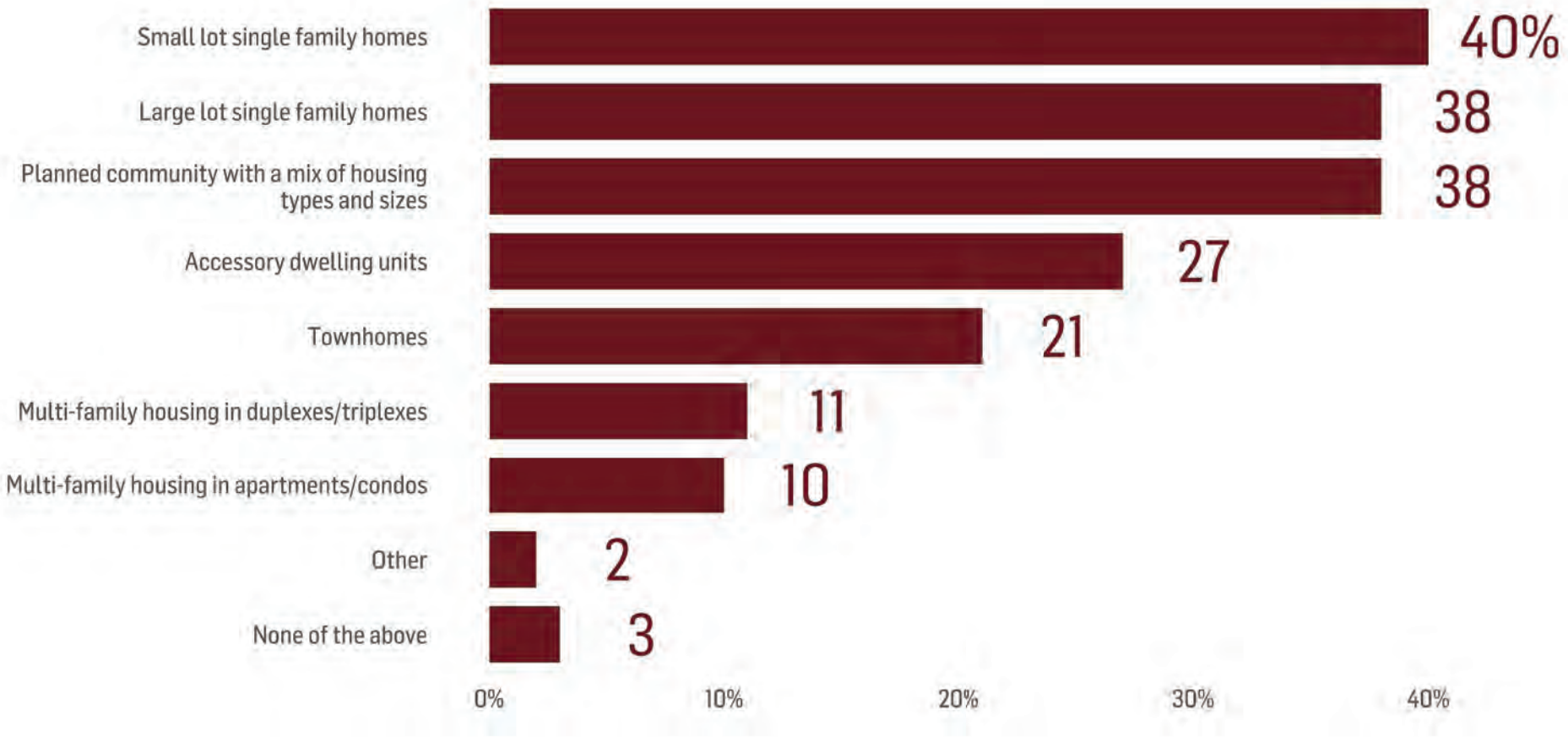
Which, if any, of the following potential changes would make historic downtown Kaysville a better place to visit? Select up to three.



LOW SUPPORT FOR MULTI-FAMILY HOUSING

Single family homes and planned communities are respondent favorites for accommodating all residents. West Kaysville showed higher support for large lot single family homes. Multi-family housing has noticeably lower support across all geographic areas, with fewer than a third of respondents selecting any multi-family housing type.

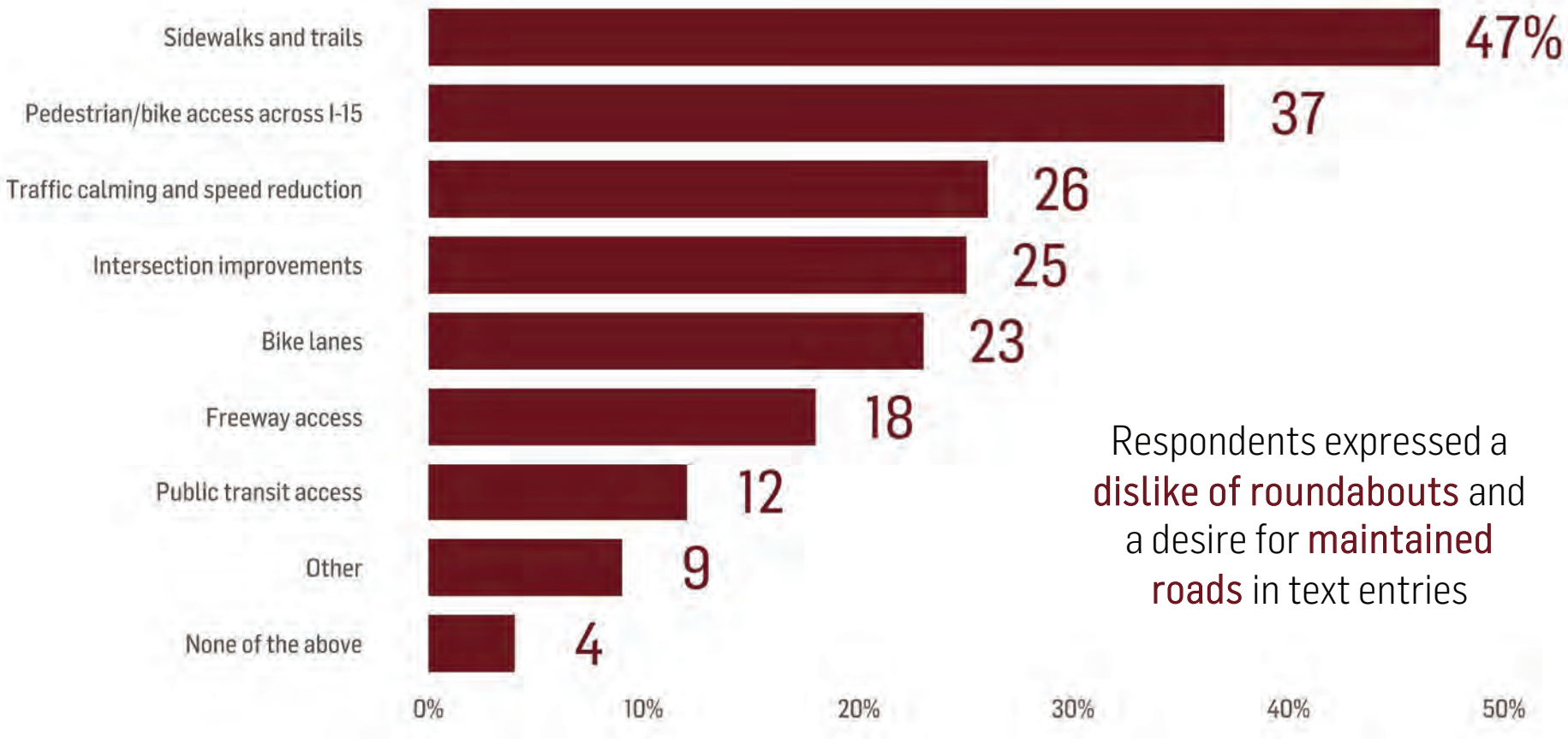
Thinking about the future of Kaysville, what types of housing are needed to accommodate residents in various life stages? Select all that apply.



MORE DESIGNATED AREAS FOR PEDESTRIANS

Additional sidewalks & trails is the most requested transportation update, with particularly high support among respondents in North and Central Kaysville (56% and 48% respectively). West Kaysville showed a markedly higher demand for freeway access (24%), while North and Central Kaysville want better public transit access (17% and 15%).

Which, if any, of the following types of transportation updates are needed in Kaysville? Select all that apply.

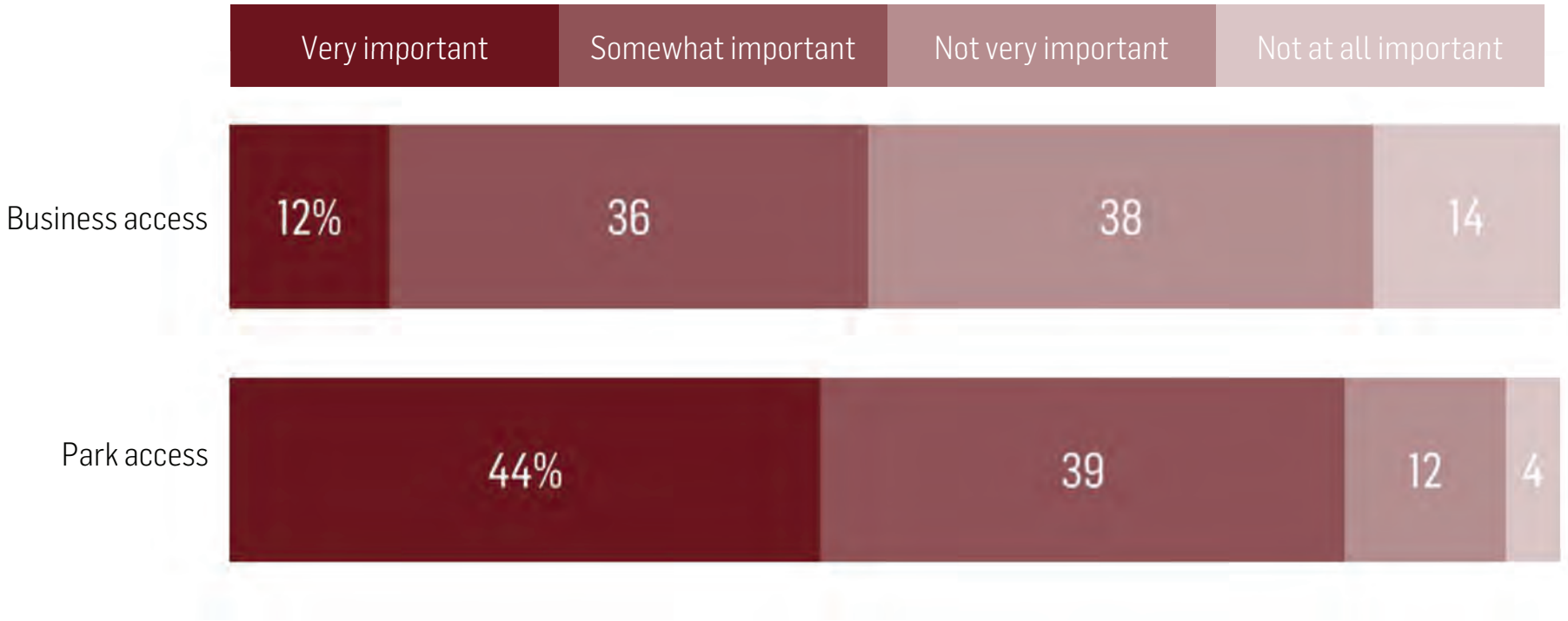


Respondents expressed a **dislike of roundabouts** and a desire for **maintained roads** in text entries

PEDESTRIAN ACCESS PRIORITIES

Over 50% of respondents said having business access within walking or biking distance from their home is not very or not at all important. Respondents from Central Kaysville consider it slightly more important, with 56% saying it's very or somewhat important.
Conversely, 4-in-5 residents say it is important to them to have parks within walking distance from their homes.

Q *How important to you is having access to [businesses and services/parks] within walking or biking distance from your home?*



PARKS & TRAILS

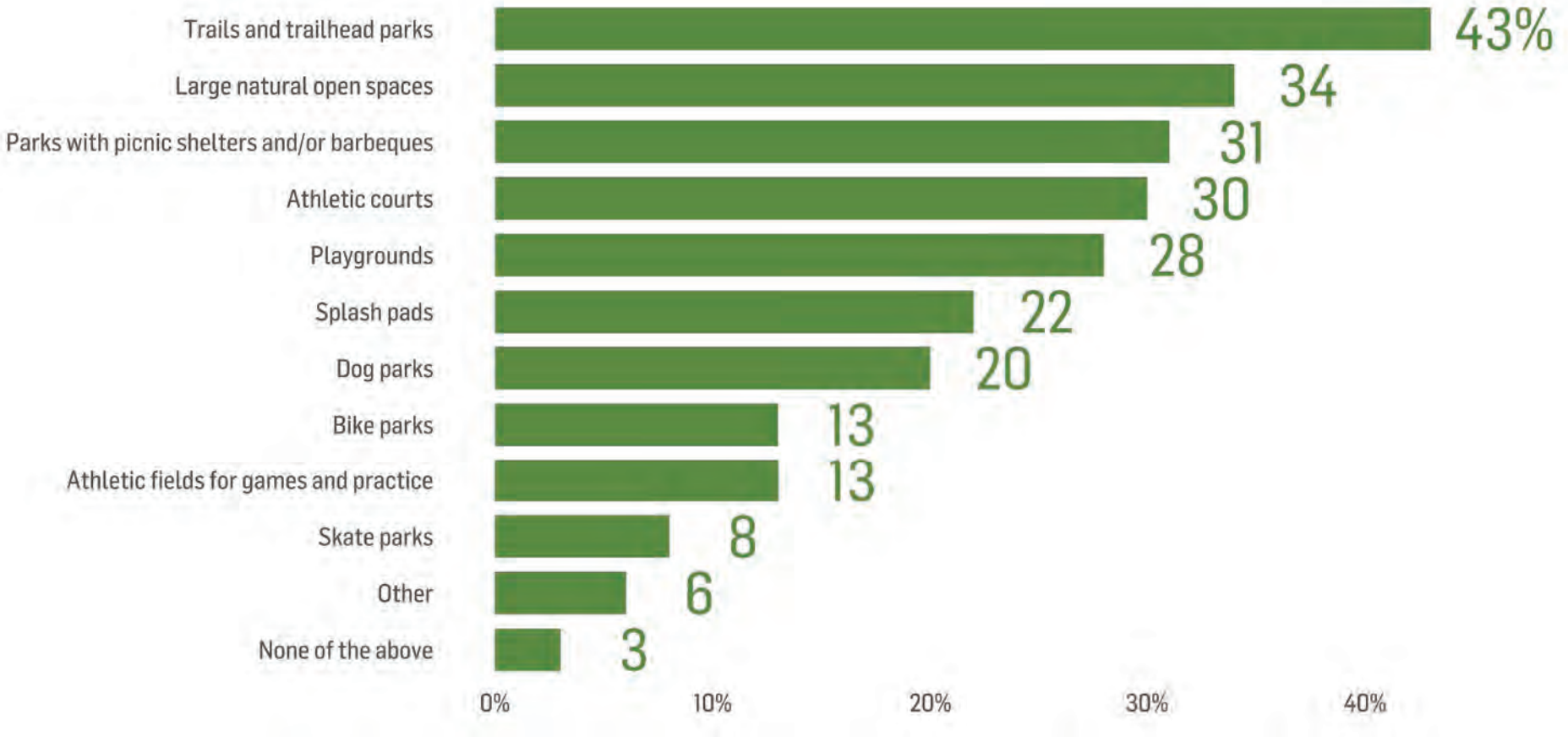
SATISFACTION, USE, AND FUTURE DEVELOPMENT

DEMAND FOR TRAILS AND OPEN SPACES

Increased trails and open spaces are the most popular potential park developments. Picnic areas, athletic courts, and playgrounds are other popular developments. There is low demand for skate parks, game/practice fields, and bike parks.

Q

Thinking about existing parks as well as possible new parks that could be developed in Kaysville, what parks would you prefer to see in Kaysville?

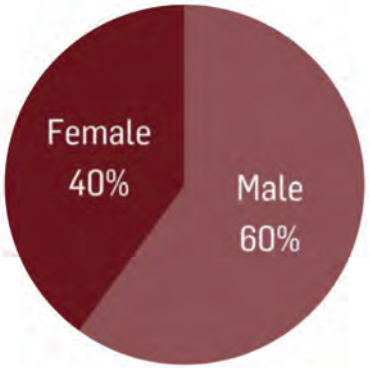


DEMOGRAPHICS

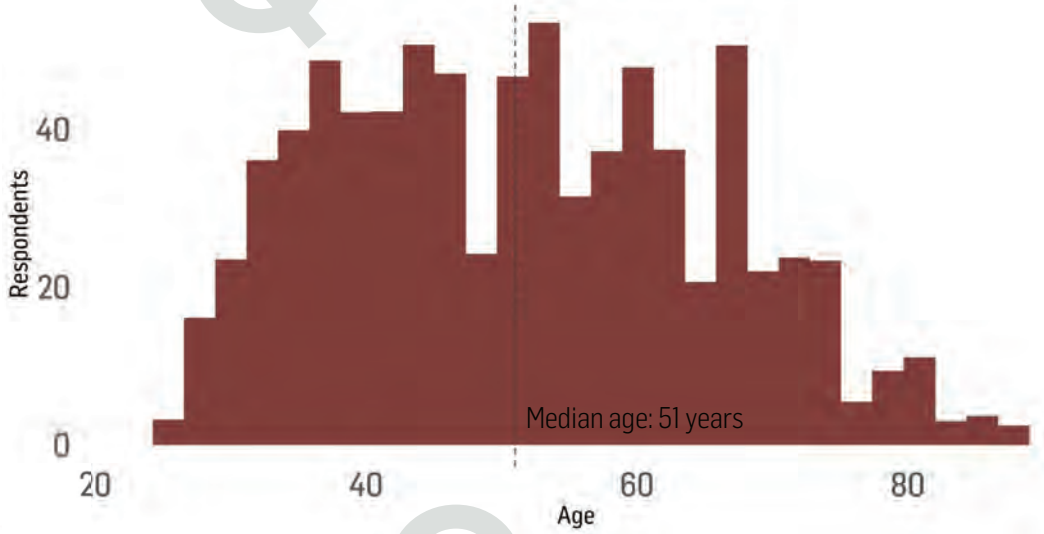
SAMPLE DEMOGRAPHICS

Very few respondents were young (ages 18-24). Median age of respondents is 51. Most respondents were white and married.

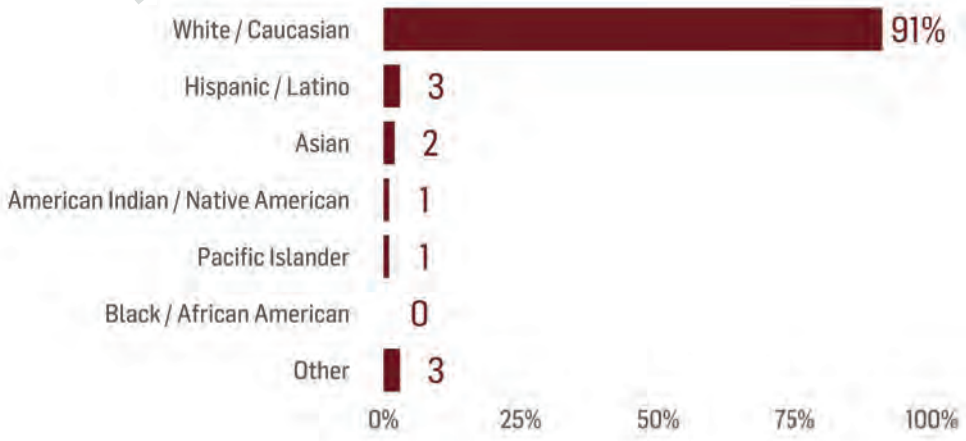
Which of the following best describes how you think of yourself:



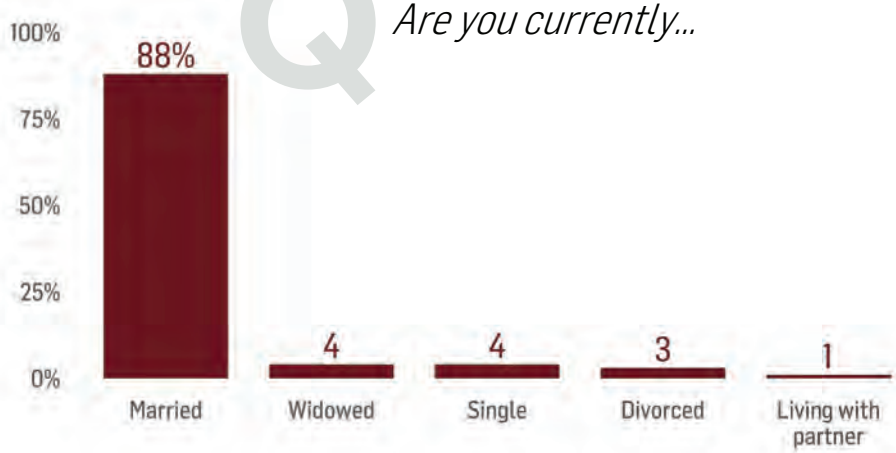
What year were you born:



Are you:



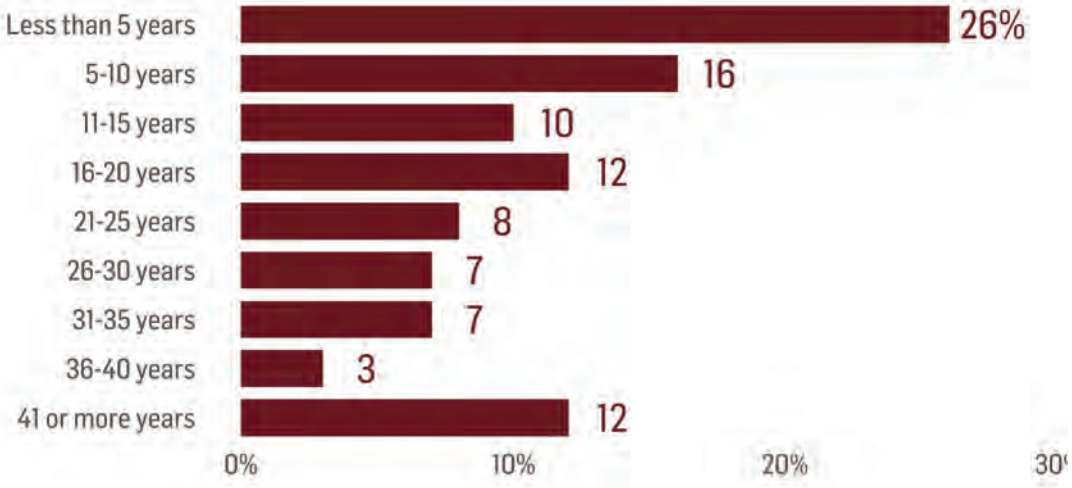
Are you currently...



SAMPLE DEMOGRAPHICS

37% of respondents have lived in Kaysville for 21 years or more. 26% have moved to Kaysville in the last 5 years. The vast majority currently own their own home.

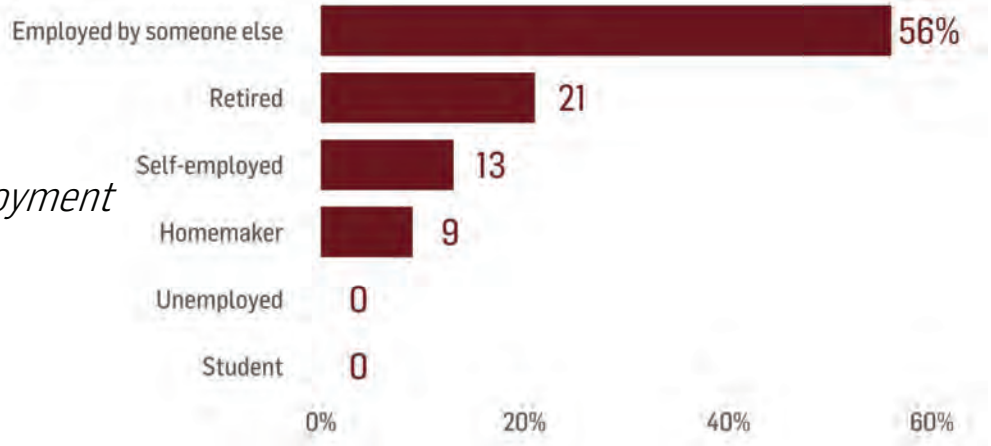
How long have you lived in Kaysville?



99%

of respondents currently own or are buying their own home

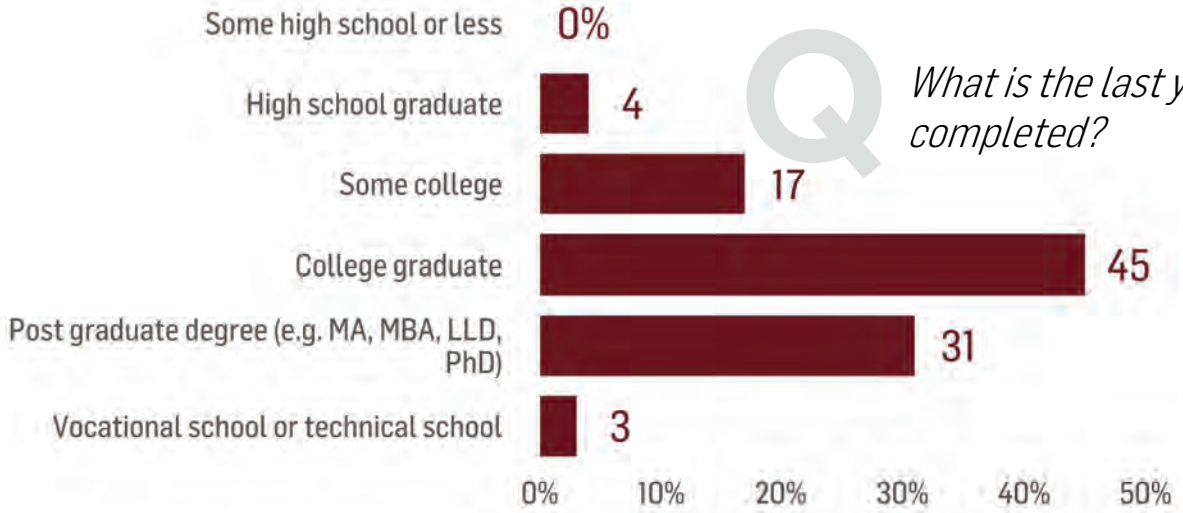
What is your current employment status?



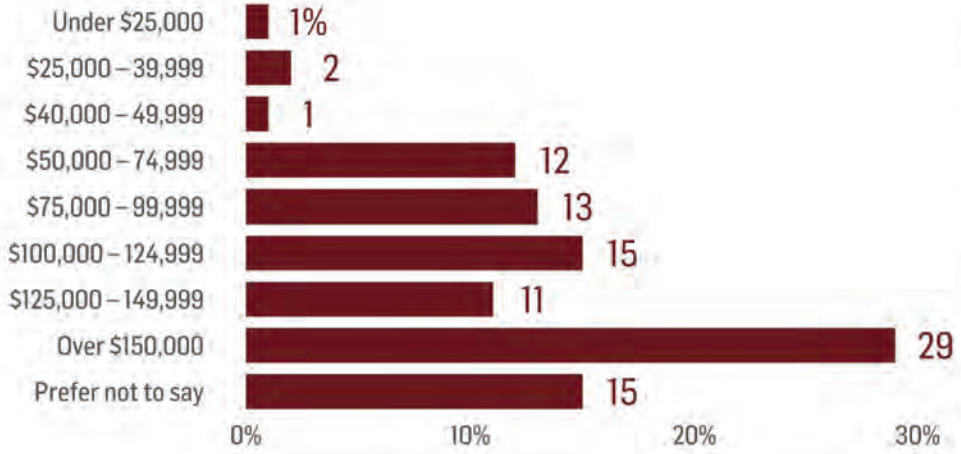
SAMPLE DEMOGRAPHICS

45% of respondents are college graduates, and 31% have a post graduate degree. 35% of respondents have one or two people in their household, compared to 65% who have more than two people.

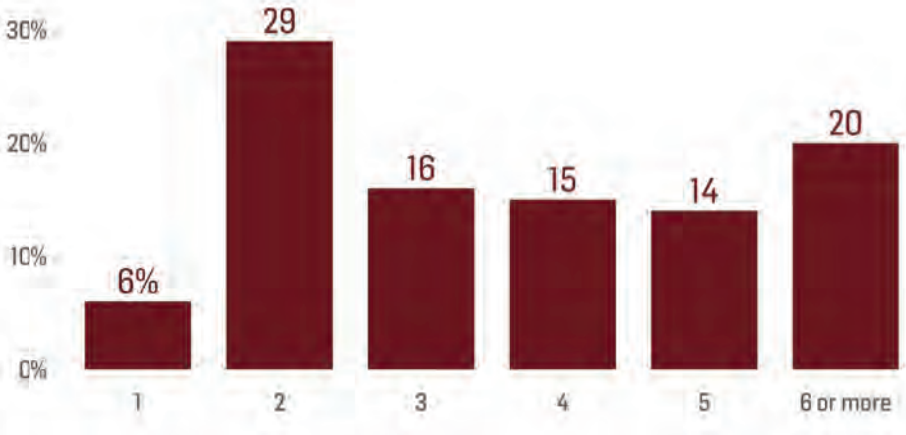
What is the last year of school you completed?



What do you expect your 2021 family income to be?



How many people currently reside in your household?



B APPENDIX B: CITY CENTER CONCEPTS

CITY CENTER CONCEPTS

KAYSVILLE GENERAL PLAN

PLANNING COMMISSION – 10 JUNE 2021

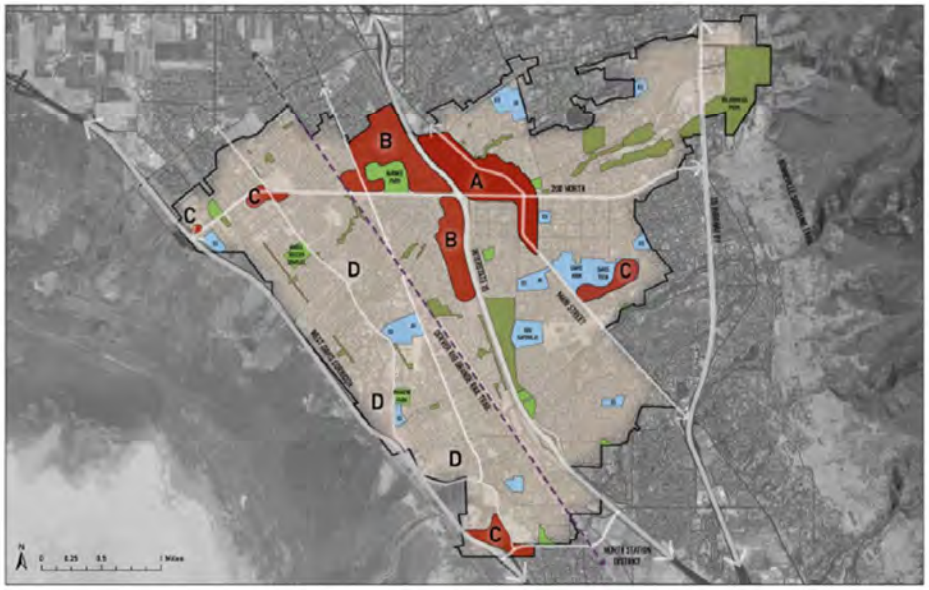
PUBLIC FEEDBACK RECAP

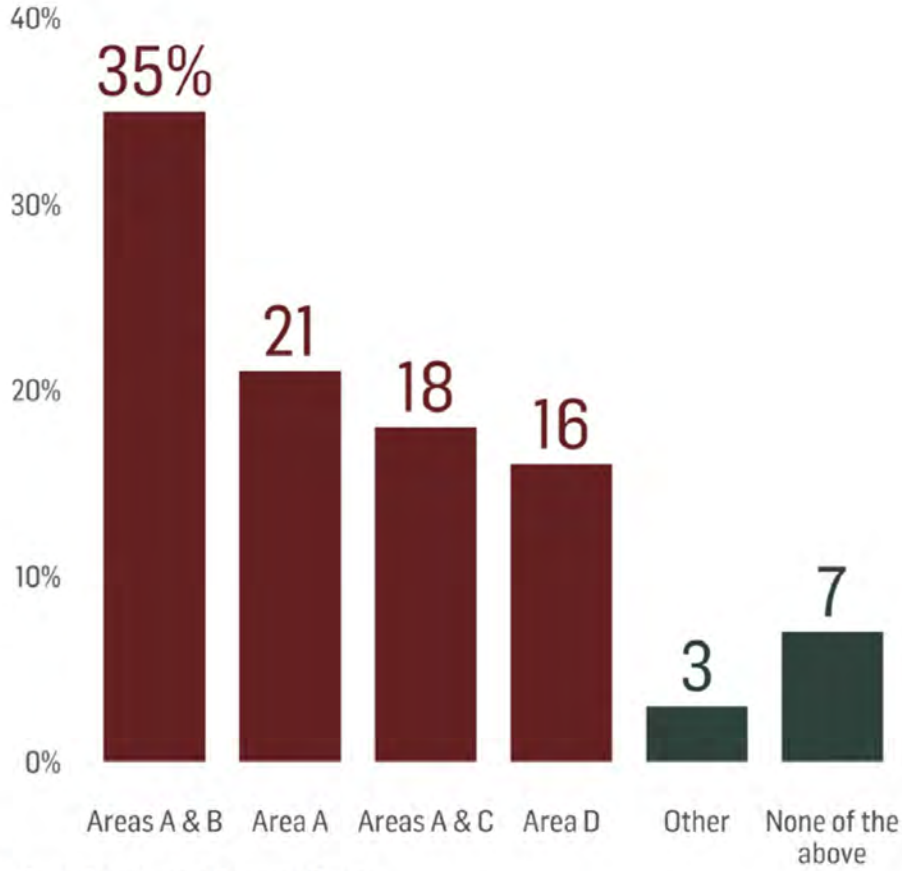
Y2 ANALYTICS SURVEY

CURRENT COMMERCIAL AREAS CANDIDATES FOR GROWTH

Downtown Kaysville, 200 North, Main Street, Flint Street, and Deseret Drive are popular candidates for future development. Neighborhood centers and undeveloped land in West Kaysville are less popular candidates.

Thinking about future growth and development/redevelopment in Kaysville City, where would you most like to see change occur?



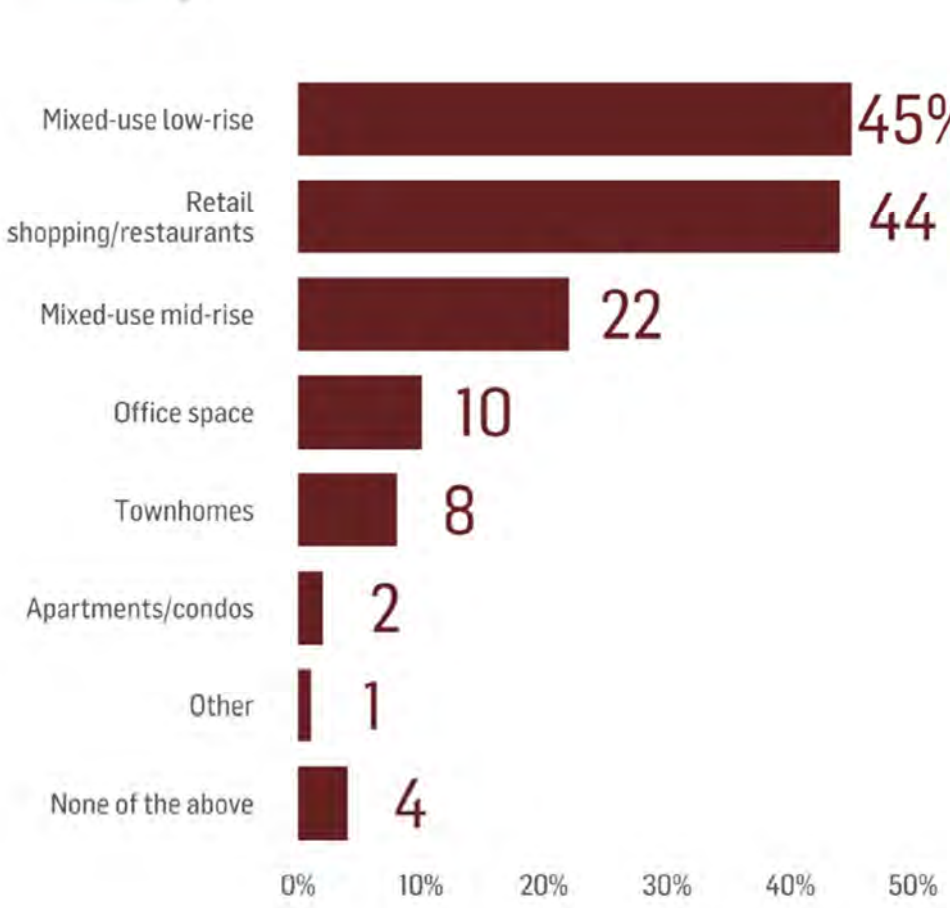


Area A: Concentrated in Downtown Kaysville, along 200 North and Main Street
Areas A & B: Concentrated near commercial areas along 200 North, Main Street, Flint Street, and Deseret Drive
Areas A & C: Primarily concentrated near Main Street and 200 North with a few small new neighborhood centers spread throughout the city
Area D: Concentrated on undeveloped land in West Kaysville

200 NORTH & MAIN STREET DEVELOPMENT

Mixed-use low-rise and retail are popular redevelopments for 200 North and North Main Street.

If existing commercial areas along 200 N and North Main Street were to redevelop, which of the following additions would you like to see? Select all that apply.

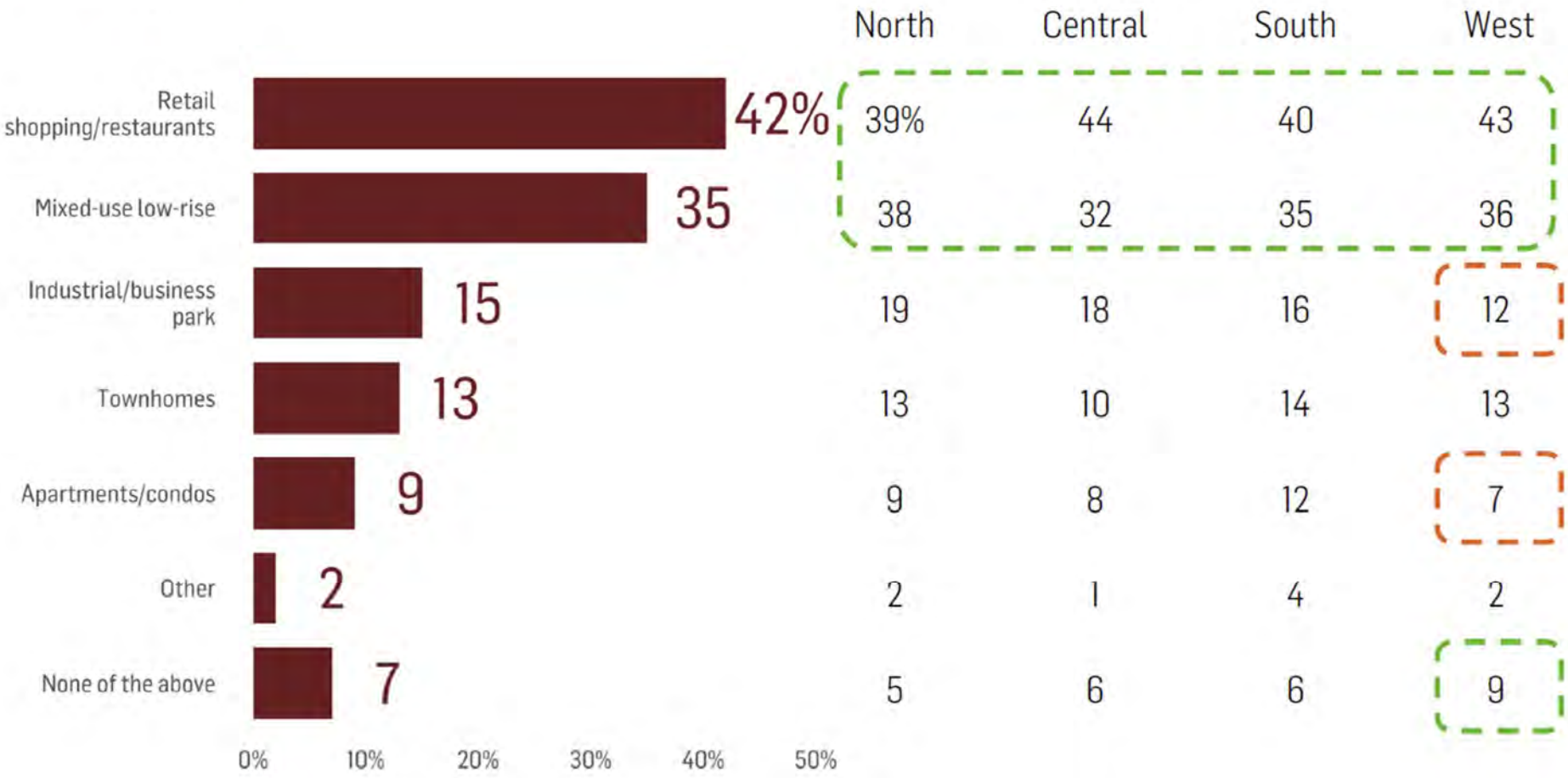


	North	Central	South	West
Mixed-use low-rise	46%	43	43	46
Retail shopping/restaurants	42	42	47	45
Mixed-use mid-rise	24	20	20	23
Office space	8	8	11	11
Townhomes	8	9	5	8
Apartments/condos	1	2	1	3
Other	2	1	2	1
None of the above	6	4	5	3

FLINT STREET & DESERET DRIVE DEVELOPMENT

Retail and mixed-use development are popular choices for redevelopment along Flint Street and Deseret Drive. Industrial/business parks and apartments/condos are less popular with residents who live in West Kaysville.

If areas near existing commercial developments along Flint Street and Deseret Drive were to redevelop, which of the following additions would you like to see? Select all that apply.



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Townhomes	13	10	14	13
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Other	2	1	4	2
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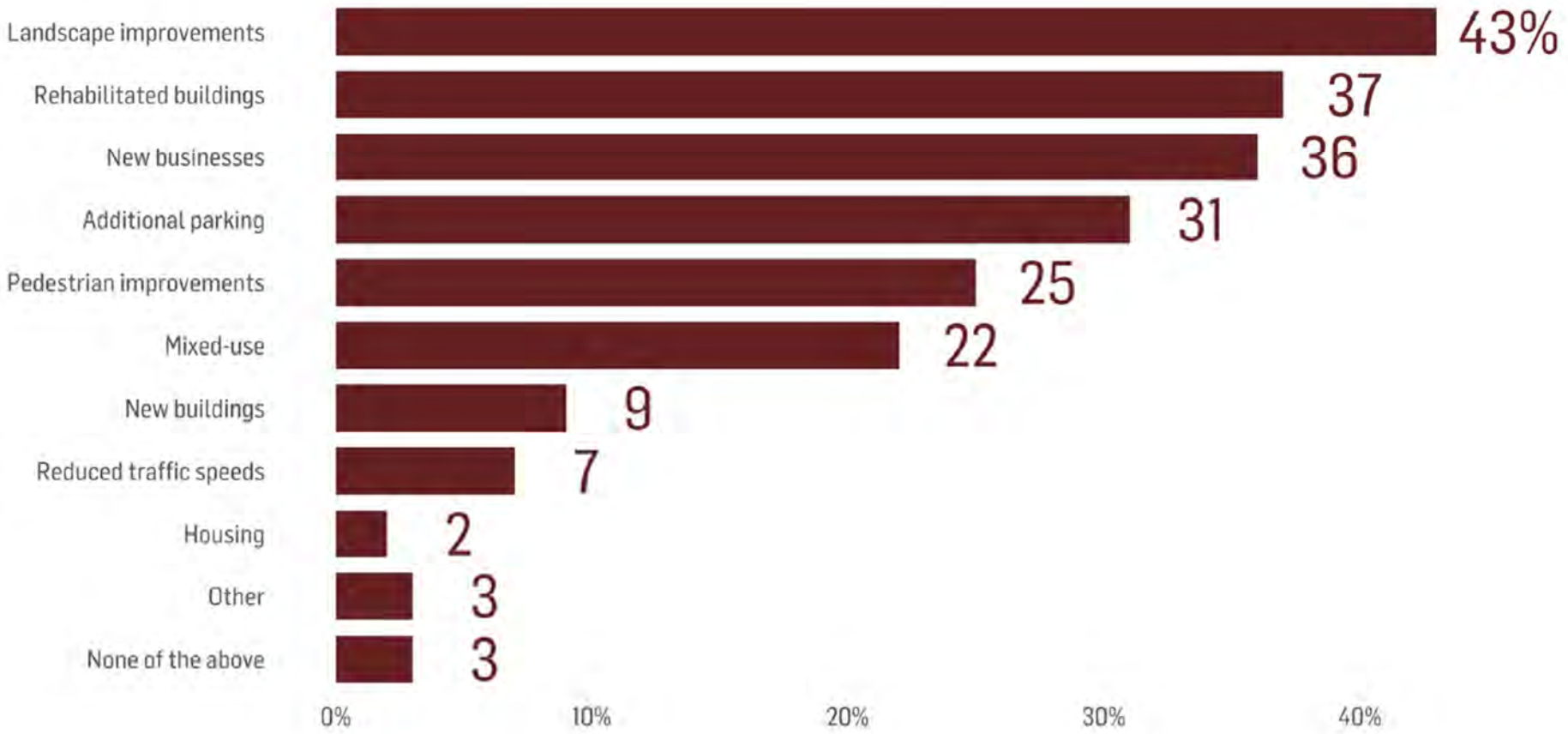
A FACELIFT WOULD IMPROVE DOWNTOWN

Landscaping improvements, rehabilitated buildings, and new businesses would go the farthest in making downtown Kaysville a better place to visit. Restaurants were a commonly requested business.

Which, if any, of the following potential changes would make historic downtown Kaysville a better place to visit? Select up to three.



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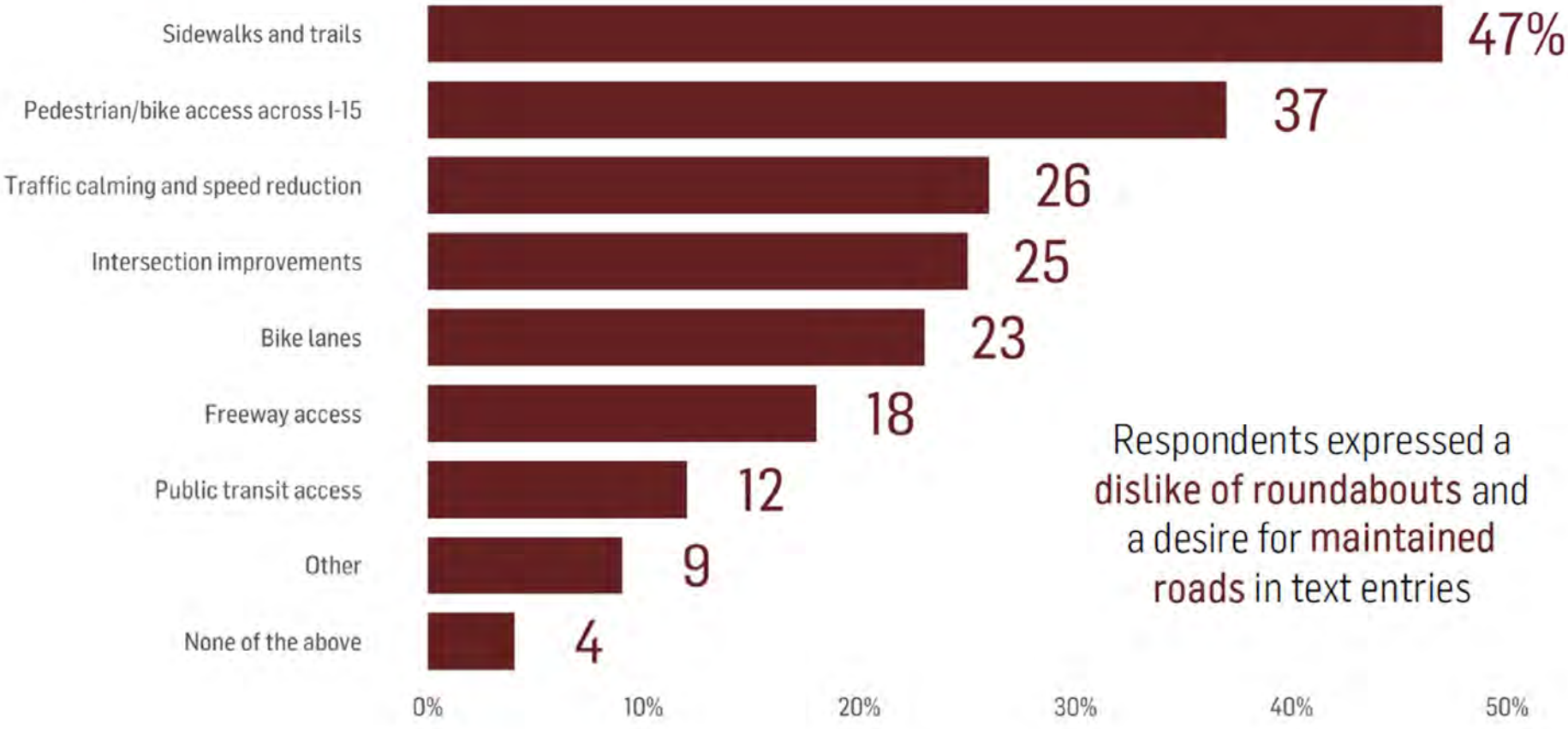
Which, if any, of the following types of transportation updates are needed in Kaysville? Select all that apply.



CITY CENTER CONCEPTS

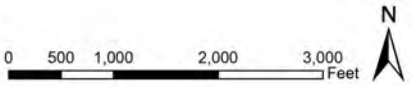
DRAFT VISION FOR NORTH MAIN STREET, 200 NORTH, FLINT DRIVE AND DESERET DRIVE

KAYSVILLE GENERAL PLAN

CITY CENTER FUTURE LAND USE CONCEPT A

- MIXED USE COMMERCIAL/RESIDENTIAL
- COMMERCIAL/OFFICE
- RESIDENTIAL FOCUS
- INDUSTRIAL/BUSINESS PARK
- MIXED USE INDUSTRIAL W/ RESIDENTIAL INFILL
- PARK/OPEN SPACE
- CIVIC
- HOSPITAL

MIXED USE DEVELOPMENT EXAMPLES



KAYSVILLE GENERAL PLAN

CITY CENTER FUTURE LAND USE CONCEPT A

- MIXED USE COMMERCIAL/RESIDENTIAL
- COMMERCIAL/OFFICE
- RESIDENTIAL FOCUS
- INDUSTRIAL/BUSINESS PARK
- MIXED USE INDUSTRIAL W/ RESIDENTIAL INFILL
- PARK/OPEN SPACE
- CIVIC
- HOSPITAL

COMMERCIAL DEVELOPMENT EXAMPLES

0 500 1,000 2,000 3,000 Feet

N

KAYSVILLE GENERAL PLAN

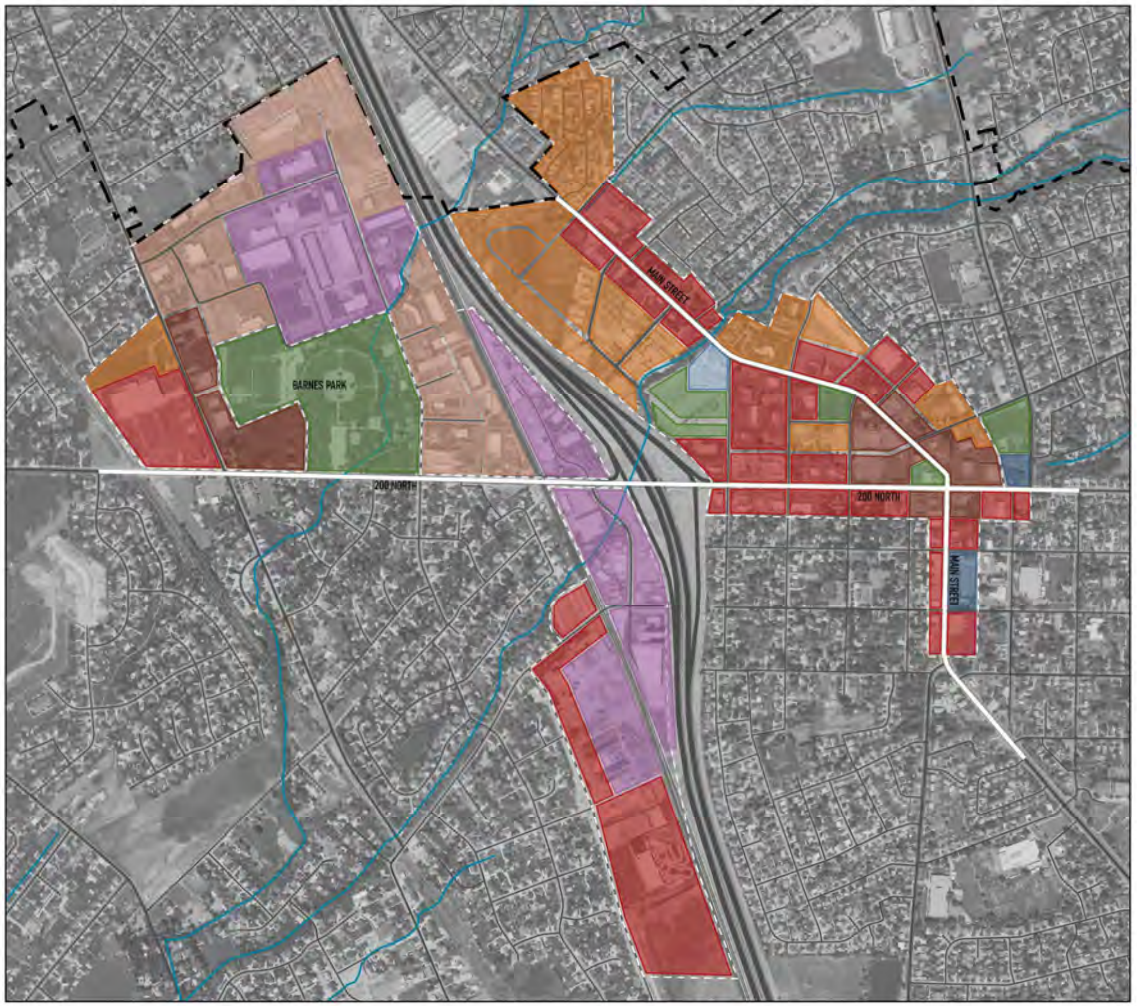
CITY CENTER FUTURE LAND USE CONCEPT A

- MIXED USE COMMERCIAL/RESIDENTIAL
- COMMERCIAL/OFFICE
- RESIDENTIAL FOCUS
- INDUSTRIAL/BUSINESS PARK
- MIXED USE INDUSTRIAL W/ RESIDENTIAL INFILL
- PARK/OPEN SPACE
- CIVIC
- HOSPITAL

RESIDENTIAL DEVELOPMENT EXAMPLES

0 500 1,000 2,000 3,000 Feet

N



KAYSVILLE GENERAL PLAN

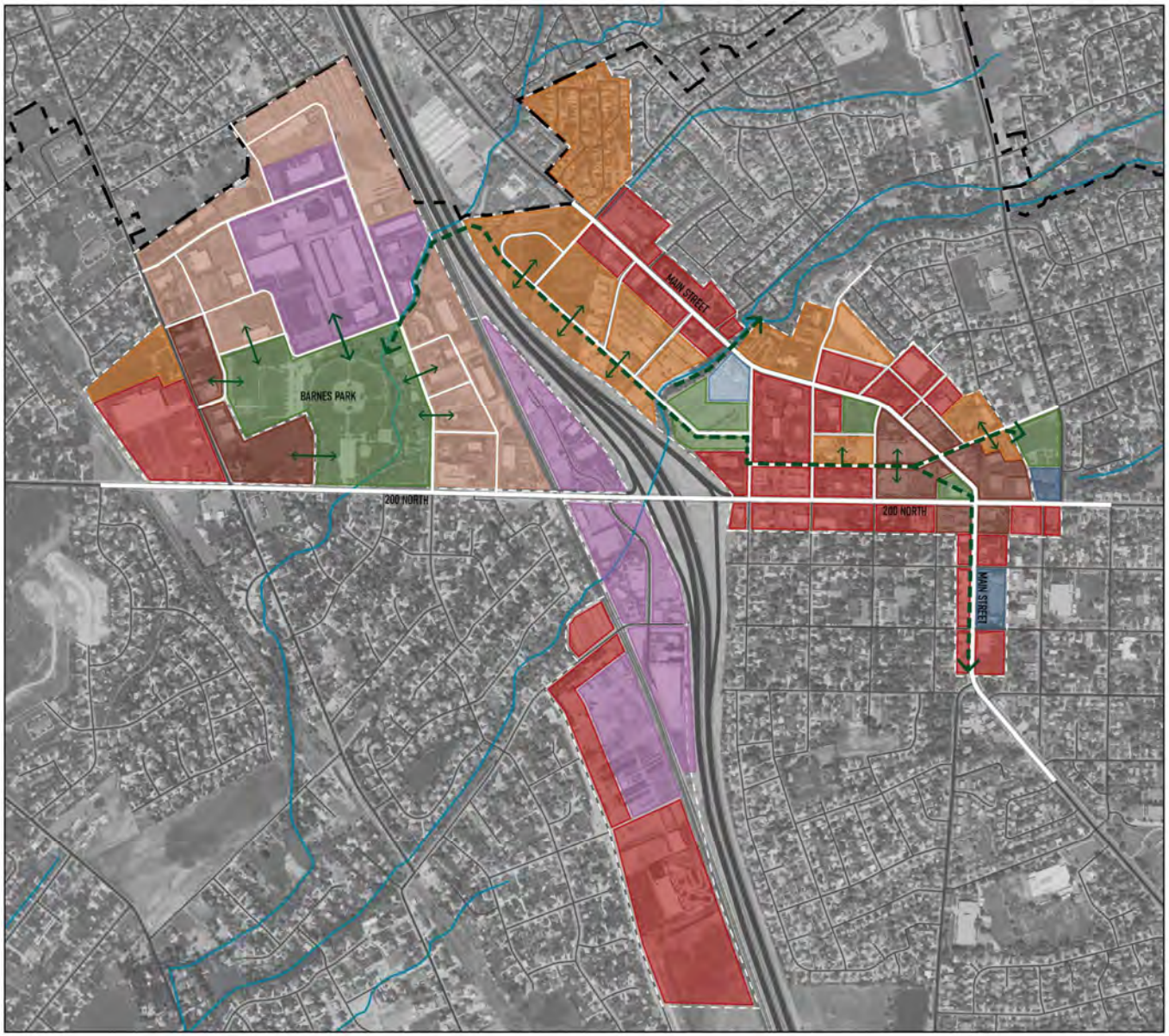
CITY CENTER FUTURE LAND USE CONCEPT A

- MIXED USE COMMERCIAL/RESIDENTIAL
- COMMERCIAL/OFFICE
- RESIDENTIAL FOCUS
- INDUSTRIAL/BUSINESS PARK
- MIXED USE INDUSTRIAL W/ RESIDENTIAL INFILL
- PARK/OPEN SPACE
- CIVIC
- HOSPITAL

INDUSTRIAL MIXED-USE DEVELOPMENT EXAMPLES

0 500 1,000 2,000 3,000 Feet

N



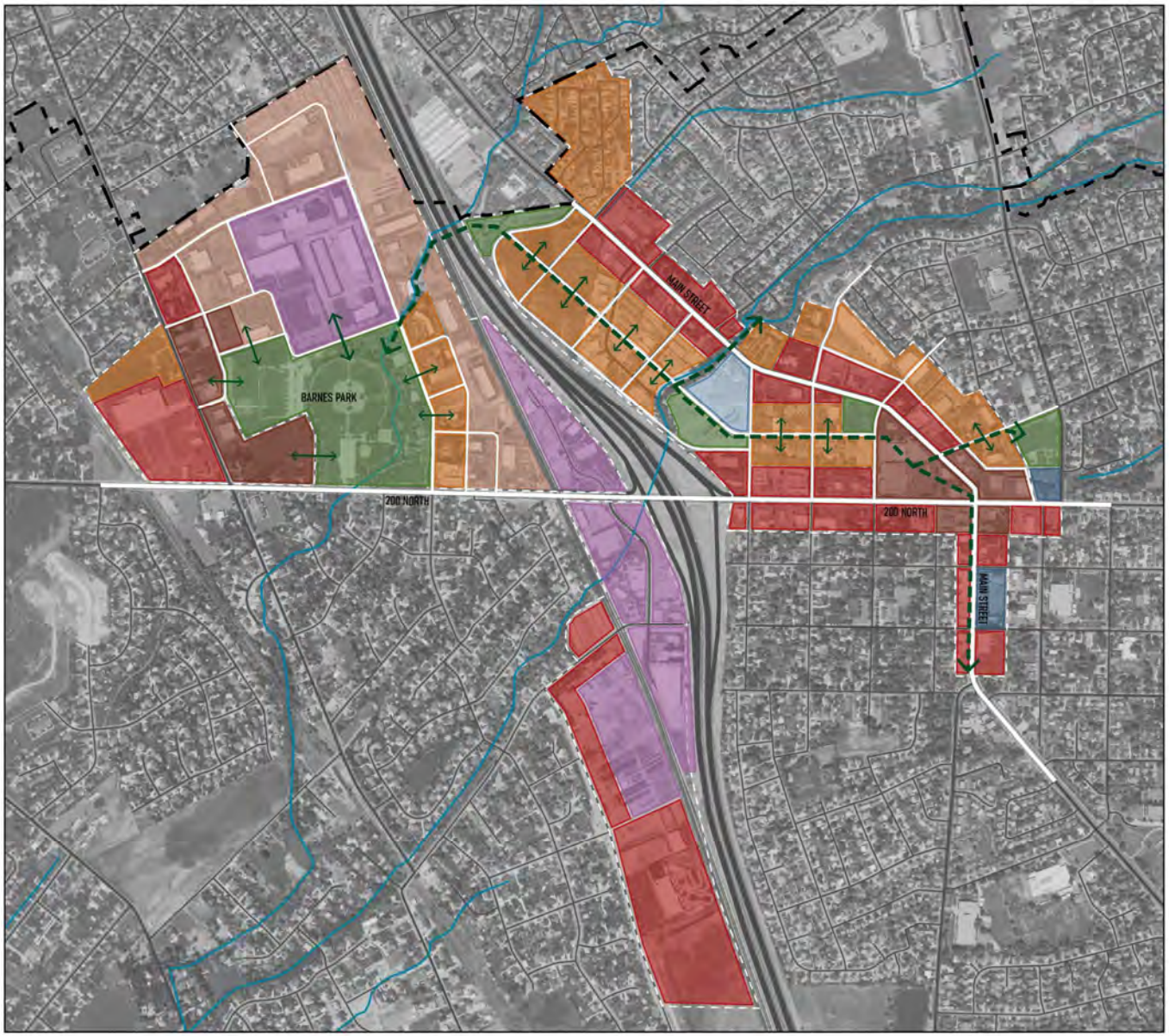
KAYSVILLE GENERAL PLAN

CITY CENTER FUTURE LAND USE CONCEPT A

- MIXED USE COMMERCIAL/RESIDENTIAL
- COMMERCIAL/OFFICE
- RESIDENTIAL FOCUS
- INDUSTRIAL/BUSINESS PARK
- MIXED USE INDUSTRIAL W/ RESIDENTIAL INFILL
- PARK/OPEN SPACE
- CIVIC
- HOSPITAL

N

0 500 1,000 2,000 3,000 Feet



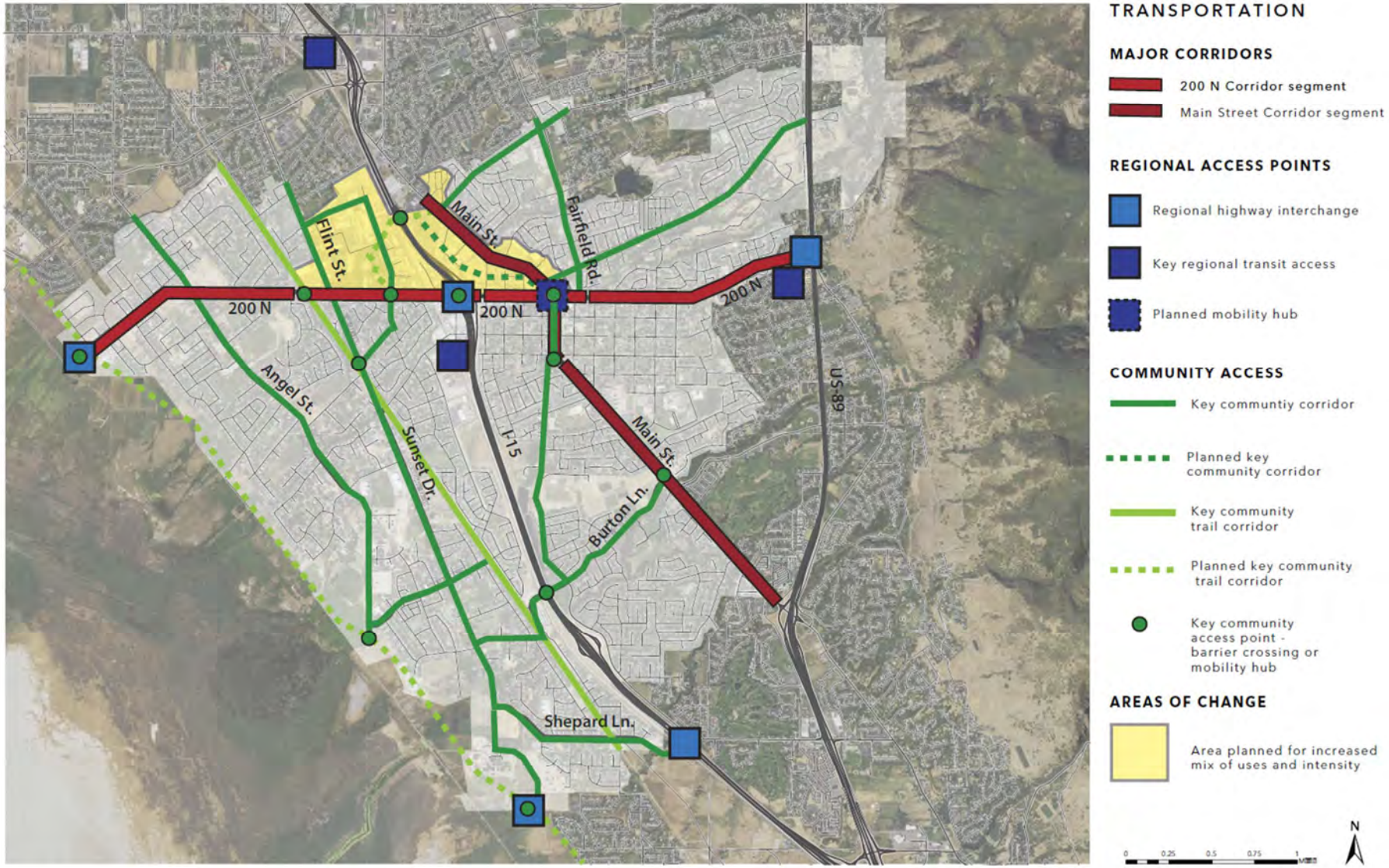
KAYSVILLE GENERAL PLAN

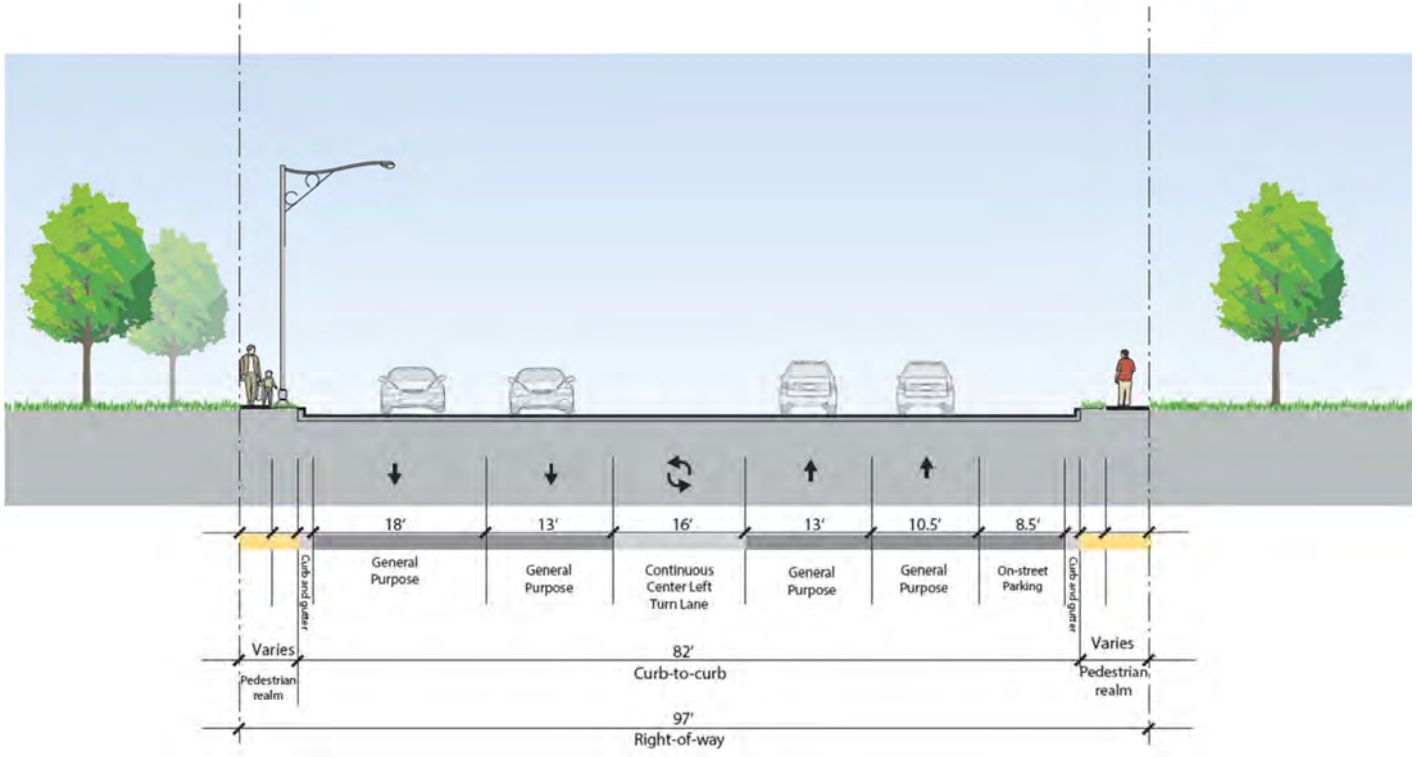
CITY CENTER FUTURE LAND USE CONCEPT B

- MIXED USE COMMERCIAL/RESIDENTIAL
- COMMERCIAL/OFFICE
- RESIDENTIAL FOCUS
- INDUSTRIAL/BUSINESS PARK
- MIXED USE INDUSTRIAL W/ RESIDENTIAL INFILL
- PARK/OPEN SPACE
- CIVIC
- HOSPITAL

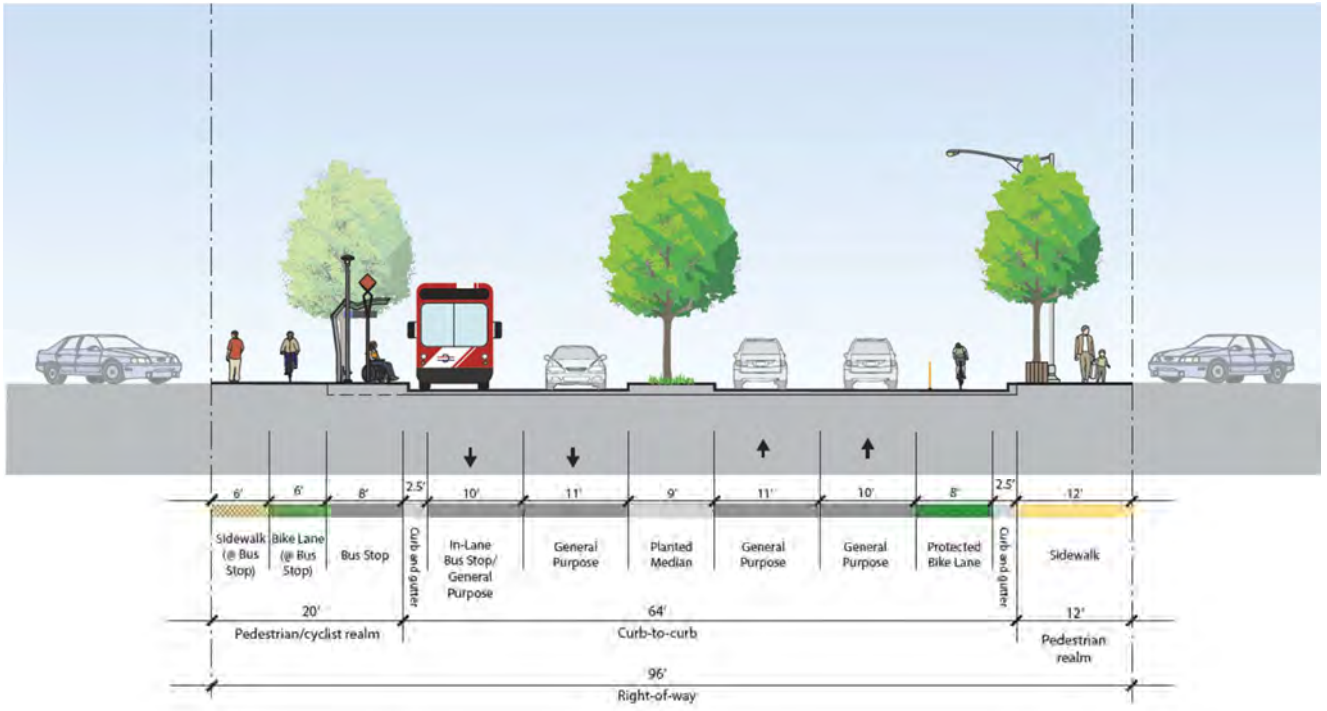
N

0 500 1,000 2,000 3,000 Feet

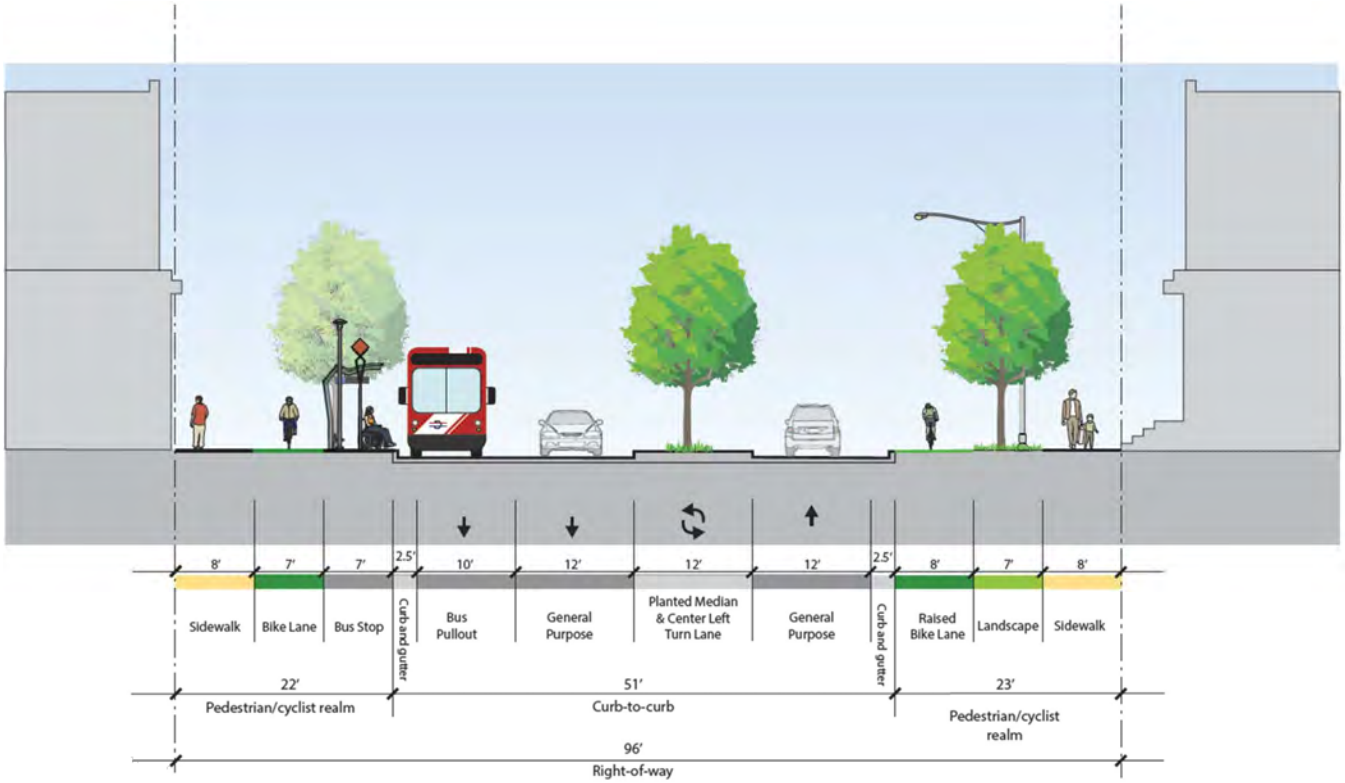

TRANSPORTATION
MAJOR CORRIDORS
200 N Corridor segment
Main Street Corridor segment
REGIONAL ACCESS POINTS
Regional highway interchange
Key regional transit access
Planned mobility hub
COMMUNITY ACCESS
Key communtiy corridor
Planned key community corridor
Key community trail corridor
Planned key community trail corridor
Key community access point - barrier crossing or mobility hub
AREAS OF CHANGE
Area planned for increased mix of uses and intensity
200 N
200 N
200 N
Main St.
Fairfield Rd.
Flint St.
Angel St.
Sunset Dr.
I-15
Main St.
Burton Ln.
US-89
Shepard Ln.
N



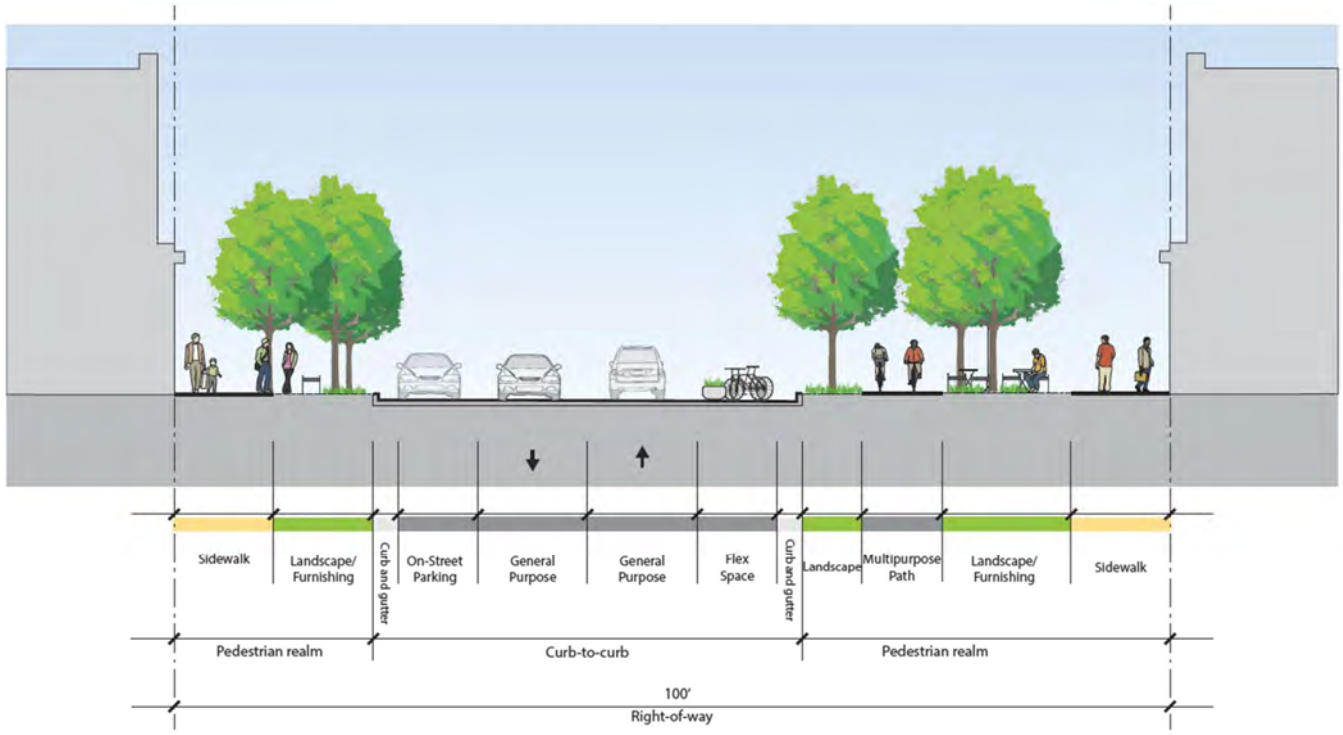
NORTH MAIN STREET – EXISTING CROSS SECTION



NORTH MAIN STREET – POTENTIAL SHORT-TERM CROSS SECTION

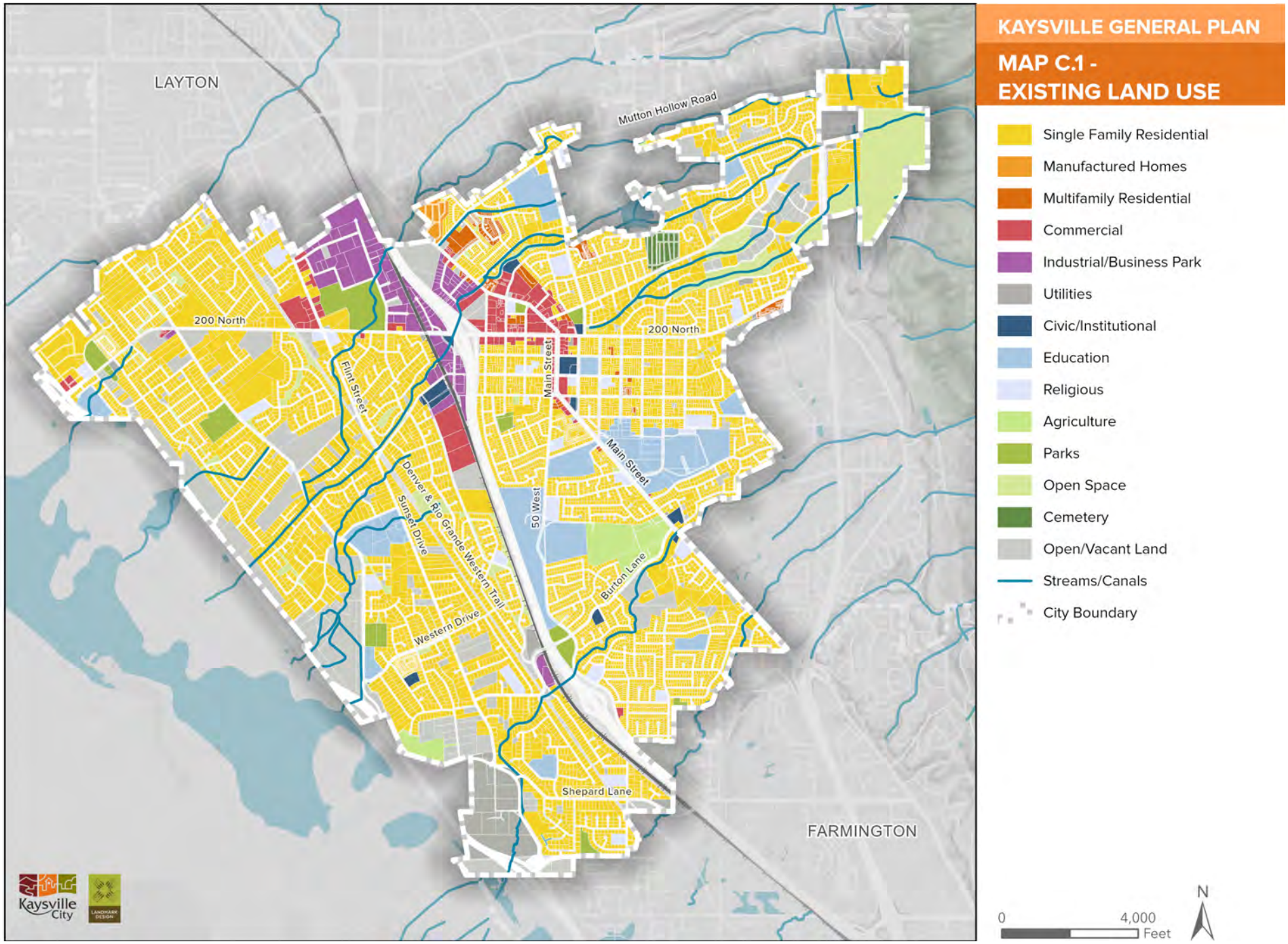


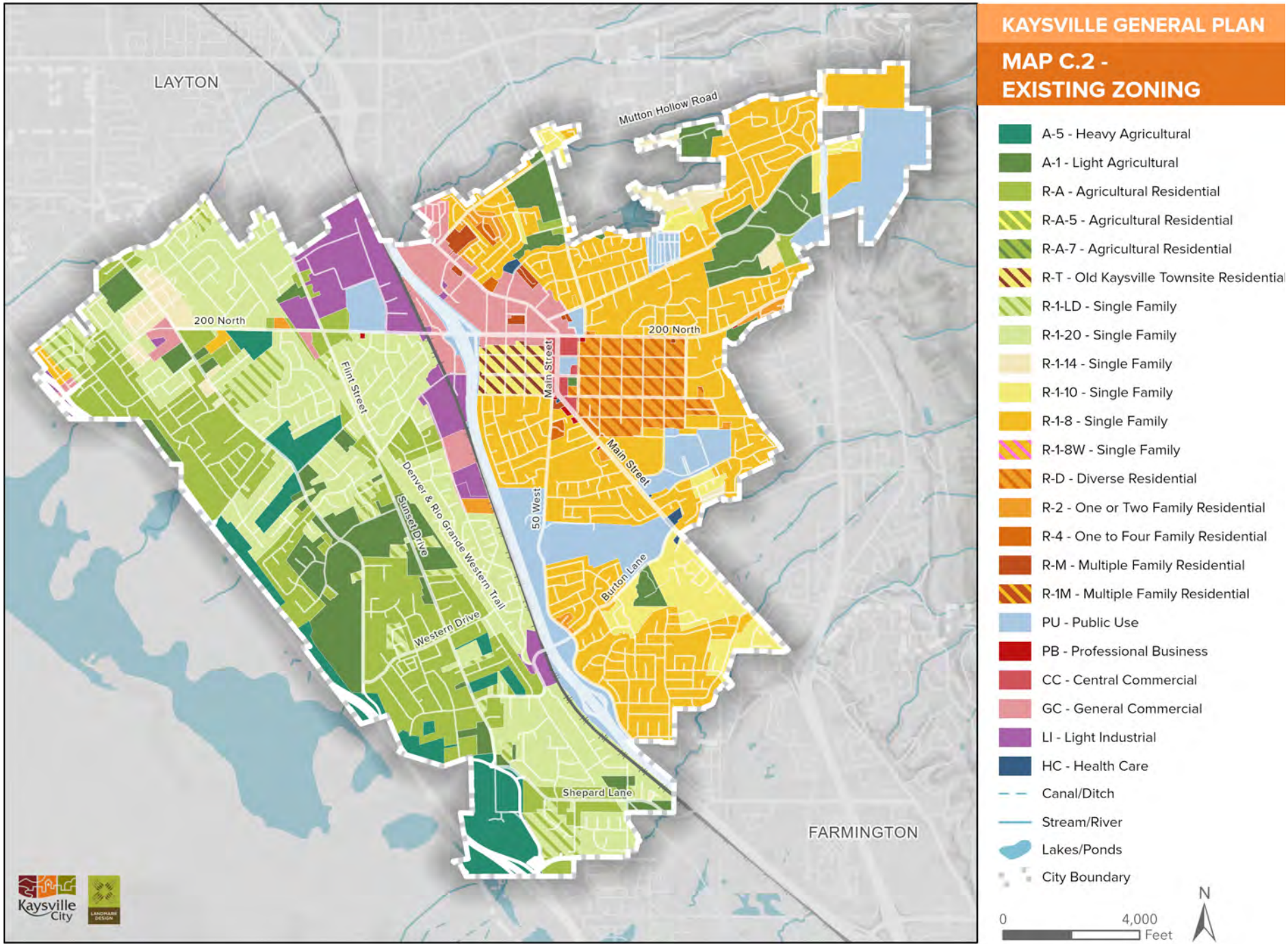
NORTH MAIN STREET – POTENTIAL SHOR LONGM CROSS SECTION

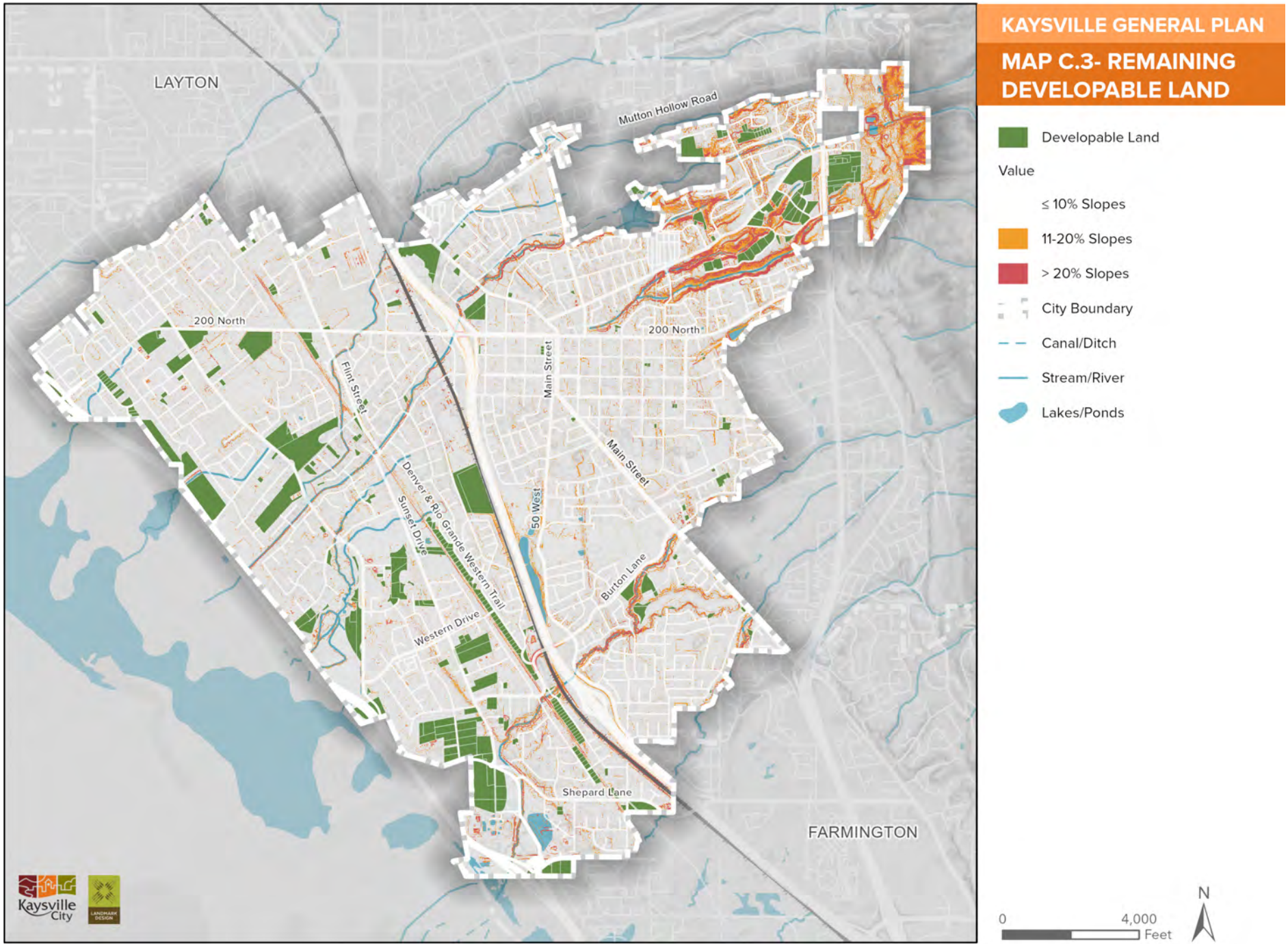


NORTH DOWNTOWN– POTENTIAL GREENWAY STREET

C APPENDIX C: EXISTING LAND USE MAPS


KAYSVILLE GENERAL PLAN
MAP C.1 -
EXISTING LAND USE
Single Family Residential
Manufactured Homes
Multifamily Residential
Commercial
Industrial/Business Park
Utilities
Civic/Institutional
Education
Religious
Agriculture
Parks
Open Space
Cemetery
Open/Vacant Land
Streams/Canals
City Boundary
LAYTON
FARMINGTON
Mutton Hollow Road
200 North
200 North
Flint Street
Main Street
Main Street
50 West
Denver & Rio Grande Western Trail
Sunset Drive
Western Drive
Burton Lane
Shepard Lane
Kaysville City
0
4,000
Feet
N


KAYSVILLE GENERAL PLAN
MAP C.2 -
EXISTING ZONING
LAYTON
FARMINGTON
Mutton Hollow Road
200 North
200 North
Flint Street
Main Street
Main Street
50 West
Denver & Rio Grande Western Trail
Sunset Drive
Western Drive
Burton Lane
Shepard Lane
A-5 - Heavy Agricultural
A-1 - Light Agricultural
R-A - Agricultural Residential
R-A-5 - Agricultural Residential
R-A-7 - Agricultural Residential
R-T - Old Kaysville Townsite Residential
R-1-LD - Single Family
R-1-20 - Single Family
R-1-14 - Single Family
R-1-10 - Single Family
R-1-8 - Single Family
R-1-8W - Single Family
R-D - Diverse Residential
R-2 - One or Two Family Residential
R-4 - One to Four Family Residential
R-M - Multiple Family Residential
R-1M - Multiple Family Residential
PU - Public Use
PB - Professional Business
CC - Central Commercial
GC - General Commercial
LI - Light Industrial
HC - Health Care
Canal/Ditch
Stream/River
Lakes/Ponds
City Boundary
N
0
4,000
Feet
Kaysville City


KAYSVILLE GENERAL PLAN
MAP C.3- REMAINING DEVELOPABLE LAND
Developable Land
Value
≤ 10% Slopes
11-20% Slopes
> 20% Slopes
City Boundary
Canal/Ditch
Stream/River
Lakes/Ponds
LAYTON
FARMINGTON
Mutton Hollow Road
200 North
200 North
Flint Street
Main Street
Main Street
50 West
Denver & Rio Grande Western Trail
Sunset Drive
Western Drive
Burton Lane
Shepard Lane
Kaysville City
0
4,000
Feet
N

D APPENDIX D: EXISTING CONDITIONS - TRANSPORTATION

Preliminary Transportation Existing Conditions

This existing transportation conditions report is comprised of three sections: the various "layered" transportation mode networks; analysis of communitywide street and pathway connectivity; and analysis of the multimodal accessibility and characteristics of Kaysville's activity centers.

Networks

MAJOR STREETS

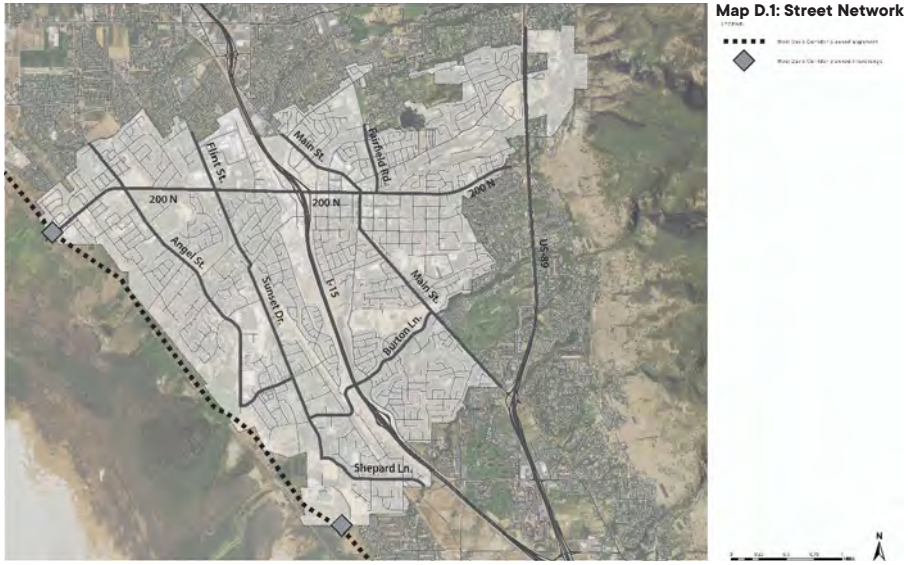
The Kaysville Major Streets Plan designates a network of major streets by functional classification. Streets designated as "Principal Arterial" include I–15, US 89; streets designated as "Minor Arterial" include Main Street and 200 North; and streets designated as "Collector" include Fairfield Drive, Burton Lane, Flint/Sunset, Angel Street, and Shepard Lane. In addition, several streets designated "Significant Local:" Webb Lane, Smith Lane, Old Mill, Deseret Drive, Western Drive, Seabiscuit Drive, 600 W. Street, 300 W./600 N. Street, Mutton Hollow, Laurelwood Drive, 50 W. Street, Frontage Road, Crestwood Road, Thornfield Road, and 500 E. Street. Map D.1 shows the major streets throughout Kaysville.

Kaysville is bisected by existing and planned regionally significant corridors. Existing corridors managed by the Utah Department of Transportation include:

- Interstate 15, which runs through the middle of the city and divides it east-west;
- US–89, which only runs through a small corner of the city in the east but serves the city's eastern neighborhoods; and
- SR 273 (Main Street), which is one of the city's only major surface streets and its main downtown north-south corridor.

The West Davis Corridor is a planned freeway at the western edge of Kaysville. Two exits are planned in/near Kaysville, at the end of 200 North/Schick Lane and at the far southern tip of the city near the end of Sunset Drive.

In addition, UDOT is constructing a new U.S. 89 interchange at 200 North, which is in Fruit Heights but will serve Kaysville.



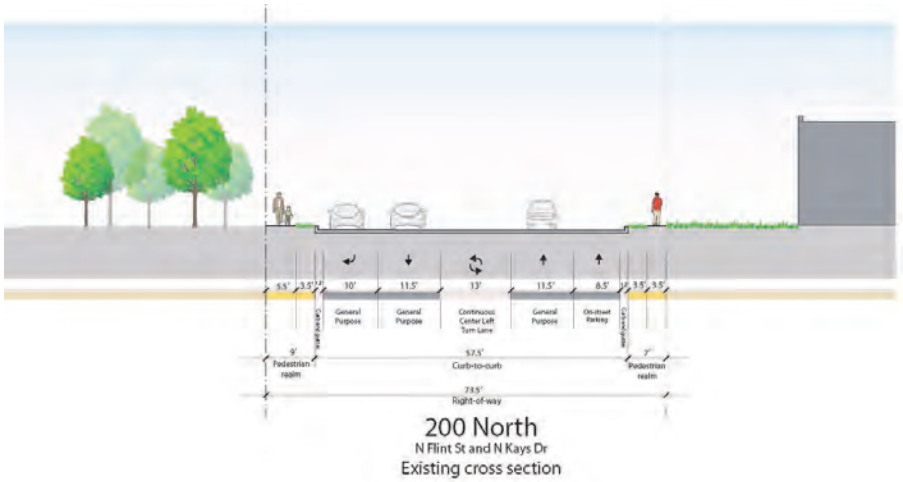
Figures D.1 and D.,.2 show typical existing cross sections for the two most important surface streets in Kaysville: Main Street and 200 North. These corridors run the length of the city from north to south (Main Street) and east to west (200 North). In particular, 200 North provides the only street connection across town from east to west, and one of the only crossings of I–15. As such, their design helps to "set the tone" of the city.

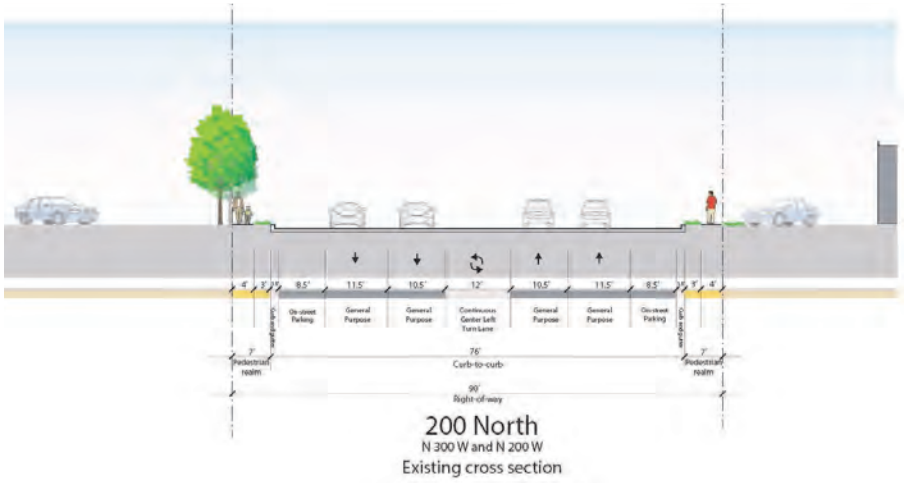
These corridors, especially 200 North, change significantly over the course of their length, adding lanes as they approach downtown and the I–15 interchange and narrowing as they reach the edges of town.

However, they don't always respond to their context. In downtown, for example, both Main Street and 200 North have more of a highway design than a walkable downtown street, with the vast majority of their width devoted to moving traffic and not people space. For example, on Main Street, only 21 percent or about one-fifth, of the total street right-of-way is devoted to person space. Meanwhile 60 percent of the right-of-way is devoted to moving traffic.

And, in general, for the unique citywide connection they provide, these corridors do not serve all modes to enough of a degree. Outside of the historic downtown area, the pedestrian realm is only 6 to 7 feet, even though these are still mixed-use activity centers in Kaysville.

Figure D.1: 200 N Cross Sections





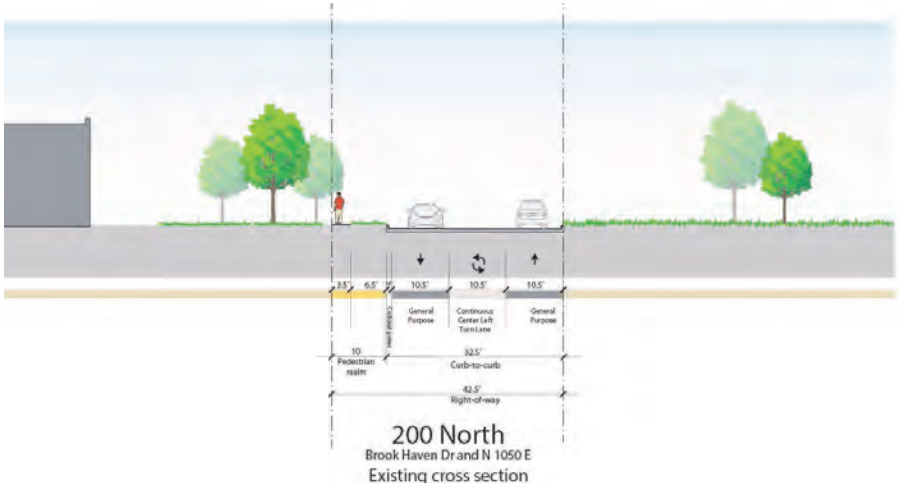
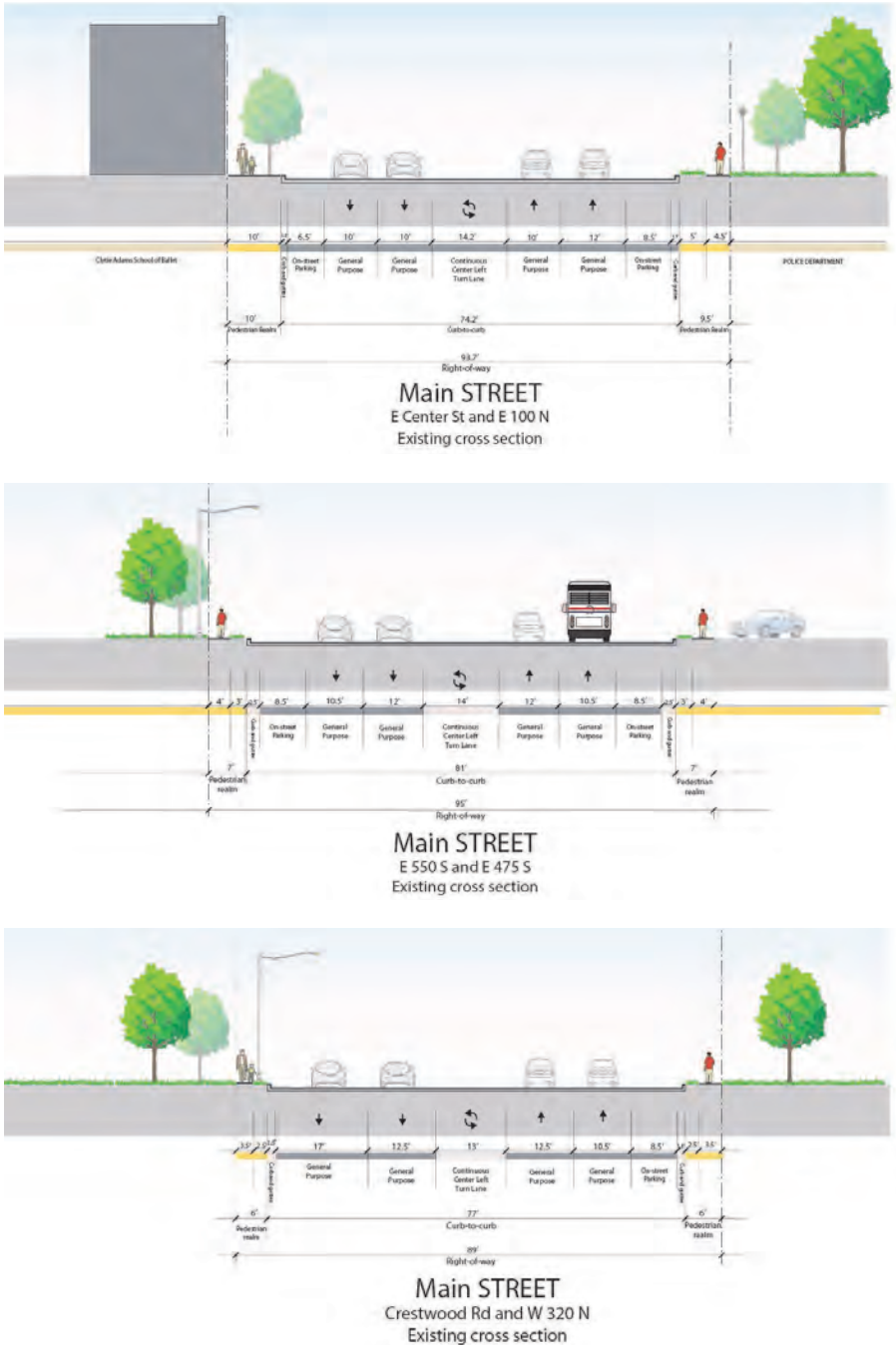


Figure D.2: Main Street Cross Sections

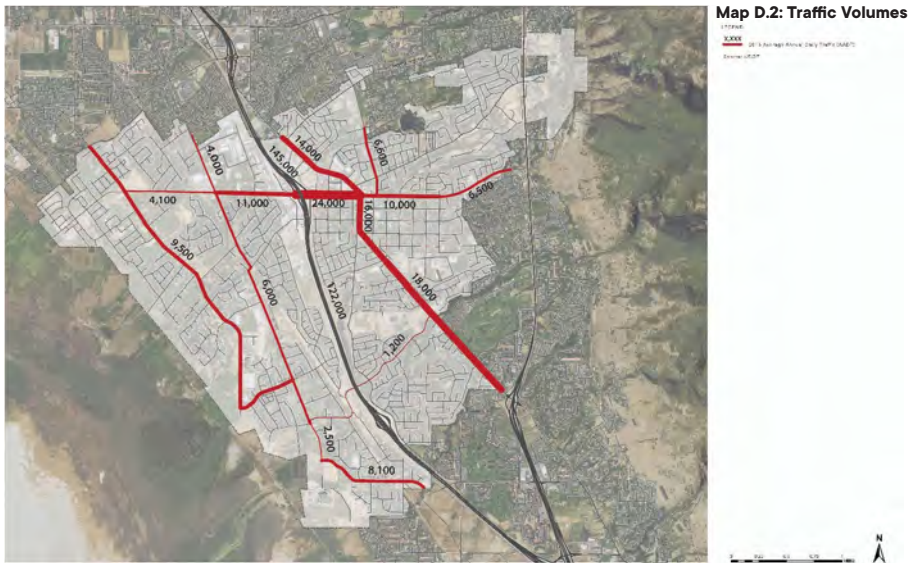


AUTO

There are a few key points and corridors for traffic in Kaysville. These include 1) the regional highways that provide access to and from Kaysville to the Wasatch Front; 2) the interchanges that are the access points to these regional highways; and 3) major surface streets that are a mix of UDOT and locally managed.

The regional highways move people north and south. The primary regional highway is I–15, which bisects Kaysville, with US 89 at the community's far eastern end and the West Davis Corridor planned for the far western end. The key interchanges are at I–15 and 200 North; US 89 and 200 North (even though it is just outside Kaysville, in Fruit Heights); and the two planned West Davis Corridor interchanges at 200 North and near Sunset Lane.

For the surface streets, the primary traffic corridor is 200 North, which provides a rare east-west connection and links three of the highway interchanges. It will also likely shoulder traffic increases from the city's ongoing growth. Main Street is a secondary traffic corridor for the surface streets, the main north-south surface connection paralleling I–15. Several other collector-level corridors carry less traffic, such as Flint Street and Angel Street. Map D.2 shows recent data for traffic volumes on these highway and surface corridors.



At a high level, the volume data suggest that, generally, these corridors perform acceptably and, in some cases, very well for traffic. Map D.3 shows the volume per capacity for corridors for which data were available, for a level of service "D." I–15 is slightly over capacity at 104 percent for the north segment and just under capacity 88 percent for the south segment. US 89 appears to be well under capacity. All but one of the surface corridors are well under capacity (0–75 percent of capacity). The exception is Angel Street, which is at approximately 85 percent of capacity.

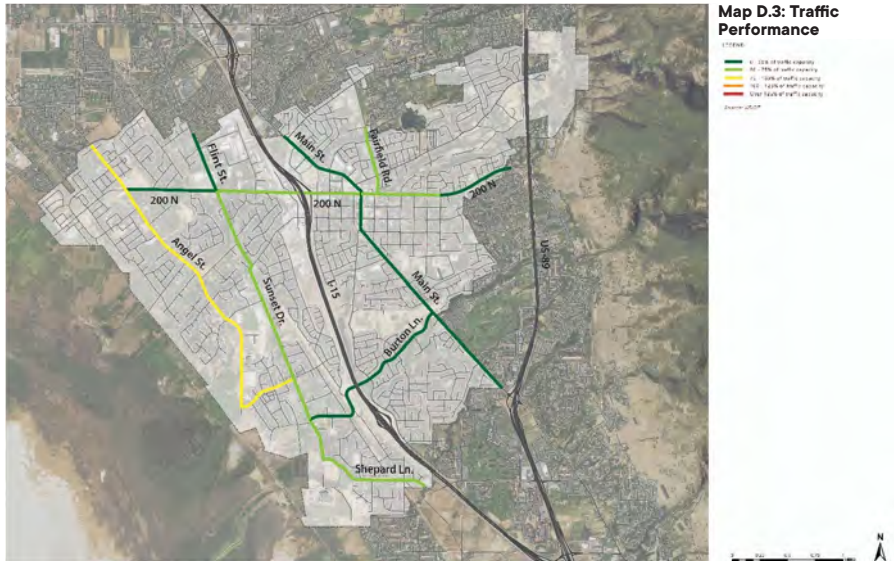
We also assessed traffic growth and future traffic performance. Map D.4 shows the projected growth of traffic by 2040, according to the WFRC travel demand model.

Two areas emerge:

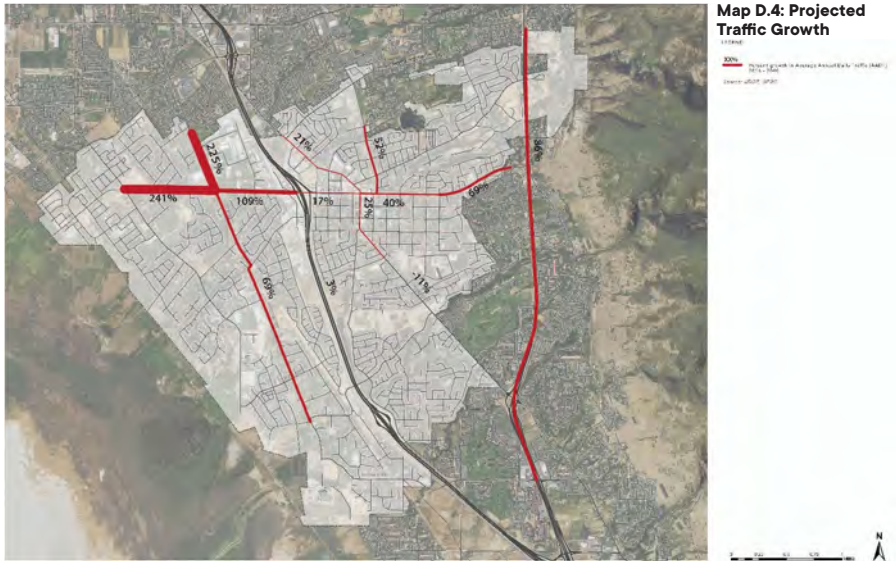
- The western end of the city, where the most population and housing growth is projected, and in conjunction with the opening of the West Davis Corridor; and
- The US 89 corridor.

Some areas, such as Main Street, are not projected to see much growth, or even are projected to lose traffic.

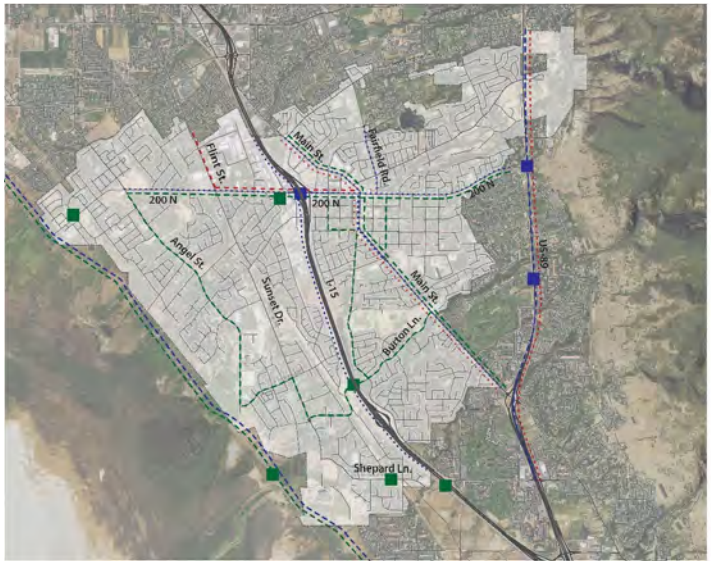
In order to assess future traffic performance, we also need to assess planned improvements for capacity and operations. The Regional Transportation Plan (RTP) (Map D.5) shows several projects that upgrade traffic capacity and operations. The only capacity increases are an additional lane each way along US 89 and the West Davis Corridor.



Map D.3: Traffic Performance



Map D.4: Projected Traffic Growth



Map D.5: Regional Transportation Plan

Taking into account the projected traffic volumes and the planned RTP projects, Map D.6 shows the projected V/C levels. Likely due to the traffic growth in the western part of Kaysville and the lack of other east-west links across town and to I–15 and West Davis, the 200 North corridor projects to be over capacity (112 – 120 percent). However, the planned operational improvements could improve traffic flow on this corridor.

Many corridors project to still be far under capacity in 2040 – most notably Main Street, which projects to be around 40 – 50 percent of capacity. The freeways all project to be under capacity, with West Davis and US 89 far under capacity.

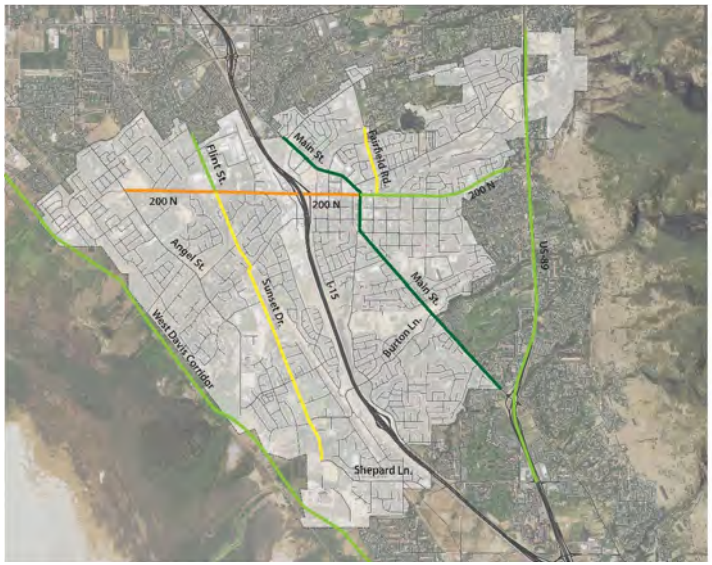
TRANSIT

As a suburban community, Kaysville has moderate transit options that focus on connections to regional employment centers. Map D.7 demonstrates the existing transit network in Kaysville.

Bus: Kaysville is served by several Utah Transit Authority (UTA) routes, both commuter peak-hour routes and all-day routes. In general transit service runs north-south, in the interest of providing Kaysville residents with access to the Wasatch Front region. These routes are shown on Figure X. The routes can be broken down into three types:

- **470 & 455:** The "workhorses" of Weber and Davis Counties, these bus lines are the most important routes in town. They transport Kaysville residents to destinations throughout the county and region. The 470 runs on Main Street and, in addition to serving commuters, serves shorter local trips to and from Kaysville activity centers downtown and at Davis High/Davis Tech.
- **627:** The 627 is a circulator route between Kaysville and Layton, providing access to the central residential district/downtown and Davis Technical College/Davis High School.
- **Commuter routes:** There are three peak hour commuter routes linking Kaysville with regional destinations: the 472 (downtown), 473 (U of U), and 456 (Salt Lake City west side). These routes stop at one of the two park and ride facilities (see below).

FrontRunner rail: The closest FrontRunner commuter rail station to Kaysville is the Layton station, which is only about 2 miles from downtown Kaysville, and walking or bicycling distance from some parts of the city – although street connections from Kaysville to the station are limited, often not highly walkable, and could use improvement. The Farmington station is a few miles south of Kaysville. Access to the Farmington station is aided by the DRG&W trail linking to Park Lane/Clark Lane.



Map D.6: Project Traffic Performance 2050

Map D.7: Transit Network

Park & Ride: Kaysville is served by two park and ride lots – one near 200 North and I–15 and one on the east end of town, just over the border into Fruit Heights, off US 89.

Service gaps: There is no transit service on the growing west side of Kaysville. One opportunity may be to look at some type of shuttle on 200 North linking the city's districts, neighborhoods and activity centers.

Future plans: There is not a lot of new transit service planned for Kaysville. The Regional Transportation Plan does identify four future transit projects:

- Core service route on Main Street in Needs Phase 1/Financially Constrained Phase 2, connecting Clearfield with Woods Cross FrontRunner stations.
- East Davis Express Bus: Needs Phase 3/Unfunded in Financially Constrained.
- Midtown Trolley Upgrade: Needs Phase 3/Unfunded in Financially Constrained.
- Double-tracking FrontRunner

That said, UTA may be open to re-thinking some of the local service, potentially moving from a fixed route model to a core flex service or "microtransit" model, such as the VIA pilot in southern Salt Lake County.

Ridership: In general, transit ridership in Kaysville is low. The vast majority of stops have less than 10 boardings per day, according to UTA data. The main exception is the Kaysville Park and Ride, which has 102 boardings per day.

ACTIVE TRANSPORTATION

Active transportation is primarily walking and bicycling but also includes scooting, skating and other human-powered transportation modes. Kaysville has both active transportation benefits and challenges. The City developed an Active Transportation Plan in 2015 and has begun to implement it.

* A note that this analysis is more heavily focused on bicycling. Walking is addressed more in the mixed-use activity centers and connectivity sections as well.

Assets

Kaysville's primary active transportation advantage is that is has few major street barriers. Only I–15, Main Street, and 200 North present major barriers to walking and bicycling.

In addition, the primary bicycle facility asset is the Denver Rio Grande & Western rail trail, which provides a spine for active transportation users in the west side of Kaysville. The City has added pedestrian activated crossings to this corridor.

In addition, it has built bicycle facilities on several collector-level supporting corridors throughout the city, such as 100 East, Crestwood Road, and Shepard Lane.

Challenges

The downside is that the barrier presented by I–15 is massive and nearly impenetrable. 200 North and Shepard Lane are the only major streets that cross I–15. Shepard Lane is at the far southern end of Kaysville (the crossing is actually out of Kaysville), while 200 North is relatively centrally located but has an I–15 interchange. The only other crossing is Burton Lane, which is a quiet street which has a non-interchange underpass at I–15 and links the key north-south corridors on the west and east sides of Kaysville.

In addition, the active transportation network suffers from lack of connectivity in neighborhoods. Many of Kaysville's neighborhoods lack internal and external connectivity, which increase reliance on larger streets and increase distances for people on foot, bike, and other active modes.

Finally, the city's main transportation corridors do not have active transportation infrastructure that they need – especially 200 North and Main Street.

Map D.8 shows existing facilities, the Active Transportation Plan's recommended network, and pieces of the network that the city has completed since the plan.

We look at the network in terms of key corridors and connections:

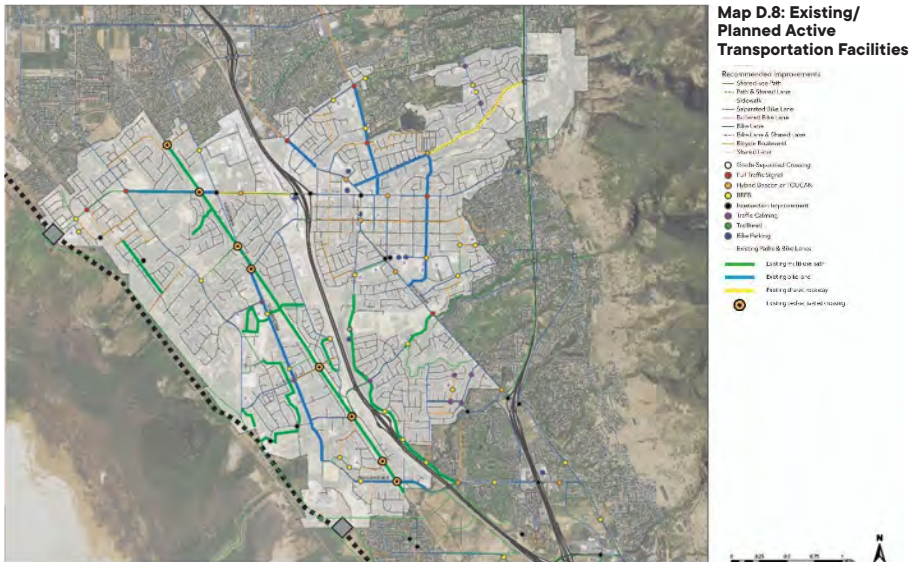
200 North: 200 North is the most important connection in the city and will become more important when the West Davis Corridor opens due to the

interchange with West Davis. Despite the high levels of traffic and the I–15 interchange, it is still important for active transportation because it links the whole city east to west. At the onset of the Active Transportation Plan effort, it had no bike facilities; the Plan recommended a bike lane for most of the corridor, with a shared roadway at the west end. In the years since the city has added one of the segments of bike lane and sharrows in the Barnes Park segment.

Main Street: Main Street is the best north-south opportunity for travel among neighborhoods and districts in the central part of the city, as well as for connecting to Layton and Farmington. There is very little bike infrastructure on Main Street – the AT Plan recommends a bike lane for most of the corridor, a small piece of which has been implemented.

DRG&W Rail Trail: This corridor runs through the whole city on the west side. In addition to the rail trial, there are several pathway connections that provide access from adjacent neighborhoods. One important recent improvement by the City is pedestrian-activated crossings at key street crossings.

Burton Lane: Burton Lane presents perhaps the best active transportation opportunity. It is a non-interchange link between the two sides of the freeway and links to the DRG&W trail.



Map D.8: Existing/ Planned Active Transportation Facilities

Downtown circulation: Downtown serves as a nexus for many of these corridors. In general, the downtown street network is well-connected. But it could still better serve pedestrians and cyclists and the AT Plan provides a plan for how to do that – for example, the planned Bicycle Boulevard on Center Street. Main Street and 200 North are the fulcrum of a walkable, bikeable downtown, and currently they present barriers and unfriendly environments.

100 East and Crestwood Road: These both provide relatively low stress connections from central and north Kaysville to Layton to the north. The City has added bike lanes to these corridors.

50 West: 50 West is a combination of a downtown street and a version of the rail trail on the east side of I–15. It is a great connection from the southeast part of the city to downtown.

Flint Street/Sunset Drive/Shepard Lane: These three streets form the primary bicycling street corridor on the east side of Kaysville. In some sense, the function of the corridor for active travelers is redundant with the rail trail, but there are neighborhoods that are only connected to Flint/Sunset, and in the south end of the city, Shepard Lane connects across I–15 and then across US 89. Much of this corridor has an existing bike lane.

Angel Street: This is the other major north-south corridor in the east side of the city. It will become more important as more growth occurs in this part of the city and the West Davis Corridor is built.

West Davis Corridor: The freeway will have a multi-use path, which will be a great addition to the active transportation network. It is critical that there are safe, comfortable connections on and off it. The 200 North interchange should be designed in a way to provide low stress connection between the 200 North corridor and the freeway's multi-use path.

Street and pathway connectivity

The connectivity of Kaysville's street network is a "mixed bag." On one hand, it features one major, almost impenetrable, barrier in I–15. And most of the city's neighborhoods have street patterns that are disconnected internally and externally.

But, as a whole, the city does not present very many large streets for people to cross, which is a major asset. It also has a well-connected downtown area and some key longer active transportation corridors like the DRG&W rail trail.

Especially on the west side of Kaysville, if new developments can develop good connectivity, the city can be on the road to a more well-connected network.

KEY ISSUES

East-west connections: Moving east to west in Kaysville is one of the largest connectivity challenges, especially with respect to crossing I–15. 200 North is an important connection for all modes for this reason, and Burton Lane is critical for active transportation. Shepard Lane is the other east-west connection. The development of the West Davis Corridor may alleviate some of the need for those in west Kaysville to get to the eastern part of Kaysville, but as population grows in west Kaysville, it will remain important for them to access the downtown and Davis High/Davis Tech areas. However, looked at another way, it is also important to reconsider the land use patterns to reduce needed travel between the different sides of I–15, by considering the addition of one or more neighborhood activity centers on the west side of Kaysville – likely leveraging the West Davis Corridor.

Development connectivity: Many of Kaysville's more recently developed neighborhoods have a very disconnected street pattern. Map D.9 compares sample street networks in west Kaysville and downtown Kaysville. The gridded downtown network is has a much higher connectivity index and more intersections per square mile than the cul-de-sac-focused west Kaysville network. Lower connectivity for these measures reduces the ability for residents to walk to neighborhood destinations like schools, parks, and places of worship. And, if new developments aren't better connected, the traffic buildup in the west side of the city will make corridors like Sunset/Flint and Angel unpleasant.

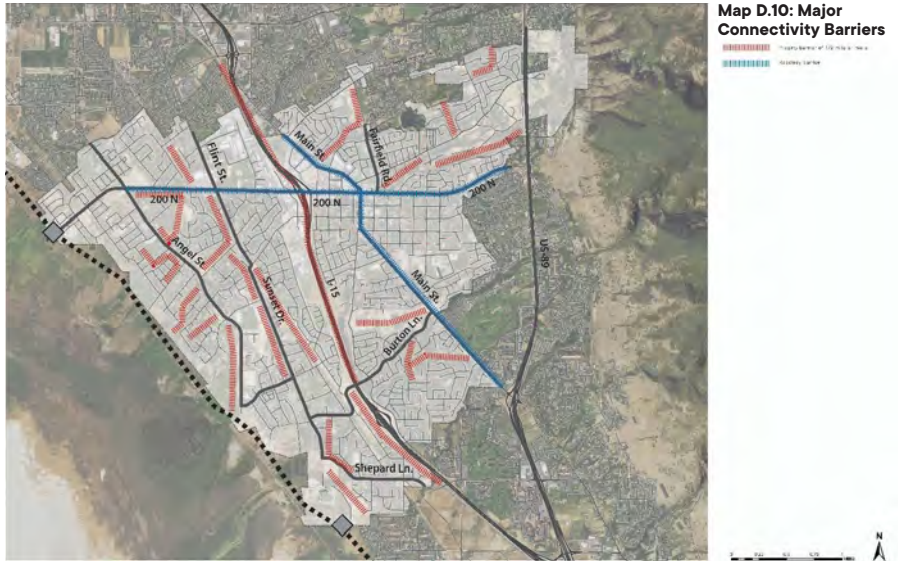
Active transportation connectivity: Due in large part to the east-west connections issue (see above) there is a challenge to people on foot and bikes connecting across the city, especially on 200 North, with its growing traffic and I–15 interchange. However, there are a number of collector-level streets that provide relatively long connections between neighborhoods and to destinations.

Large property barriers: Map D.10 shows connectivity barriers throughout Kaysville. Most of these are stretches where there is no street connection – there are dozens of places where there is over ½ mile without a street connection.

Multi-modal activity centers

The project team identified three primary mixed-use activity centers in Kaysville – Downtown; the Barnes Park area; and the Davis High/Davis Tech area. These areas are important because they contain the majority of the

Map D.9: Street Connectivity



Map D.10: Major Connectivity Barriers

community's destinations and it is vital that they are accessible to the community. They are also places for potential multi-modal improvement and potential infill development. These centers all work off Kaysville's framework of Main Street and 200 North.

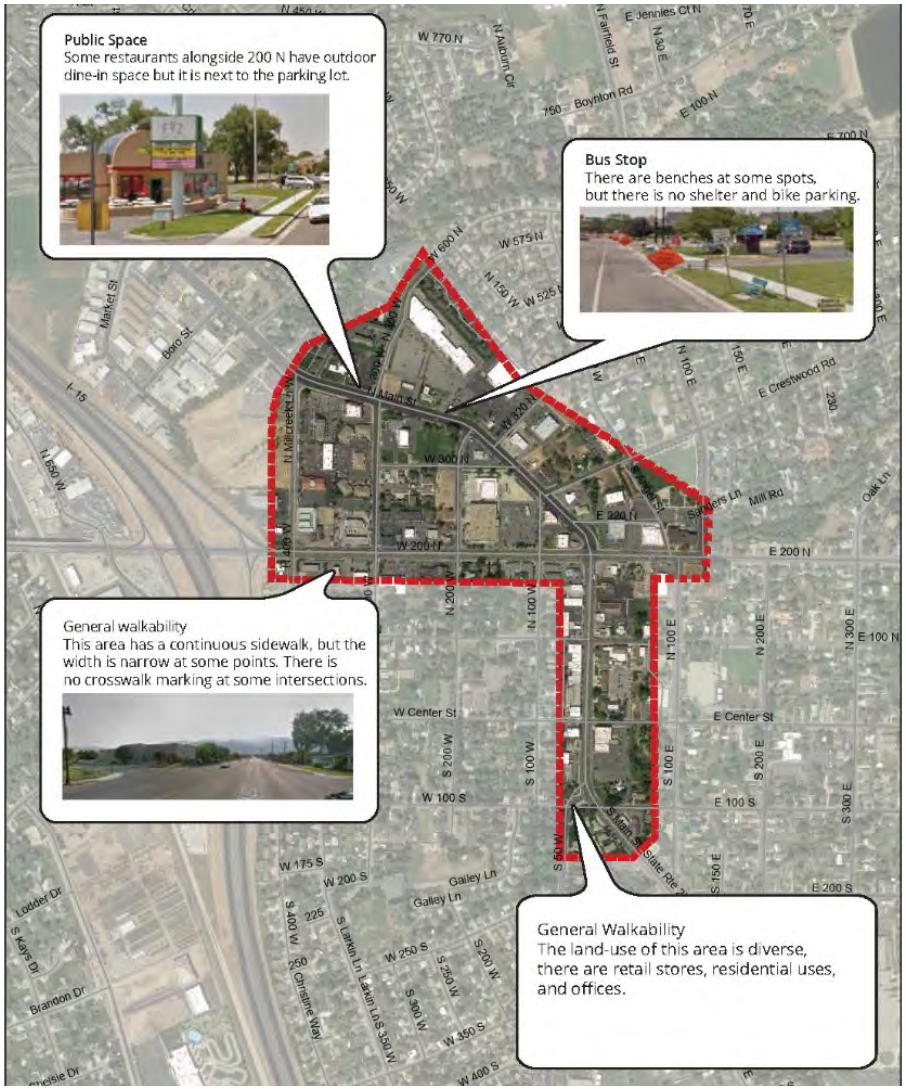
As part of the transportation analysis, the team studied how well people using the full range of transportation modes can access and move around Kaysville's activity centers. We looked at major corridors, local streets, vehicle access, transit, active transportation, relationships to surrounding neighborhoods, and redevelopment potential.

DOWNTOWN

Downtown Kaysville centers on the community's historic Main Street just south of 200 North but also extends a block or two in either direction and into a larger commercial area north of 200 North. Downtown is home to the City offices and police station, Kaysville Parks and Recreation Center, Kaysville Library, local businesses such as Kaysville Theater and Orlando's, offices, and other businesses. While the stretch of Main Street between 100 North and Center Street has a traditional Main Street building orientation to the sidewalk, the rest of the district is suburban, with vehicular areas fronting the street.

- **Major corridors:** Downtown centers on the intersection of the two major corridors in Kaysville, Main Street and 200 North. Neither of these corridors are designed as a downtown type street – they are designed more as suburban highways, with narrow sidewalks little landscaping. Main Street does have some streetscape improvements such as street trees and pedestrian-activated crossings in the short historic stretch, but overall the design is like a highway. Lane reconfigurations, refuge islands, curb-extensions, and raised crosswalks could help mitigate the effects of these wide roadways and provide more person space.
- **Local streets:** Local streets have a lot of potential in downtown Kaysville because they form a connected network and many are walkable, with a nice scale. The neckdown/bulbout project on Center Street at Main is a great example.
- **Vehicle access:** Downtown Kaysville has generally easy vehicle access, with plenty of vehicle capacity (away from the I–15 interchange) and lots of vehicular driveway access to businesses. The combination of

Figure D.3: Downtown Activity Center



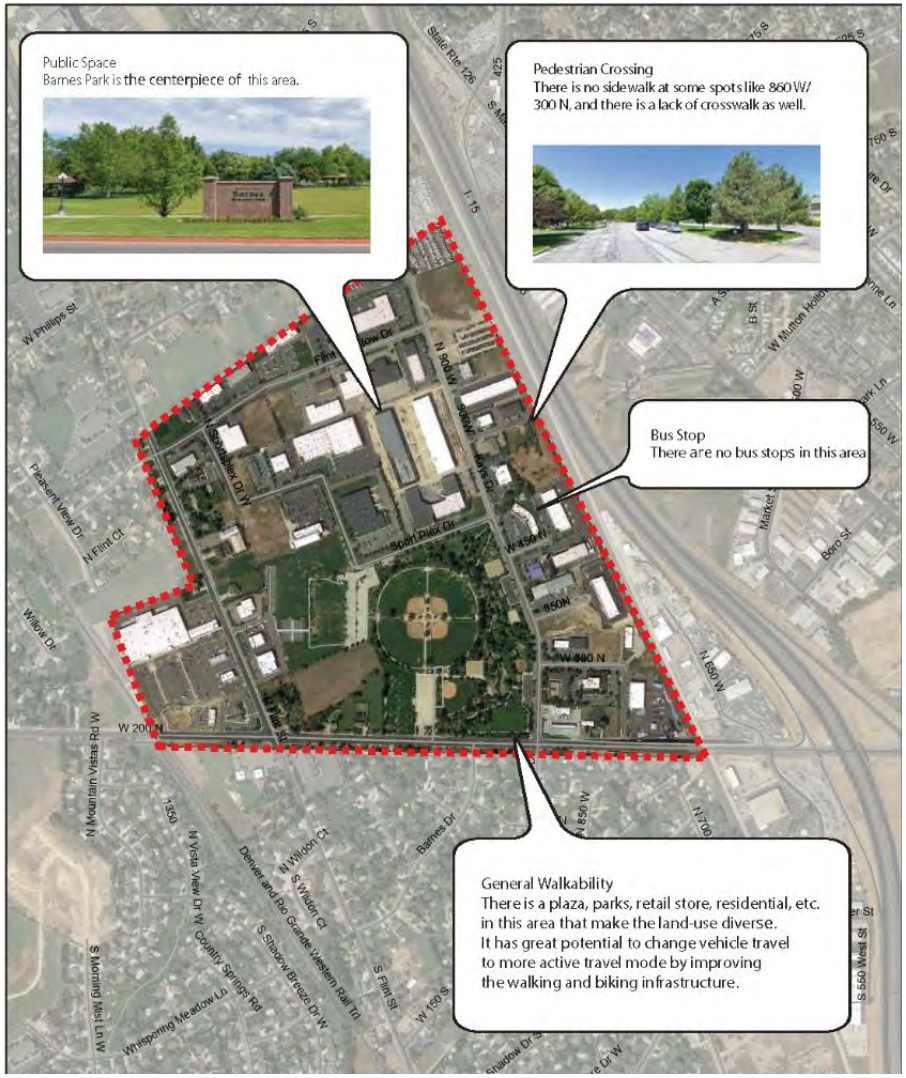
highway design and frequent curb cuts create safety issues on the major corridors. Main Street has an interesting alley, which provides the primary access to some of the Main Street businesses. Access could be managed much better in downtown Kaysville because of the connected street network. One concern of the City's is a good shared parking solution for events on Main Street/the City complex.

- **Transit:** Main Street is Kaysville's primary transit corridor – served by the 470 Route. Stops could be improved - there is no shelter and bike parking at bus stops. There also may be an opportunity for a community mobility hub providing connection along 200 North and to other citywide destinations.
- **Active transportation**: Because of the diversity of these land uses, downtown Kaysville has a significant opportunity for improving active transportation. Much of downtown has active transportation facilities planned but not yet built. The two key corridors, Main Street and 200 North, need appropriate active transportation environments. However, many of the segments of Main Street and 200 North do not yet have high-quality active transportation infrastructure. For example, 200 North is heavily auto oriented, with four through lanes and one median lane. This type of wide street is less desirable for walking or biking alongside the corridor and, more importantly, for crossing. Only 10–20 percent of the right of way is dedicated to pedestrians on these major streets. In downtown, the best active transportation treatment is likely to create an overall human scale to the street environment. In addition, the active transportation plan recommends a series of pedestrian crossing improvements on Main Street and 200 North in downtown.
- **Relationships to surrounding neighborhoods**: Especially south of 200 North, downtown blends into the residential areas around it that have the same connected street grid. However, all of Kaysville should be accessible to the downtown.
- **Redevelopment potential:** Much of downtown appears to have some redevelopment potential. The City has been active in rebuilding its city offices block, where connections and public spaces through the block are continuing opportunities. North of 200 North, there are many vacant parcels. A vast amount of land in this area is dedicated to parking lots, which have excellent development potential. One benefit of mixed-use development is changing the type of trips from auto trips to more walking and cycling that consequently will lead to less demand for parking and releasing the land for other uses. Streetscape elements such as benches, raised sidewalks, street trees, and lights can be added to create a more appealing place. The downtown grid, while connected, also has relatively large blocks that could be bisected by streets or pathways to create more fine-grained connections.

FLINT STREET/200 N./BARNES PARK

This activity center is a combination of the commercial (restaurants and grocery store), recreational (Barnes Park), and office/industrial.

Figure D.4: Flint Street/200 North Activity Center



- **Major corridors:** 200 North is the major corridor accessing this center. This segment of 200 North, immediately adjacent to the I–15 interchange, lacks traffic calming and pedestrian crossings.
- **Local streets:** This center is primarily oriented to local streets, which is an advantage because they can be made walkable, but they are currently arranged in a relatively disconnected pattern.
- **Vehicle access**: Vehicle access in this center depends on the major 200 North intersections. Secondary access is through Flint Street. Opportunities should eb sought to reduce dependence on 200 North for this center.
- **Transit:** The major transit amenity is the Kaysville Park & Ride, to which pedestrian connections could be improved. 200 North is an opportunity for community-level transit.
- **Active transportation:** The area has spotty sidewalks (there is no sidewalk at some spots like 860 W and 300 N) and little bike infrastructure. There is a lack of crosswalk in some intersections. 200 North should be continually pursued as a bicycle corridor. In general, there is great access to Barnes Park from the north, east, and south.
- **Relationships to surrounding neighborhoods**: This is one of the weaknesses of this area – it lacks good connections to the surrounding neighborhoods – but in redevelopment there are opportunities to fix that.
- **Redevelopment potential:** The area provides a high potential for mixed-use development, with vacant land, employment, amenities, and access to transit. This area is in the middle of redevelopment, with some old rural properties likely to turn over in coming decades. Streetscape elements such as benches, plants, street lights, etc. can be added to change these parking lots to the spaces for gathering. Placing grocery stores and restaurants at the same place is the potential of this area to design a significant plaza.

DAVIS HIGH SCHOOL/DAVIS TECHNICAL COLLEGE

This center focuses on two major educational institutions, Davis High School and Davis Technical College, which are side-by-side just south of downtown. The land use of this area is a bit different compared to the downtown and the Barnes Park area due to the dominance of the educational institutions. For this reason, the transportation planning and street design of this area should serve and complement the educational institutions.

Figure D.5: Davis High School/ Technical College Activity Center

- **Major corridors:** Main Street runs along the edge of the center as the major corridor and provides a seam between the center and the residential neighborhood to the west. The Main Street right-of-way here

is 91 feet, which is wide enough for improvements like bike lanes and increase the sidewalk width.

- **Local streets:** Due to the size of the land uses, this area has a coarse street grid. 500 East is the key internal corridor – it provides access to both schools and it is one of the only connections to the surrounding neighborhoods. One interesting aspect of the street network is that Laurelwood Drive, in the neighborhood, is not connected to the Davis Tech streets, even though it is only 50 feet or so away.
- **Vehicle access:** Primary vehicle access to Davis High is off Main Street – keeping traffic running smoothly during peak access times are an important aspect of this segment of Main Street. Access to davis Tech is more spread out among the other streets.
- Transit: 470 runs along Main Street providing an important connection for the high school and college. In addition, the 627 provides circulator access. There are few amenities such as benches, shelter, and bike parking at bus stops.
- **Active transportation:** The primary active transportation corridor is 500 East, which provides a bike lane from Main Street north through central Kaysville to Crestwood Road. Crossing, walking, and bicycling on Main Street here is critical as well. The internal streets could be made more walkable. In some areas, the sidewalk is only on one side like E 300 South. There is no crosswalk at some spot such as Main St, E 475 South, and Main Street, Laurelwood Drive. Traffic calming could be considered here as well.
- **Relationships to surrounding neighborhoods:** Are there any benefits to increasing the connections to surrounding neighborhoods, or infilling land uses that could be neighborhood amenities?
- **Redevelopment potential:** There does seem to be some infill potential in this area, especially with regard to property on the outer edges of the area, in the transition area to the neighborhoods.

Summary of themes and opportunities

The following are overarching themes of our analysis and themes of opportunities we see for the Kaysville General Plan:

- The two main corridors – 200 North and Main Street – could benefit from being more multi-modal and balancing different transportation and community needs. For 200 North, this will be a challenge to balance with projected traffic growth.
- The west side will transform with the addition of the West Davis Corridor, and the transportation network needs to be ready to sustainably accommodate the growth in a way consistent with the community's vision.
- Continuing to develop the connected network of lower stress, collector-level active transportation corridors that the City has begun – such as Crestwood Road, 500 East, 100 East, and Sunset Drive.
- Main Street opportunities: There are a number of opportunities to improve walkability and urban design in the City's historic core of downtown.
- The three activity centers we identified are places for more mixed use, amenities, residential intensity.
- Burton Lane is a major opportunity for overcoming the I–15 barrier for those bicycling, walking and using other active modes.
- The DGR&W rail trail is an active transportation spine for the west side – continue connecting the surrounding neighborhoods to it.
- Think about ways to use what appears to be unused roadway capacity on many of the city's major streets.
- Explore ways to shape more connected subdivisions, especially externally, to one another.
- There is potential for new activity center(s) on the west side of Kaysville, especially leveraging the West Davis Corridor interchanges.
- Allow ourselves to think creatively and more broadly about shared mobility and transit, and potential for a new model especially with regard to community mobility – look to microtransit models especially.
- Explore opportunity for a community mobility hub.

E APPENDIX

E: Supplemental Information

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	**36.3%**	**40.5%**	

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

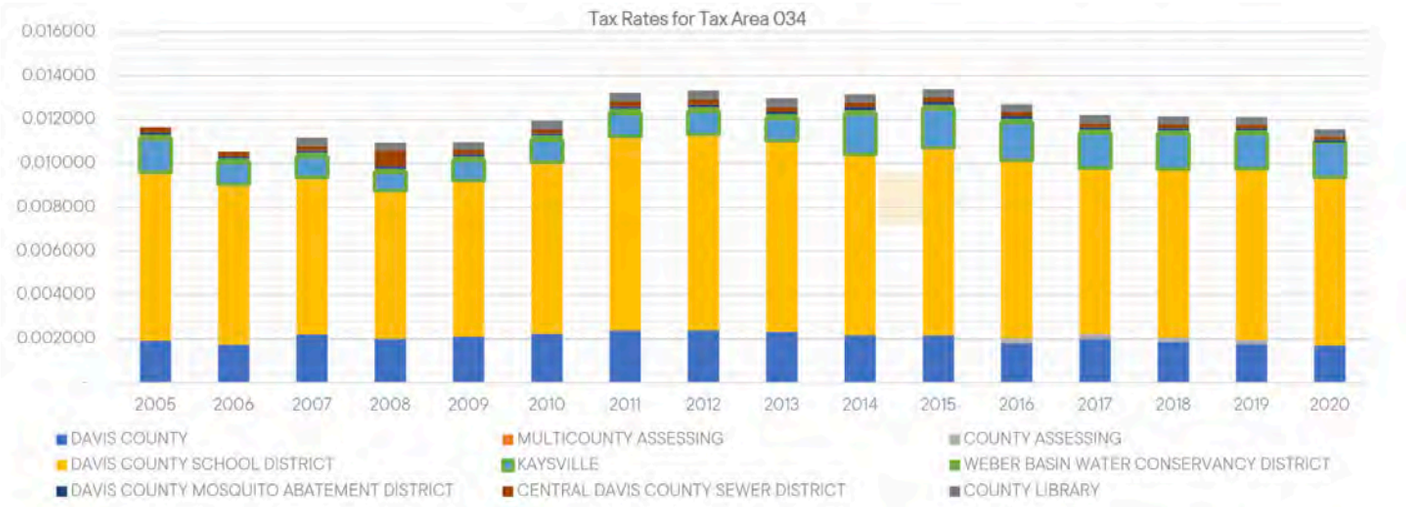


Figure 5.3 - Kaysville Propety Tax Rate as a Percent of Total Tax Rate

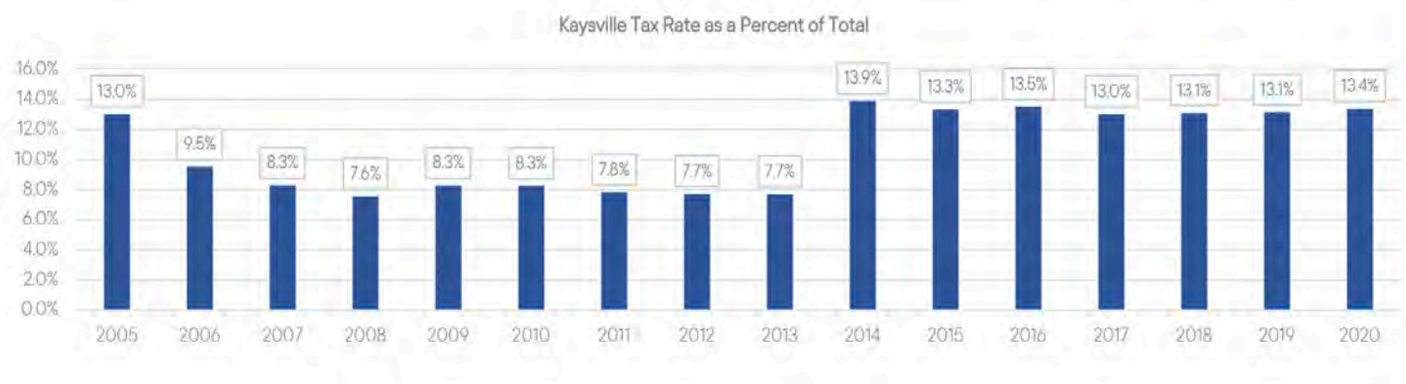


Table 5.10 - Davis County Population Projection

	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%
Kaysville	32,010	33,800	36,262	42,000*	7,123	22.3%	9,926	11,203	12,153	12,074	2,148	21.6%
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%
Total	**355,078**	**400,727**	**445,876**	**486,143**	**131,065**	**36.9%**	**171,470**	**209,581**	**239,333**	**266,559**	**95,089**	**55.5%**

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

Approved August 2022