

KAYSVILLE CITY GENERAL PLAN

Executive Summary

DRAFT November 24, 2021



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01

BACKGROUND + INTRODUCTION

This Executive Summary is intended to summarize the main concepts, recommendations, goal and policies contained within the *Kaysville City General Plan (2021)*. As a snapshot of the Plan, it should give the reader a sense of the vision and direction in which Kaysville City is headed. The elements of the Plan are discussed in brief, but should the reader desire more detail regarding a particular topic, please refer to the full *Kaysville City General Plan (2021)* document.

The *Kaysville City General Plan (2021)* provides a comprehensive update of information, recommendations, vision, and priorities for land use, transportation, housing, economic development, parks, recreation, open space and trails for the next 10 years and beyond. The outline of the Plan is as follows:

Chapter 1: Background + 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 2: Placemaking Plan 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 3: Housing + Neighborhoods addresses **affordable housing** within Kaysville, as well as other strategies to solidify Kaysville's residential neighborhoods.

Chapter 4: Green + Active Systems is a master plan for **parks, recreation, open space, natural areas and trails** within Kaysville.

Chapter 5: Prosperity + Opportunity discusses **economic development** opportunities within Kaysville.

Chapter 6: Goals, Policies + Implementation outlines specific goals and implementation strategies to guide decision making and the actualization of the plan.

Detailed Appendices supplement the plan with detailed background and analysis data compiled as part of the planning effort.

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 future vision for the City to grow and change. As summarized below and detailed in Appendix A of the plan, an extensive engagement process was utilized, providing multiple opportunities for the public to comment, identify issues and provide feedback as the plan was developed.



Plan Advisory Committee

A Plan Advisory Committee was established during the early stages of the project to review progress and provide guidance as the plan was formulated. The committee included representatives of the City Council and Planning Commission, local business and development community representatives, City staff, and other community representatives and residents. The Plan Advisory Committee met six times at key stages of the planning process.

Public Meetings

The planning processes included three public meetings¹: 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 online Public Scoping Event was held during the month of June 2020. The online event consisted of three components: an **Interactive Map** for geographically placed comments, and 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 of the plan.

PUBLIC WORKSHOP

An online 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 of the plan.

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.

¹ The public scoping event and public workshop were held virtually due to COVID-19 meeting restrictions

Scientific Survey

In order to ensure the input that had been received was representative of the general population, a statistically-valid survey was conducted by Y2 Analytics, a subconsultant polling firm and member of the Landmark Design Team. The resulting *2021 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 of the plan, which included the five key findings summarized below:

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.

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.

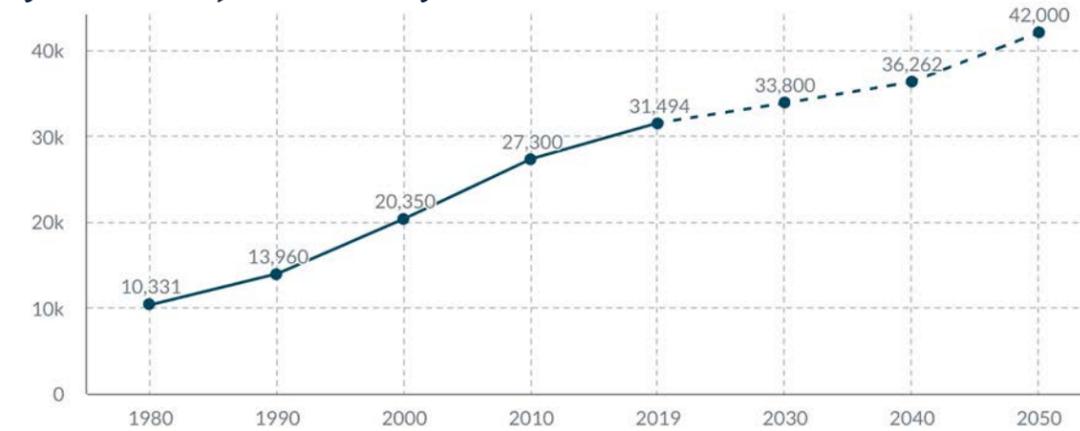
Project Website

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.

Demographics

Kaysville's metered growth during the past decade will continue during 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 eighteen 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

Figure 1.1 - Population Projections 2020-2050



as young families grow. Kaysville's average household size is larger than those for the county, state and nation, but are projected to decline in the future as the community continues to mature. The City's relatively high median income is likely to continue to grow, which correlates with Kaysville's high educational attainment and low unemployment rates.

As the City continues to develop it will be important to maximize the opportunities that exist for a city approaching buildout. One of the key goals of a maturing city like Kaysville is to apply a balanced approach for meeting the needs of its populace with a diverse range of ages and needs. This is particularly critical when addressing park, open space, recreation and trails needs, which present significant investments of public funding. The special needs of children and seniors will also need to be carefully considered, as it may be challenging to address diverse segments of the population in a manner that is equitable.

Community Vision & Guiding Principles

Throughout the public involvement process, it was clear that Kaysville residents want to preserve the small-town feel of the community. For many, this is the primary reason they choose to live here. Residents are concerned about the diminishing open space in their community and have strong opinions about the type of growth that is appropriate on the small amount of undeveloped land that remains. There is concern regarding higher density development and the impact it will have on the feel of Kaysville. There is a desire to minimize the negative impacts of growth and related challenges, including new forms of development that are out of character with existing development, increasing density of new development, and the loss of open space. Based on this feedback, a **Vision** for future Kaysville and a set of **Guiding Principles** were established to guide the development of this plan.

KAYSVILLE 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

CELEBRATING OUR PAST

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



CREATING A BEAUTIFUL CITY CENTER

We will enhance and evolve our city center with commercial and mixed-use development that is consistent with Kaysville's character.



PROVIDING 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.

ENRICHING OUR DOWNTOWN

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



PLANNING STRATEGICALLY

We will ensure future growth and development are aligned with our transportation and infrastructure capacities.



GUIDING PRINCIPLES

LOVING OUR PARKS

We will maintain and expand Kaysville's robust parks system, fill gaps and ensure equitable access to open space throughout our community.



EXPANDING RECREATION OPPORTUNITIES

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



CONNECTING TO OUR NEIGHBORS

We will improve connectivity between our neighborhoods and districts by developing a network of trails that connects us to each other, our parks and open spaces, and neighboring communities.

PRESERVING OPEN SPACE

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



IMPROVING OUR MOBILITY

We will transform 200 North and Main Street into sustainable multi-modal corridors that absorb growth, reflect our community, and connect us to our region.



02 PLACEMAKING PLAN

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 ones which people are proud to call home.

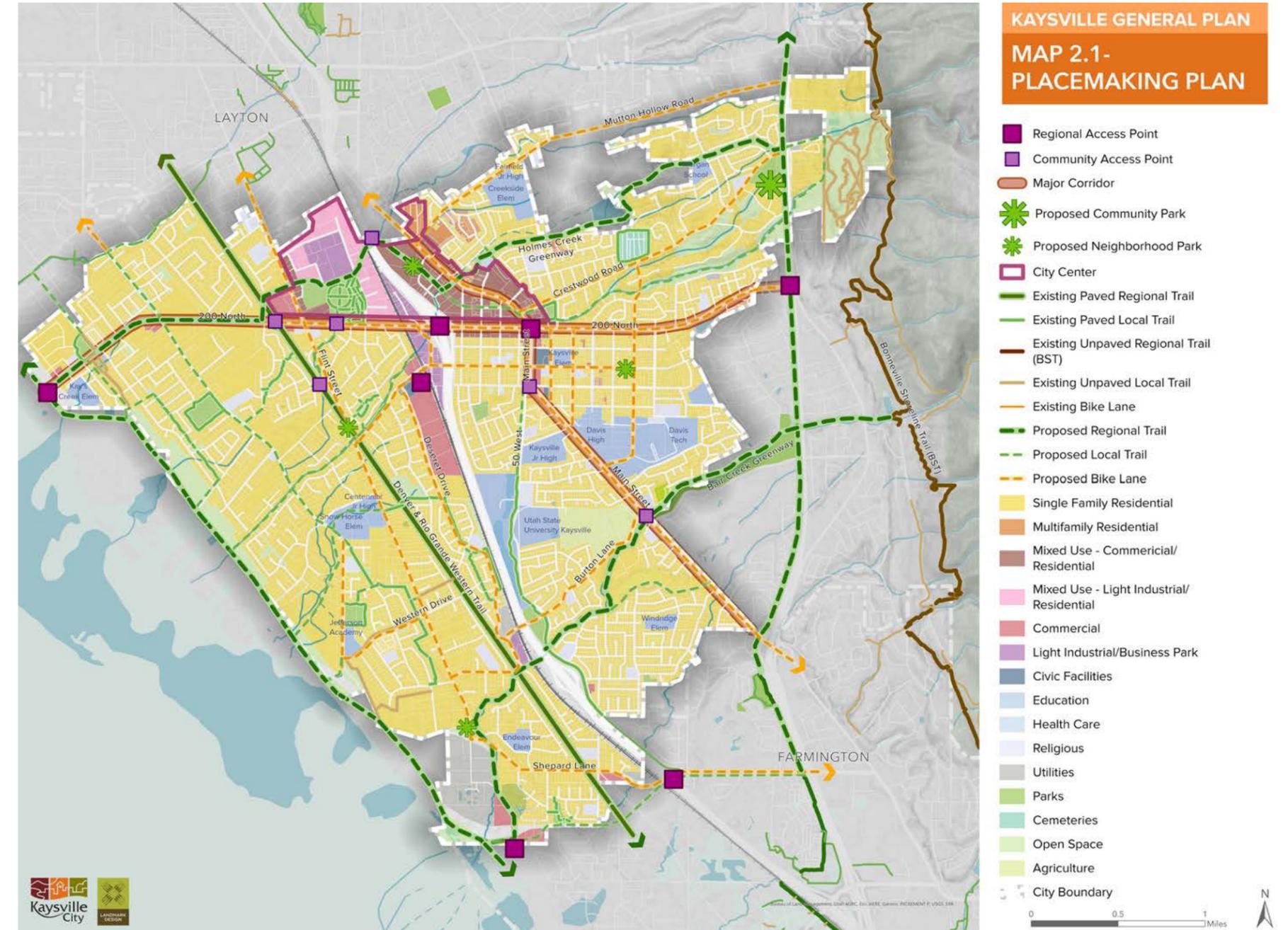
Conventional planning often places future land use as a separate and distinctive element from the other elements of a general plan. However, the reality is that many other elements are directly connected to land use and are an equal player in forming the city and sense of place. This plan takes a slightly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

Future Land Use

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

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; and 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 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.





South Main Street



Historic Main Street



2019 Kaysville Main Street Vision



North Main Street

Transportation

A robust transportation network is critical to moving people around the City and a key part of placemaking within Kaysville.

- Major corridors: The two major surface streets that run through Kaysville: 200 North and Main Street.
- Regional Access: Regional highway 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

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 guidance in the plan represents an attempt to strike a balance for these roads and the areas they serve. To summarize, 200 North and South Main Street will 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.

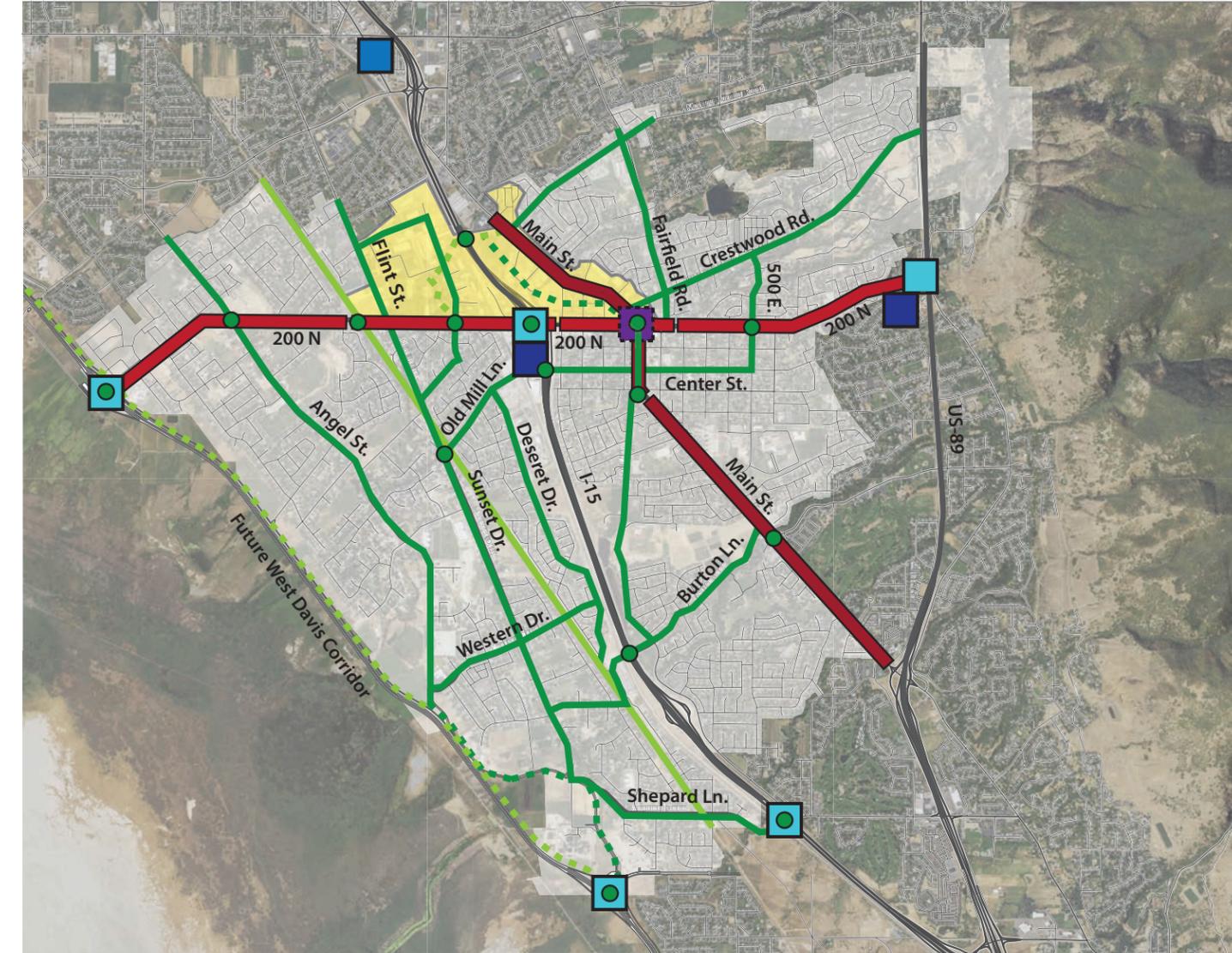
Regional Access

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.

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.

Map 2.3 - Multi-modal Network Vision Elements



TRANSPORTATION

MAJOR CORRIDORS

- 200 N Corridor segment
- Main Street Corridor segment

REGIONAL ACCESS POINTS

- Regional freeway interchange
- Bus Park-and-Ride
- FrontRunner station
- Planned mobility hub

COMMUNITY ACCESS

- Key community corridor
- Planned key community corridor
- Key community trail corridor
- Planned key community trail corridor
- Key community access point - barrier crossing or small mobility hub

KAYSVILLE CITY CENTER

- Area planned for increased mix of uses and intensity





The public preference for redevelopment in the City Center is low rise mixed-use and small-scale shopping and dining.



Examples of low-rise mixed use and residential development similar to those proposed in the City Center concept

Kaysville City Center

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.

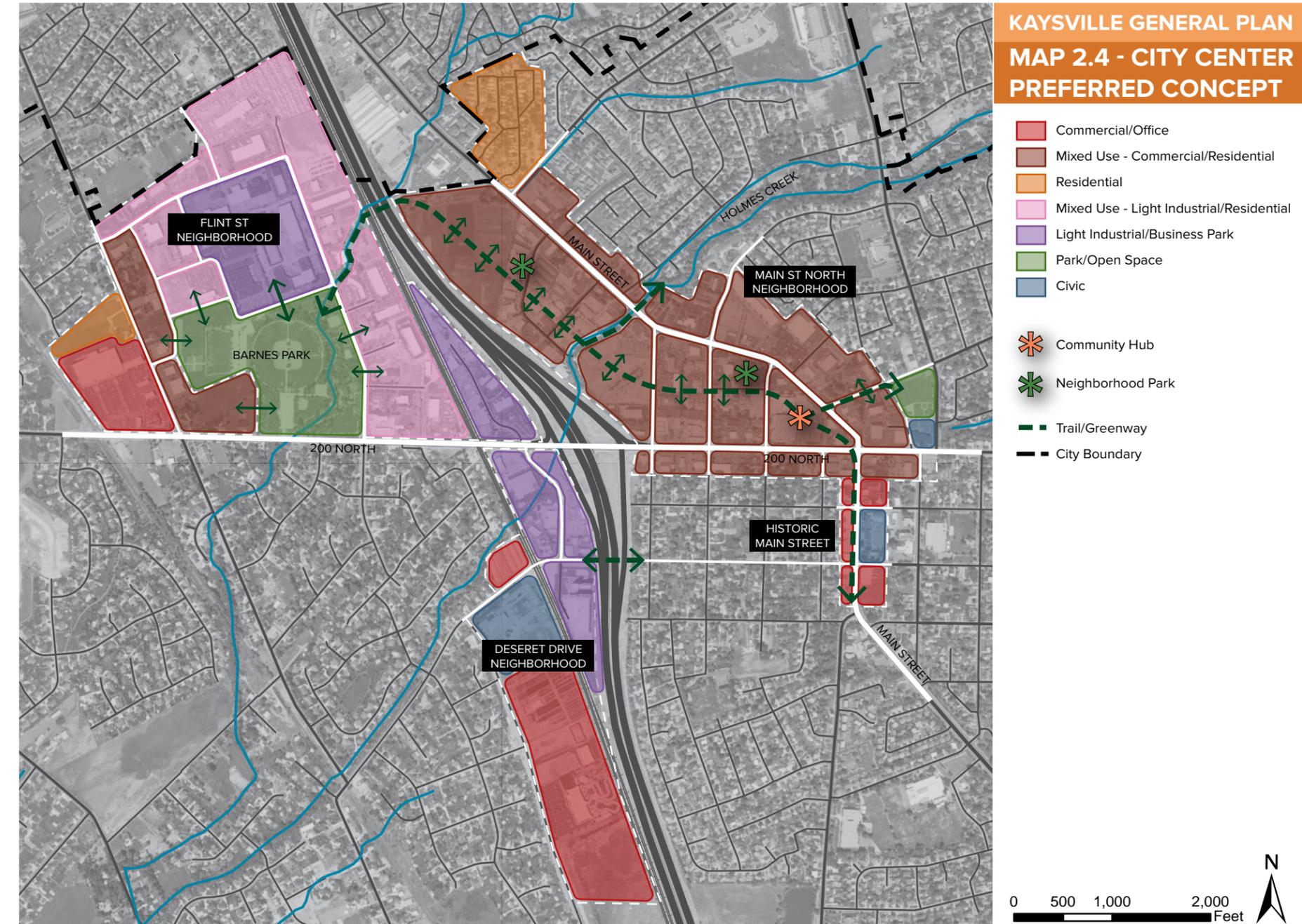
Kaysville City Center Preferred Concept

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 also 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 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 Goals and Policies

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

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

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

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

- a. **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.
- b. **Implementation Measure:** Make streetscape and parking improvements to Historic Main Street to better activate the space and accommodate visitors.
- c. **Implementation Measure:** Follow the recommendations of the *2019 Kaysville Main Street Vision* in partnership with UDOT.

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

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

- a. **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. The fronts of businesses along Main Street and 200 North should be consistently set back in order to form a unified, dominant appearance along these heavily traveled corridors.
- b. **Implementation Measure:** South Main Street should continue to focus on vehicular access and movements, while Historic and North Main Street are envisioned to be pedestrian-friendly corridors that support city center activities and uses.

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

- a. **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.
- b. **Implementation Measure:** Create new streets and renovate existing ones into pedestrian-friendly, walkable places. Incorporate traffic-calming and similar techniques to reduce speed in the core of the district while not impacting necessary vehicular access and traffic flow. Provide enhanced street crossings and unified streetscape treatments that help reduce pedestrian crossing distances and slow traffic.

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

- a. **Implementation Measure:** Protect historic structures in order to maintain the sense of history and special qualities of the historic core.
- b. **Implementation Measure: Protect good housing.** Well maintained homes within and along the edges of the City Center should be maintained. Preserving such structures can help provide a feeling of stability amidst change as other less attractive structures and areas are redeveloped.
- c. **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.
- d. **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 Flint Street. This provides stability and connections with the past, particularly in areas undergoing significant new development and change.
- e. **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.
- f. **Implementation Measure:** Work closely with Davis School District to ensure the long-term need for additional school sites is understood and supported. Since vacant land suitable for these purposes is rapidly diminishing, it is essential that land should be secured by the school district as soon as possible.

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

- a. **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.

- b. 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.
- c. Implementation Measure:** Maintain the civic function of City Hall by incorporating additional civic and cultural uses in the historic core. Design the new street system with the possibility of closing streets and parking areas to accommodate large functions and celebrations.

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

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

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

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

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

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

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

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

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

- a. Implementation Measure:** Evaluate Zoning and Development Restrictions, Fee Simple Title (Outright Purchase), Purchase and Sellback/Leaseback, Conservation Easements and Land Banking.
- b. Implementation Measure:** Apply identified streetscape and similar improvement to maintain and preserve key views and viewsheds.
- c. Implementation Measure:** Enhance Community Gateways and Key Intersections.

- d. Implementation Measure:** Apply physical buffers and land use transitions to improve linkages between incompatible uses.

GOAL 6: CONTINUE THE ESTABLISHED FOCUS ON SINGLE-FAMILY RESIDENTIAL USES AS THE PRIMARY MEANS FOR PRESERVING THE ESTABLISHED CHARACTER OF KAYSVILLE

- a. Implementation Measure:** Establish transitional and mixed use districts as needed to provide buffers between incompatible land uses.
- b. 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 where they help meet long-term placemaking goals.

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

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

- a. 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.).
- b. Implementation Measure:** Ensure commercial uses that are in proximity to residential zones are incidental to the primary use and do not negatively impact existing character and qualities.

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

Policy 8.1: Coordinate and align Land Use and Housing Policies

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

GOAL 9: ENCOURAGE A DIVERSE AND APPROPRIATE AMOUNT OF COMMERCIAL USES TO MEET THE NEEDS OF THE COMMUNITY AND VISITORS ALIKE

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

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

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

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

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

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

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

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

- a. Implementation Measure:** Follow recommendations in the Parks and Recreation element to ensure existing and future needs are met.
- b. Implementation Measure:** Essential transit, trail and other transportation facilities should be maintained and extended to meet the transportation needs of the community.
- c. 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

Protect and conserve sensitive lands and sensitive natural features in the community.

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

- a. Implementation Measure:** Modify existing ordinances and codes to protect critical open space and view corridors in the City.

- b. Implementation Measure:** Modify existing ordinances and codes to ensure sensitive lands, drainage corridors and critical natural features in Kaysville are preserved.
- c. Implementation Measure:** Investigate and implement Low Impact Development (LID) stormwater techniques in key locations where appropriate.
- d. Implementation Measure:** Modify the existing City code and other ordinances to ensure the changes contained in the Land Use Element are codified.
- e. Implementation Measure:** Ensure zoning and land use decisions are consistent with the General Plan Map and the adopted policies and goals.
- f. 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.

Transportation Goals and Policies

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

Policy 1.1: Balance and choice on major corridors

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

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

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

Policy 1.3: Create effective multimodal nodes

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

Policy 1.4: Preserve and enhance highway connections

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

Policy 1.5: Expand regional transit

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

Policy 1.6: Reduce travel demand for single occupant vehicle trips

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

Policy 1.7: Collaborate with regional and state agencies.

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

GOAL 2: PRESERVE AND ENHANCE COMMUNITY ACCESS

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

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

Policy 2.2: Overcome barriers

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

Policy 2.3: Create a connected network

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

Policy 2.4: Balance community corridors

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

Policy 2.5: Leverage and expand trail corridors

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

Policy 2.6: Implement active transportation facilities and programs

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

Policy 2.7: Pursue innovative local transit options

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

GOAL 3: PRESERVE NEIGHBORHOOD CHARACTER

Policy 3.1: Calm traffic

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

Policy 3.2: Use street design to shape neighborhood character

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

Policy 3.3: Integrate new development

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

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

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

Policy 4.1: Work with UDOT collaboratively

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

Policy 4.2: Slow traffic

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

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

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

Policy 4.4: Improve Walkability

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

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

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

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

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

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

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

Policy 5.2: Create transit lifestyle choice

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

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

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

Policy 5.4: Complement new land uses with walkable environment

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

GOAL 6: LEVERAGE AND INTEGRATE THE WEST DAVIS CORRIDOR

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

Policy 6.1: Protect neighborhoods

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

Policy 6.2: Create great multimodal nodes

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

Policy 6.3: Maintain access across the corridor

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

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

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

Policy 7.1: Bike promotion and education

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

Policy 7.2: Implement bike and scooter share

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

Policy 7.3: Create infrastructure catering to beginning riders

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

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

Policy 8.1: Orient technology to community vision

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

Policy 8.2: Pursue opportunities for new technologies.

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

Policy 8.3: Create infrastructure

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

03

HOUSING + NEIGHBORHOODS

Affordable Housing

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 Kaysville City Center concept promotes the inclusion of mixed use and flex space land uses that 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. The inclusion diverse 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.

The demand for affordable housing is anticipated to grow over the next 10 years. Historically, Kaysville has constructed mainly single family units. Multi-family units, including townhomes, condos, and apartments, have been more prevalent in recent years and will continue to be an important tool to address moderate income housing needs within the City.

Accessory dwelling units also offer an additional affordable housing opportunity for Kaysville. An Accessory Dwelling Unit (ADU) is a secondary residential area. 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 will seek to work with the numerous programs available to encourage the development and preservation of affordable housing at all income levels. Homeownership programs are well established, and support should continue and expand. The Home Program and HOME Investment Partnership Act are important resources for moderate and low-income homeowners, and CDBG funds can also be used to assist homeowners. CDBG funds may require some reallocation of funds from infrastructure needs to housing, although both are valid projects. In addition, the Utah Housing Corporation provides homeownership assistance through below market loans (FirstHome), down payment and closing cost assistance, and lease-to-own housing supported by Low Income Housing Tax Credits (CROWN). Further, HUD has special loans for the construction of rental and cooperative housing for the elderly and handicapped. In addition, funds are available under the Olene Walker Loan Fund and the McKinney Fund (with emphasis on transitional housing).

Housing Goals and Policies

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

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

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

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

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. While many recommendations for the neighborhood street network are envisioned 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 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.

Neighborhood Initiatives and Program Enhancements

Neighborhood initiatives and program enhancements are effective ways to strengthen neighborhoods in meaningful ways without the expense of major capital improvements. They are typically aimed at promoting neighborhood safety, community pride, and neighborly bonding. Examples of initiatives and programs include organized neighborhood cleanups, the Neighborhood Watch program, a porch light program and block parties. It is recommended that the City promote efforts like these through the enacting of policy, revision of ordinances where required, and the contribution of funds where applicable.

04

GREEN + ACTIVE SYSTEMS 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, 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. Recognizing and planning for Kaysville's natural resources is an important part of ensuring the well-being of the community:

- 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.

Existing Level of Service



Future Level of Service

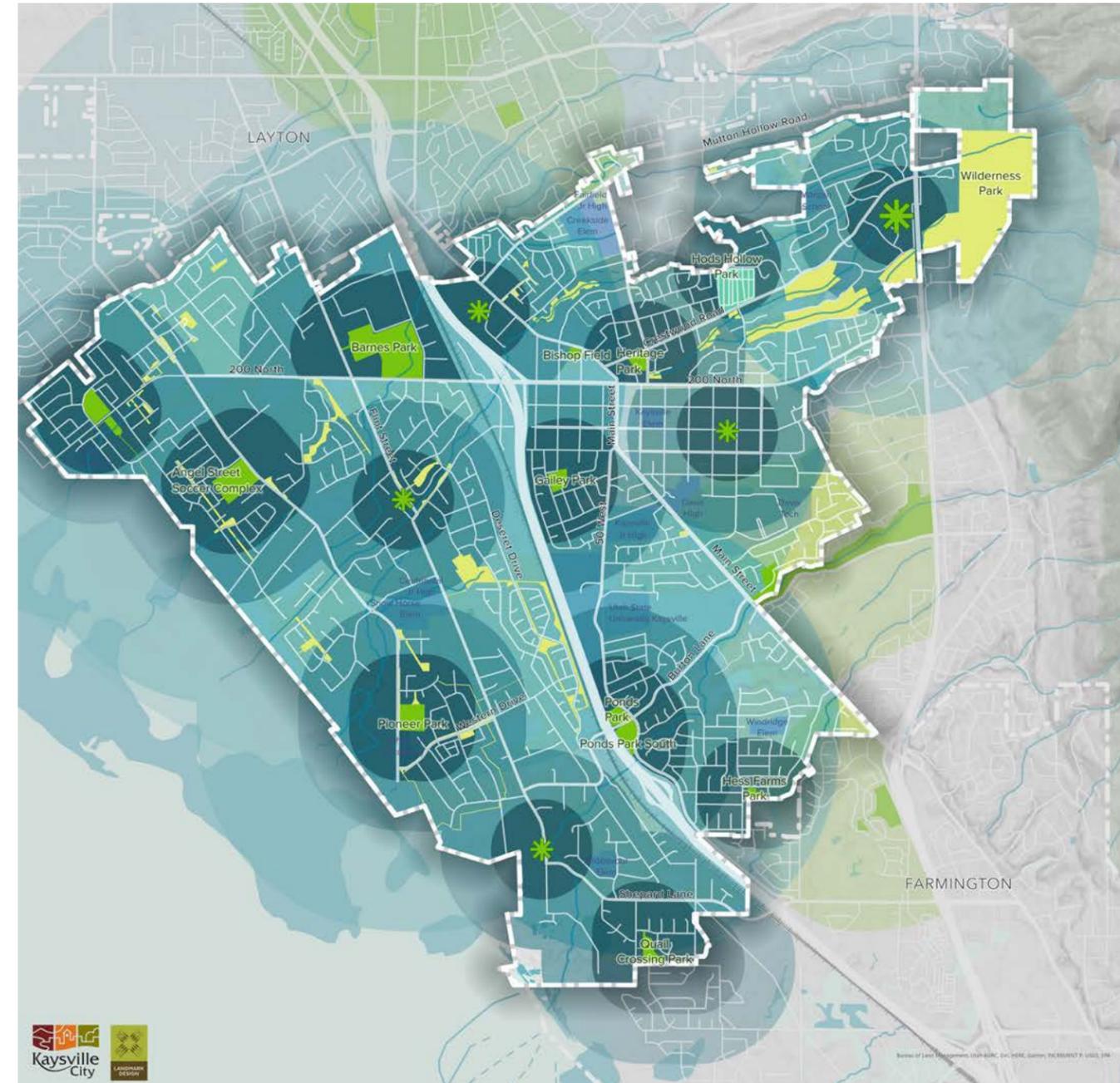


Parks and Open Space

It is important for Kaysville to maintain the recommended LOS of 3.7 acres per 1,000 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 37.3 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 to meet the park standards and new parks should be built to the standards at a minimum. Individual park amenities that are deficient according to the proposed park standards or the amenities LOS analysis should be provided where feasible. Other required or recommended improvements should be made to existing parks to maintain the City's high quality of parks.

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.



KAYSVILLE GENERAL PLAN
MAP 4.4 - PROPOSED
PARK SERVICE AREAS

- Local Park Service Area - 1/4 Mile
- Neighborhood Park Service Area - 1/2 Mile
- Community Park Service Area - 1 Mile
- Regional Park Service Area - 2 Miles
- Neighboring City Park Service Area - 1/2 Mile
- Existing Residential Land Use
- Proposed Community Park
- Proposed Neighborhood Park
- Existing Public Park
- Existing Open Space
- Existing Cemetery
- Existing School
- Federal Land
- Railroads
- Stream
- Canal/Ditch
- Wetlands
- Waterbody
- City Boundary



Recreation

Currently, indoor recreation facilities are limited to small public facilities with minimal amenities or privately owned gyms. Residents have expressed a strong desire for the construction of a holistic community recreation center including a public pool. As such a recreation center should be further studied and planned for in order to meet the city's future recreational needs.

Kaysville has a wide variety of recreational programming which utilizes existing parks, schools and other recreational facilities. Public feedback indicated that many programs offered are either not well publicized or are focused primarily on youth sports. As such, the City should work to publicize existing recreational programming and work to expand offerings particularly to adults.

Trails

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.

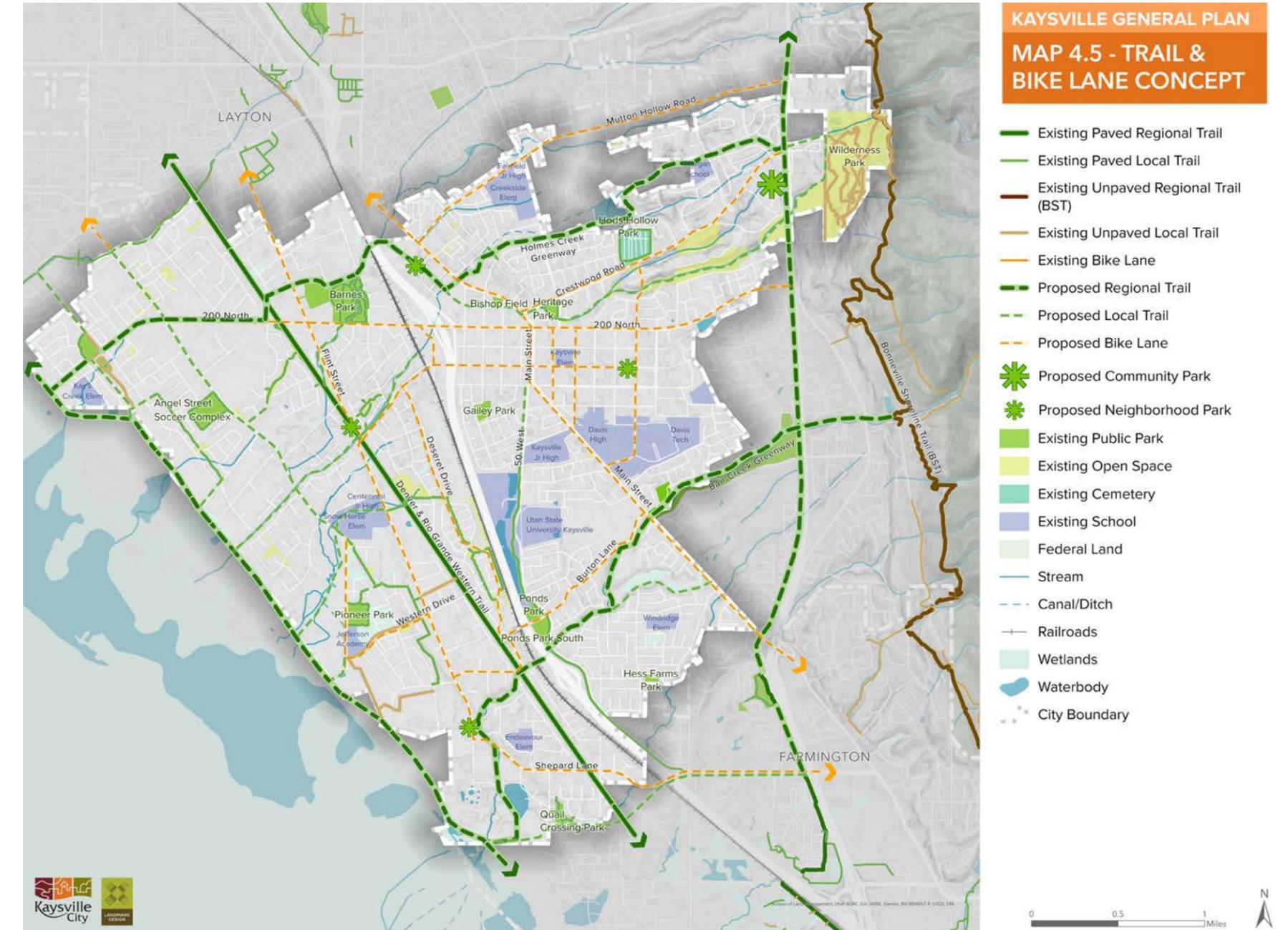
Kaysville should continue to partner with the Utah Department of Transportation on the development of trail crossings along major state routes. The City should actively pursue the acquisition and implementation of proposed crossings facilities and continue to evaluate safety needs and requirements as 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.

Existing Trails



East Mountain Wilderness Park



Park, Open Space, Recreation and Trail Goals and Policies

Parks, Open Space and Recreation

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

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

- a. Implementation Measure:** Complete development of Trappers Field Park and develop the 10.3 acres of park land already owned by the City (Openshaw) to meet needs by 2030.
- b. Implementation Measure:** Acquire and develop 10.0 acres of park land for two Neighborhood Parks to fill existing gaps in residential areas.
- c. Implementation Measure:** Acquire and develop 15.7 acres of park land to meet LOS needs between 2030 and 2050, addressing distribution needs by acquiring these acres in gap areas.
- d. Implementation Measure:** As the community grows, ensure that the recommended LOS is maintained.
- e. Implementation Measure:** Develop and implement a signage and wayfinding system for the City, so residents have ample information about available facilities, amenities and regulations.
- f. Implementation Measure:** Acquire park land to meet LOS and distribution needs as soon as possible to avoid escalating land costs.
- g. Implementation Measure:** Evaluate the long-term need for additional public cemetery space and determine if and where additional facilities should be provided. Since vacant land suitable for this purpose is rapidly diminishing, it is essential that decisions should be made as soon as possible.

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

- a. 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.
- b. Implementation Measure:** Develop each park with a combination of unique designs, themes and amenities to encourage strong identities for each park.

c. Implementation Measure: Upgrade existing parks to meet the minimum requirements for amenities and features and go beyond the minimum where feasible.

e. Implementation Measure: Adopt the minimum standards for parks detailed in this Plan as City policy.

f. Implementation Measure: Design and develop all new parks with amenities and features that meet or exceed the established standards and encourage public input on the design.

g. Implementation Measure: Broaden the types of amenities offered in the City by constructing a bike/skate park, a dog park and/or other unique amenities.

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

a. 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.

GOAL 2: CONTINUE TO MAINTAIN A HIGH STANDARD OF MAINTENANCE FOR KAYSVILLE PARKS IN THE FUTURE

Policy 2.1: Continue to improve the best management and maintenance procedures to protect the City's park and recreation investments.

a. Implementation Measure: Protect the City's investment in sports fields by resting fields regularly to prevent damage by overuse.

b. Implementation Measure: Update annual budgets to ensure funding for operation and maintenance of City parks and other land the City maintains is sufficient to meet needs.

c. Implementation Measure: Ensure staffing levels meet the desired level of maintenance for public parks and other land.

d. Implementation Measure: Maintain an up-to-date inventory of all parks, park facilities and other lands.

e. Implementation Measure: Update parks in a way that helps reduce maintenance requirements while promoting better long-term use of public parks and recreation amenities.

f. Implementation Measure: Increase the variety of amenities in parks to promote better long-term use of parks.

g. Implementation Measure: Provide amenities and facilities to help residents "self-maintain" their parks and park facilities (trash receptacles, animal waste containers, hose bibs, pet clean-up stations, etc.).

h. Implementation Measure: Protect the extensive urban forest in the City's parks and open spaces and relocate trees impacted by park improvements wherever possible.

GOAL 3: INCREASE THE AMOUNT AND VARIETY OF NATURAL OPEN SPACE IN THE CITY

Policy 3.1: 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 the Great Salt Lake.

b. Implementation Measure: Work with Davis County and the State of Utah to ensure that new facilities meet City, county and state statutes and regulations.

GOAL 4: PROMOTE WATER CONSERVATION AND SIMILAR PRACTICES TO HELP ENSURE THE KAYSVILLE PARKS AND RECREATION SYSTEM IS SUSTAINABLE AND RESILIENT

Policy 4.1: 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.

a. 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.

b. 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.

c. Implementation Measure: Convert non-active areas of parks and other public lands to waterwise plantings and mulches, using native plants where possible, to reduce water and maintenance demand.

GOAL 5: EXPAND RECREATION OPPORTUNITIES FOR RESIDENTS IN KAYSVILLE

Policy 5.1: Invest in the construction of a full service recreation center.

a. Implementation Measure: Conduct a feasibility study to identify the realities of constructing a recreation center in Kaysville. Public feedback indicated strong support for this amenity.

Policy 5.2: Strengthen and expand recreation programming opportunities.

a. Implementation Measure: Evaluate advertising for existing recreational programs and improve marketing where needed.

b. Implementation Measure: Expand recreational programs to the adult population.

Trails

GOAL 1: COMPLETE A COMPREHENSIVE, INTERCONNECTED RECREATIONAL TRAIL NETWORK BY BUILD OUT

Policy 1.1: Complete a non-motorized transportation system network focused on recreational users

a. Implementation Measure: Develop the Recreational Trail Concept by 2050.

b. Implementation Measure: Encourage multi-jurisdictional cooperation and funding relationships with Davis County and the neighboring cities of Fruit Heights, Layton and Farmington.

c. Implementation Measure: Update the Active Transportation Plan and this master plan regularly.

Policy 1.2: Assure that the Kaysville Trails System Meets Public Needs and Expectations

a. Implementation Measure: Work with all involved City departments to ensure the recreational trail network is implemented as envisioned.

b. Implementation Measure: Make trail and bike lane maps available to the public online, at trailheads and in the form of printed maps.

c. Implementation Measure: Develop an accessible network of supportive pedestrian infrastructure, including sidewalks, curb ramps and trails near existing parks and other high-use destinations.

Policy 1.3: Require the community planning, land use planning and the development review processes of Kaysville to incorporate trail master planning, including the access to trails.

a. 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.

b. Implementation Measure: Require private development projects to finance and install bicycle facilities, sidewalks and trails recommended in the Active Transportation Plan and this plan.

c. Implementation Measure: Require pedestrian walkways between sidewalks along public streets and developments adjacent to those streets.

d. Implementation Measure: Require sidewalks, pathways, plazas, or other pedestrian-friendly entrances to buildings.

Policy 1.4: Maintain trails as safe, attractive and comfortable amenities for the community.

a. Implementation Measure: Implement a Safe Routes to School program with an emphasis on separated trails.

b. Implementation Measure: Work with Davis School District, the police, UDOT, Davis County, local developers and neighborhood groups to identify and clearly mark appropriate trails.

c. Implementation Measure: Ensure that maintenance routines include the control of weeds (particularly thorny species), removing trash and debris and selective plowing of crucial routes to facilitate winter trail use.

d. Implementation Measure: Promote an “Adopt a Trail” program to encourage trail user assistance in maintaining the trail system. Encourage participants to become involved in all aspects of trail development through maintenance and long-term improvements.

e. Implementation Measure: Develop a wayfinding and signage program that provides clear information to users about trail access and proper trail behavior, including allowed uses and other regulations.

f. Implementation Measure: Install a safe system of trail lighting and emergency response stations along paved trails where appropriate.

g. Implementation Measure: Construct arterial and collector streets wide enough to accommodate bicycles safely.

05

PROSPERITY + OPPORTUNITY

Economic development 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.

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. 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.

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.

Official retail sales numbers by the Census Bureau show a steady growth in sales from non-store retailers. This will likely result in a shift from location-based retail to online purchases. 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 such as City ordinances and development costs; and,
- Promote other types of commercial development (industrial, tech, office, etc.).

D. Economic Development Goals

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

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

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

GOAL 2: PROVIDE INCENTIVES TO POTENTIAL DEVELOPERS AND REMOVE BARRIERS TO ENTRY

Policy 2.1: Waive or reduce impact fees or establish redevelopment areas to fund infrastructure and future developments.

Policy 2.2: Allow for mixed use development in identified areas to generate more rooftops and prevent sales leakage.

GOAL 3: PROMOTE OTHER TYPES OF COMMERCIAL DEVELOPMENT

Policy 3.1: Provide incentives to other non-retail commercial markets such as light industrial, office, tech, etc.

GOAL 4: UTILIZE THE WIDE VARIETY OF TOOLS AND INCENTIVES AVAILABLE TO HELP ACHIEVE ECONOMIC DEVELOPMENT GOALS