



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.

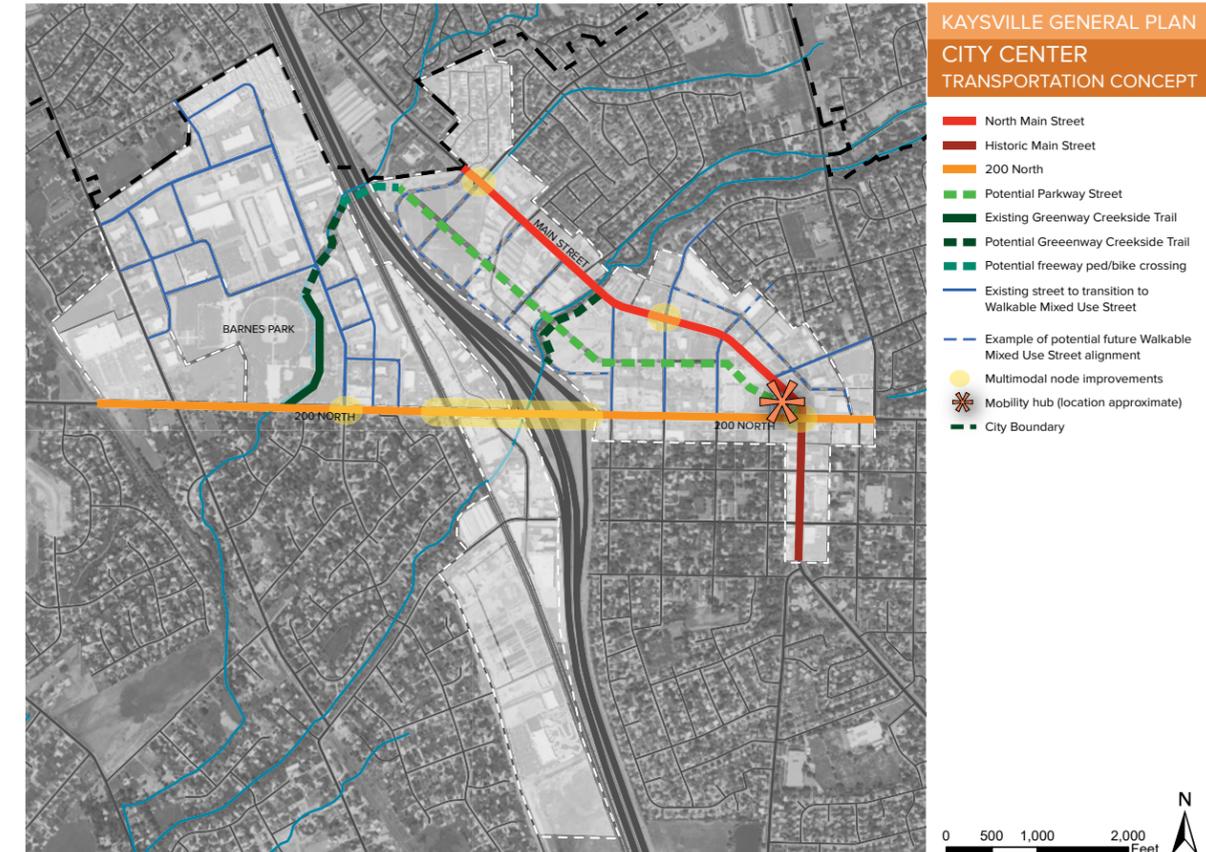
MOBILITY

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

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

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

Figure 2.2 - City Center Transportation Concept





Examples of walkable streets built recently in North Salt Lake (top) and West Valley City (bottom). In each case, the building fronts a wide sidewalk with street trees, pedestrian-scale lighting, other pedestrian amenities, and frequent entries and windows creating an active relationship between building and sidewalk.

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; and
- high-quality relationship with development sites – frequent direct building/site entries to the sidewalk, building transparency, and active yard spaces.

New Active Transportation (or Full Street) Connection Across Interstate 15

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

Holmes Creek Greenway

The North Fork of Holmes Creek runs through both the Barnes Park and North Main Street areas and can serve as a central public space of these areas, extending the green space from Barnes Park in a green corridor that will link over I-15 to North Main Street via a new bridge or tunnel connection. This greenway will connect to the Parkway Street described in the next paragraph or other existing streets and be part of a larger envisioned east-west regional trail along Holmes Creek, as described in *Chapter 4, Section C: Trails*.

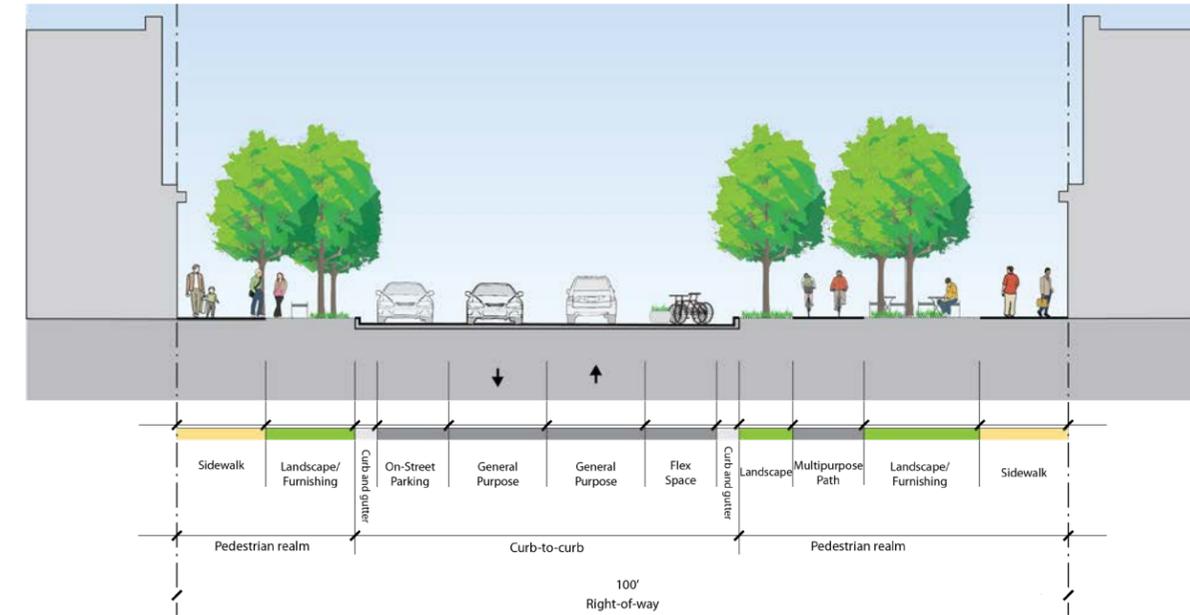
Parkway Street

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 be a street that allows for vehicular travel but focuses on green space, walking and bicycling. Figure 2.3 provides a vision for this Parkway Street – with a mix of complementary land uses such as retail, restaurants, and housing.

North Main Street Transformation

North Main Street is the segment of Main Street that runs between 200 North and the northern Kaysville City boundary. While the southern segments of Main Street are part of the state highway network, provide a regional link between major highways, and also encompass the city's historic downtown, the northern segment

Figure 2.3 - Parkway Street



Examples of parkway streets

of Main Street has fewer regional vehicular transportation roles and is less imperative for preservation, hence has more opportunity for transformation.

The vision for North Main Street is to serve and complement the land use change envisioned for the area. This means

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

Figures 2.4 and 2.5 show a vision for North Main Street, with improved pedestrian and bicycle facilities as well as improved transit waiting environment and mobility.

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,

Figure 2.4 - North Main Street: Potential Short-Term

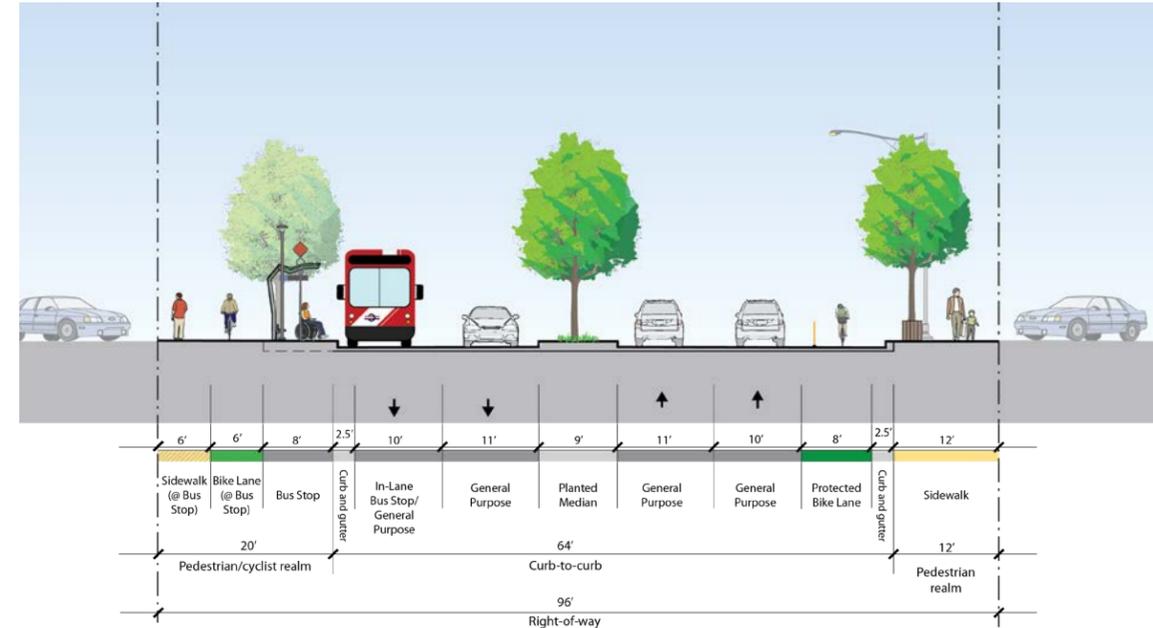
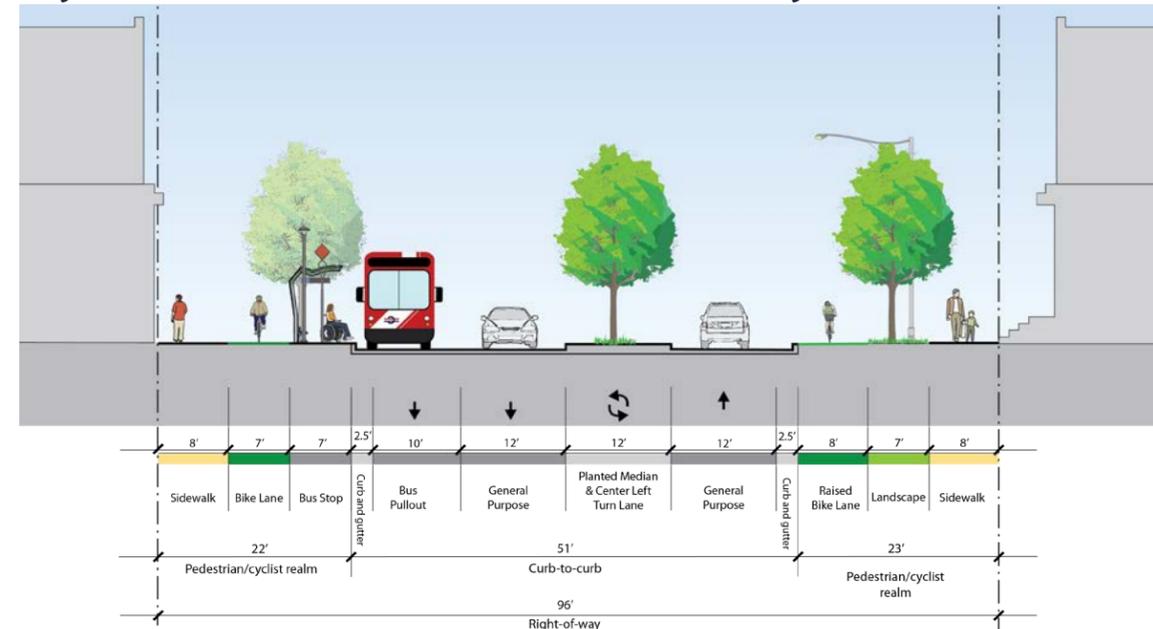


Figure 2.5 - North Main Street: Potential Long-Term



Wasatch Front Regional Council, and neighboring jurisdictions to seek opportunities to increase frequency for the 470 or other routes along the Main Street corridor.

Catalytic Projects

Catalytic projects are transportation investments that will take large steps to achieve transportation goals and objectives. In summary, the following are major efforts that will transform the community in positive ways:

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

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.

E. Placemaking Elements

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.**



Example of a bike share program at a new development



Shared scooters deployed at the Kaysville ponds area

To help shift more short trips to bikes and micromobility options, Kaysville should commence 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 (pictured) and Historic Main Street and 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.



Streetscape investments are a critical part of placemaking

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 other 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 instead of the automobile helps shape adjacent land uses into developing into quality spaces.



Trees, landscape, pavements and furnishings all contribute to a quality streetscape

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 *Chapter 4, Section B: Parks, Recreation and Open Space*.

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. Ordinances may need to be revisited to ensure that any future infill development is consistent with the neighborhood character, and public works projects should be respectful of historic neighborhood identity.



Developer funded spaces are key contributors to creating a sense of place in an urban area

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.



Kaysville 4th of July Parade



Public art installations can be temporary, rotating, or permanent.

03 HOUSING + NEIGHBORHOODS

- A. Affordable Housing
- B. Neighborhood Streets
- C. Neighborhood Initiatives + Program Enhancements



A. Affordable Housing

Recommendations for Affordable Housing

With a population of 31,494 and as of the 2019 American Community Survey a total number of households of 8,712, Kaysville is an established community. 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 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)

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

Kaysville has a strong desire to preserve their existing community culture while providing a full range of housing opportunities to meet the economic, lifestyle and life-cycle needs and expectations for residents. The land use map for Kaysville promotes a mixed use low rise downtown core. The inclusion of mixed use and flex space land uses will offer variety in the housing stock. A focus on mixed use opportunities with diverse multifamily housing stock in the central part of the City will provide a variety in housing stock and options for diverse living styles. This will provide housing for people with different life cycles, housing needs, and offer affordable housing options. The statewide housing demand has pushed an emphasis on the need for variety in housing types to increase affordability. 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.

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).

Existing Housing

As of the 2019 U.S. Census Bureau Population Estimates, Kaysville (“City”) is home to 31,494 residents. 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 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.

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

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 3.2 - Kaysville Occupied Housing Units

TYPE	OWNER OCCUPIED	RENTER OCCUPIED	TOTAL	% OF TOTAL
Single Family	7,383	456	7,840	90%
2 to 4 Units	168	292	460	5%
5 to 9 Units	15	96	111	1%
10 or more Units	-	204	204	2%
Mobile Home & Other	76	2	97	1%
Total Units	7,643	1,070	8,712	100%

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 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.

Table 3.3 - Kaysville Housing Cost Burden Ratio

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

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 (“County”) is \$93,688. 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.

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

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 Table 3.5.

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

Historic Building Permits

The City has issued building permits for 1,399 residential units over the last 10 years. These include 19 multi-family units, 2 duplex or twin homes, 1 mobile home, and 1,372 single family units. Historically, Kaysville has constructed mainly single family units. Multi-family units, including townhomes, condos, and apartments, have been more prevalent in recent years and will continue to be an important tool to address moderate income housing needs within the City.

Table 3.6 - Kaysville City Building Permits

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

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

incomes higher than the ≤50 percent threshold occupying 285 units. At ≤30 percent HAMFI, there is a deficit of 95 rental units.

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 the State of 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.

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 3.8 - 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

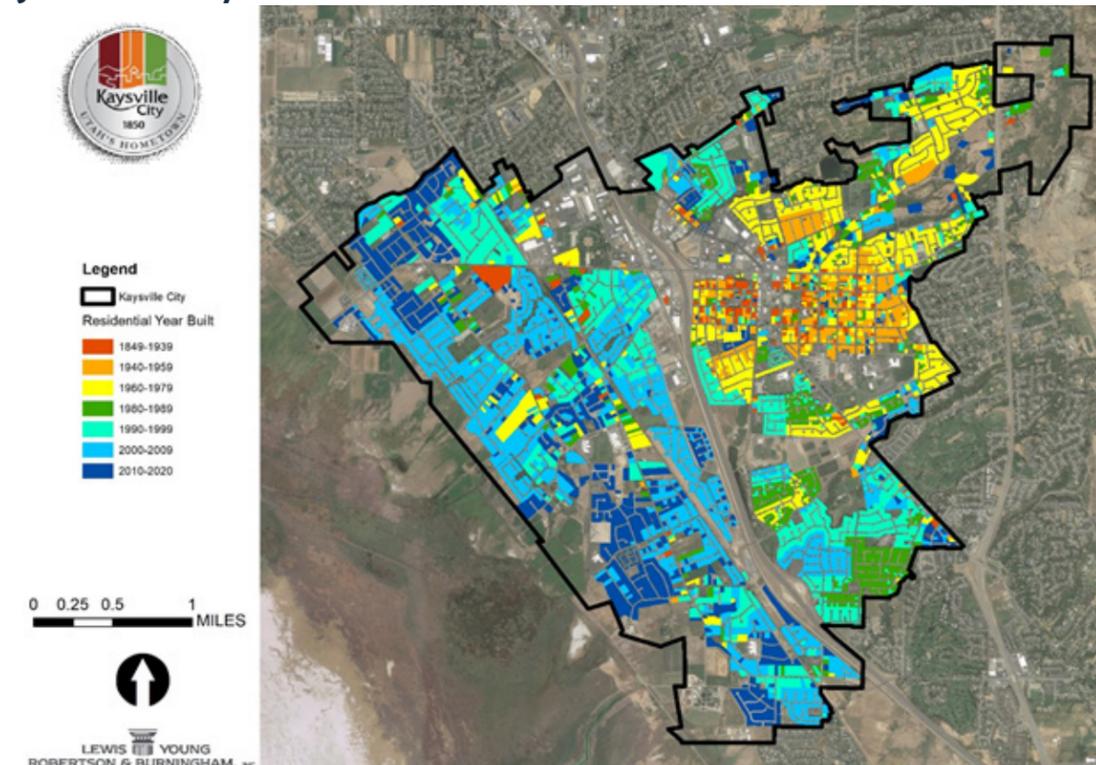
Table 3.9 - Projected Affordable Housing Needs

	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 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.

Figure 3.1 - Kaysville Residential Year Built



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.

COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM

This is a well-established federal entitlement grant program for urban communities seeking to revitalize neighborhoods, improve community facilities, prevent and eliminate slums, aid low to moderate-income families, and promote economic development. The CDBG program is administered by the Davis County Housing authority.

HOME INVESTMENT PARTNERSHIP ACTS

The HOME act was established to develop and support affordable rental housing and home ownership mainly through the rehabilitation of existing units rather than new construction. The program targets low and very low-income households. The grant program is flexible in allowing participating jurisdictions to decide the most appropriate use of money in their communities. The program requires that at least 90 percent of the rental assistance be targeted toward households with incomes no higher than 60 percent of the area median. Participating jurisdictions are required to match 25 percent the federal funds used.

SECTION 8 HOUSING CHOICE VOUCHER PROGRAM

The Section 8 program provides rental payments and assistance to very low income and elderly persons. Rental assistance payments are made directly to private owners who lease their units to assisted families. The tenant is only required to pay 30 percent of his or her monthly-adjusted gross income for rent and the federal government pays the balance of the contract rent to the owner of the rental unit. The contract rent is based on Fair Market Rent established by HUD for the area. The certificates and vouchers are issued by local housing authorities and have a five-year term, which is renewable. Program participants may rent units whose rents exceed the FMR, but the recipient must pay the balance. Applications for this program can be completed through the Davis Housing Authority.

Table 3.10 lists the Fair Market Rents applicable in Kaysville which is a part of the Ogden–Clearfield metropolitan statistical area. These represent the maximum rents for apartments rented under the Section 8 Voucher program; HUD will reimburse the landlord for up to 70 percent of these amounts.

Table 3.10 - HUD Fair Market Rents for Ogden-Clearfield Utah

PROGRAM	EFFICIENCY	1 BED	2 BED	3 BED	4 BED
2021	\$721	\$812	\$1,021	\$1,432	\$1,707
2020	\$673	\$802	\$1,024	\$1,438	\$1,697

SUPPORTIVE HOUSING PROGRAM

The Supportive Housing Program provides voucher-based rental assistance linked with case management services. This program is offered to high barrier, homeless, disabled, unaccompanied households who do not hold the lease in their own name. WHA holds the master lease on the unit. The program pulls households from a community homeless waiting list that prioritizes individuals based on vulnerability. The goal of the program is to assist homeless individuals strive for self-sufficiency.

SHELTER PLUS CARE

The Shelter Plus Care Program provides voucher based rental assistance linked with case management services. This program is offered to homeless, disabled, unaccompanied individuals who hold the lease in their own name. The program, administered by WHA, pulls individuals from a community homeless waiting list that prioritizes individuals based on vulnerability. The goal of the program is to assist homeless individuals strive for self-sufficiency.

LOW INCOME HOUSING TAX CREDITS (“LIHTC”)

The federal government has developed a program to encourage the construction, rehabilitation and preservation of rental housing for very low, low and moderate-income households. The LIHTC program is administered by the Utah Housing Corporation (“UHC”), which determines the amount of tax credit available to applicant projects and operations and on the percentage of the project, which will be restricted to low income tenants. The UHC establishes maximum rents in accordance with HUD standards and future rental increases will be based on increases in the cost of living as reflected in HUD income guidelines. A minimum of 20 percent of the project’s units must be set aside for tenants with income less than 50 percent of the median income for the area or a minimum of 40 percent of the units must be reserved for tenants with incomes less than 60 percent of the area median income. Projects receiving LIHTC must maintain the status as a low-income project for a minimum of 15 years.

The LIHTC program provides a credit equal to nine percent of the construction cost for new construction or substantial rehabilitation for projects which do not use other federal assistance and a four percent credit for acquisition of existing projects and for those projects which use other federal subsidies (CDBG excluded). Credits are claimed annually for ten years. The credits may be used by the owner of the property or sold through syndication. Kaysville has 144 housing units that are subsidized by the LIHTC program.

SECTION 202 LOANS FOR HOUSING THE ELDERLY

The HUD Section 202 program offers capital advances to finance the construction and the rehabilitation of structures to serve as supportive housing for very low-income elderly persons. It also provides rent subsidies to help make the projects affordable. If the project serves very low-income elderly persons for 40 or more years, the capital advance does not need to be repaid.

OLENE WALKER TRUST FUND

The fund is comprised of State appropriations and federal funds to provide loans at below-market interest rates for the construction of affordable housing. The majority of projects built using this fund are multi-family. While the majority of the fund is used for loans, a small amount (five percent) of the fund is available for grants. There are 130 housing units in Kaysville that are subsidized by this program.

MCKINNEY-VENTO FUND

This fund is administered by HUD and provides assistance for transitional housing. This includes advances or grants for acquisition, rehabilitation of existing structures, annual payments to help cover operating expenses, and technical assistance in establishing and operating transitional housing. Rental assistance for homeless people with disabilities is also offered.

FIRSTHOME

FIRSTHOME is a mortgage program offered by the Utah Housing Corporation. It is geared towards families of modest income with a credit score of 660 or higher who are first time homebuyers. This program offers competitive interest rates that keep the monthly house payments affordable, allowing families with smaller incomes to purchase a home.

UHC'S SUBORDINATE LOAN

Utah Housing Corporation offers a subordinate loan that can be combined with any of their loan programs to help families with funds needed to purchase a home. This program is for borrowers who have not been able to save enough money for their down payment and closing costs. This loan provides an additional option to limited income working families who have insufficient funds to purchase a home.

HOMEAGAIN

HomeAgain is a Utah Housing Corporation mortgage program which targets families of modest income with a credit score of 660 or higher who have previously owned a home. This program, when combined with their Subordinate Loan, gives a family the opportunity to purchase another home with little or no cash investment.

SCORE

Score is a Utah Housing Corporation mortgage program designed to assist families of modest income with a credit score of 620 or higher. This program offers families who have recovered from previous credit challenges, a loan that can assist them with the purchase of their home. This program, when combined with their Subordinate Loan, gives a family the opportunity to purchase another home with little or no cash investment.

NOMI

NOMI is a Utah Housing Corporation mortgage program for families of modest income with a credit score of 700 or higher. Of all their homeownership programs, this mortgage typically has the lowest mortgage payment because it offers a loan without mortgage insurance. This program, when combined with a Subordinate Loan, gives a family the opportunity to purchase another home with little or no cash investment.

STREAMLINE REFINANCE LOAN PROGRAM

The Streamline Refinance Loan Program is a Utah Housing Corporation program geared toward families wanting to reduce their current mortgage payment with a refinance but do not have the funds to pay off their current UHC Subordinate Loan. For qualified borrowers, UHC will subordinate their existing Subordinate Loan to a new UHC Streamline Refinance.

CROWN

CROWN is a lease-to-own program developed by the Utah Housing Corporation (UHC) to bring home ownership within reach of very low-income households that are willing to make a long-term commitment to the community. CROWN creates permanent home ownership opportunities by utilizing Low Income Housing Tax Credits to construct new, single-family detached homes that are both durable and affordable. Lease payments last until the fifteen-year tax credit period expires. At this point, residents have the option of purchasing the home at a very attractive price through a low-interest UHC mortgage loan. The qualified low-income residents who become homeowners through the CROWN program are also eligible to receive training in the areas of housekeeping, home maintenance, and basic budgeting.

B. 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.



Horizontal deflection strategies such as the chicane picture above are effective at reducing speeds in residential neighborhoods

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.

C. Neighborhood Initiatives and Program Enhancements

NEIGHBORHOOD CLEANUPS

Organizing a neighborhood cleanup is a great way to involve residents in improving their neighborhoods. In order to be successful, cleanup operations must be well-planned and carefully thought out events. From picking the right project to recruiting enough volunteers, putting together an effective event takes effort.

NEIGHBORHOOD WATCH

The Neighborhood Watch program is one of the most effective and least expensive ways to prevent crime and reduce fear. It fights the isolation that crime both creates and feeds upon, and forges bonds among area residents; helps reduce burglaries, robberies and car prowls; and improves relations between law enforcement and the community.

Any community resident can join and learn how to make their homes more secure, watch out for each other and the neighborhood, and report activities that raise their suspicions. A group may be formed around any geographical unit: a block, apartment complex or business area. Kaysville currently has three registered Neighborhood Watch groups. While the overall impact of these is unknown, this program serves as an invaluable to residents and may be utilized in more neighborhoods throughout the city.



Neighborhood Watch programs are cost effective way to reduce crime in residential areas

PORCH LIGHT PROGRAM

Poorly lit neighborhoods can lead to residents feeling unsafe at night, particularly if real crime is a problem on dark streets. In recent years, the city of Ogden developed a successful pilot program to install automatic porch lights in dark neighborhoods and restore residents’ sense of security.

The program relies on residents to install and maintain low-energy, high-output lights that come on automatically at dusk and go off at dawn. Residents pay for the electricity – less than a dollar per month – and are responsible for replacing the bulbs. Kaysville City might consider funding a similar program for neighborhoods which could use additional lighting at night for enhanced safety.



Porch light programs have proven effective for improving safety in poorly lit residential neighborhoods



Block parties and other events foster neighborliness and improve neighborhood pride

BLOCK PARTIES

Getting to know your neighbors is not always an easy or comfortable task, especially for those who are new to the community. A neighborhood block party provides an excellent opportunity for neighbors to get together, meet each other, and have fun. Some additional benefits that block parties provide include:

- Establishing friendships and providing a sense of belonging to the community encourages people to stay for a longer term
- Encourages neighbors to help each other and look after the neighborhood, including safety and crime watch
- Promote a sense of community pride and preservation of history

To promote the organization of block parties, the City could consider funding a block party grant program. Neighborhoods interested in hosting a block party may apply for an amount of money to reimburse eligible expenses, up to twice a year.

04 | GREEN + ACTIVE SYSTEMS

- A. Natural Resources/Environment
- B. Parks, Open Space and Recreation
- C. Trails
- D. Costs and Potential Funding Sources



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.

A. 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.

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.

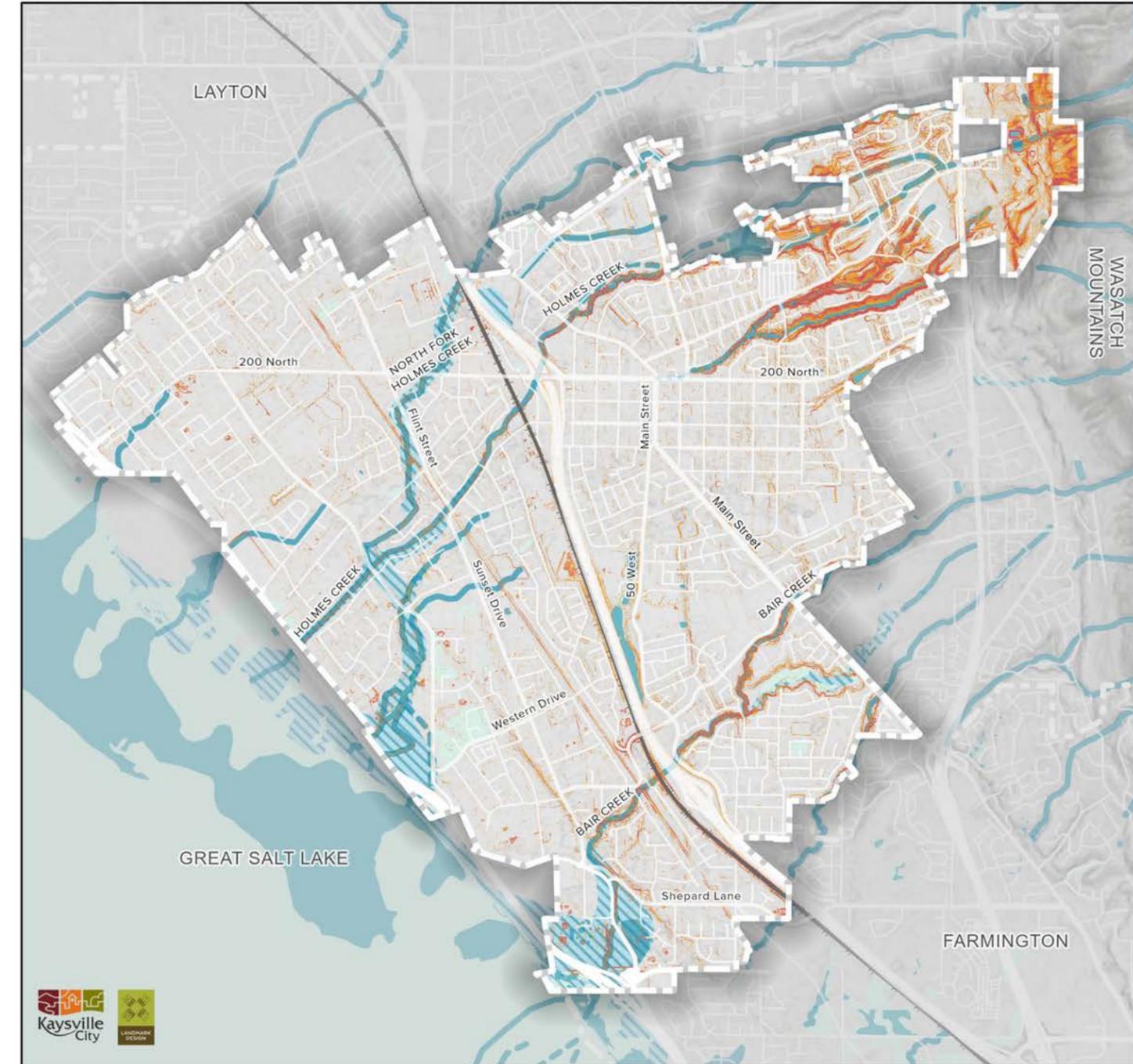
Water

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 the 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, the 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, the 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.



KAYSVILLE GENERAL PLAN
MAP 4.1 - ENVIRONMENTAL CONDITIONS

- 100 Year Flood Zones
- Wetlands
- Lakes/Ponds
- Canal/Ditch
- Stream/River
- 11-20% Slopes
- > 20% Slopes
- City Boundary



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 the Great Salt Lake and wetlands along its shoreline. The stream corridors are also favorable for east-west trail alignments, which will be discussed in Section C of this chapter. 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 ones 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 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.



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

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 continue to invest in and expand its urban forestry program to meet these needs. Potential initiatives may include:

- Establishment of a volunteer tree board to assist the City Forester with inventory and assessment
- Creation of a voluntary street tree program which homeowners may apply to have a tree planted in their park strip
- Hazard tree removal program to assist homeowners with hazardous large tree removals that would otherwise be cost prohibitive
- Observation of a community Arbor Day planting each year
- Partnerships with non-profits such as TreeUtah or USU Cooperative Extension to provide education and information to residents on species selection, planting and placement guidelines, pruning and other tree care

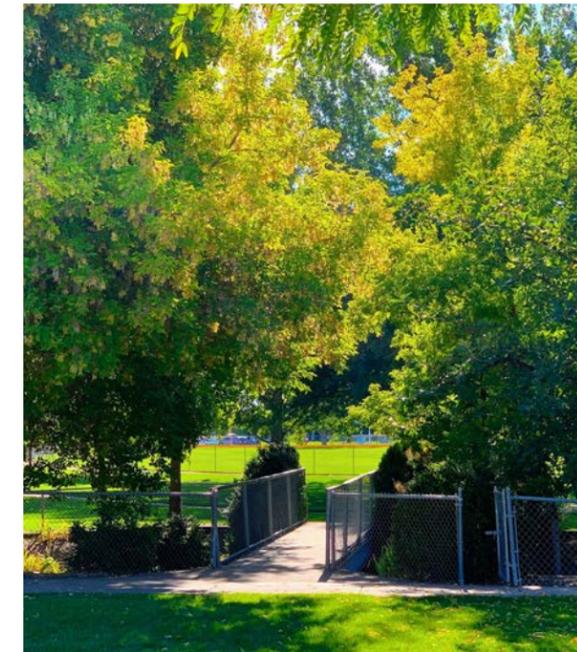
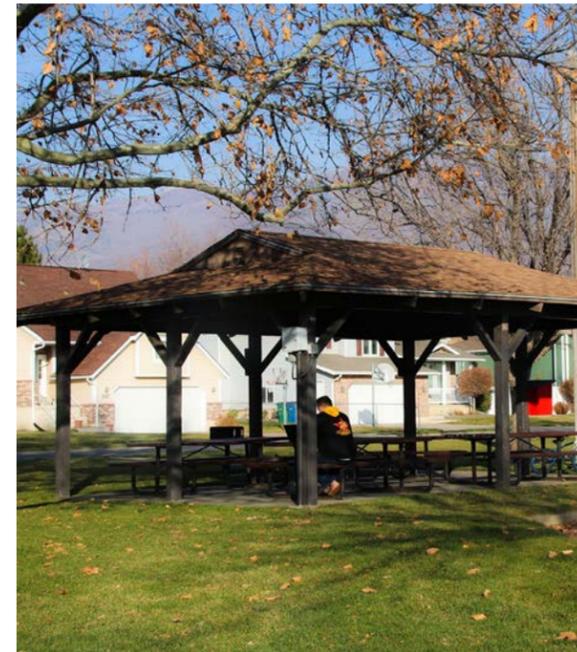
B. Parks, Open Space and Recreation

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.



”

EVERYBODY NEEDS BEAUTY AS WELL AS BREAD, PLACES TO PLAY IN AND PRAY IN, WHERE NATURE MAY HEAL AND GIVE STRENGTH TO BODY AND SOUL.

JOHN MUIR



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



KEY TAKEAWAYS OF THE SURVEY RELATED TO PARKS, OPEN SPACE, RECREATION AND TRAILS

1. 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.

2. 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.

3. 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.

4. The majority of residents do not use recreation programs, but would be more likely to if there were a wider variety of options available. Many do not know what programs are currently being offered.

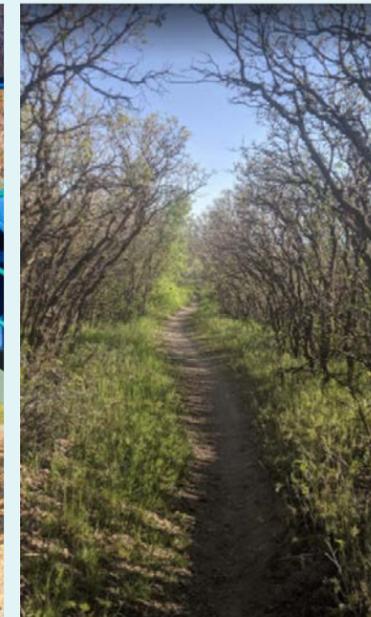
5. After reading a brief explanation of a RAP tax, the majority of residents would support a RAP tax in Kaysville. A proposal to implement such a 0.1% sales tax would likely pass on a ballot.

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.

Table 4.1 provides a detailed inventory of the existing parks and amenities provided at each, with notes regarding additional facilities and changes that could help meet the community's recreation needs. To summarize, 256 acres of existing parks and other special recreation lands currently serve Kaysville residents.

256	10	1
Public Park Acres	Public Parks	Special Use



12 Playgrounds

8 Pickleball Courts

32 Pavilions

2 Tennis Courts

7 Restrooms

16 Multipurpose Fields

9 Baseball/Softball Fields

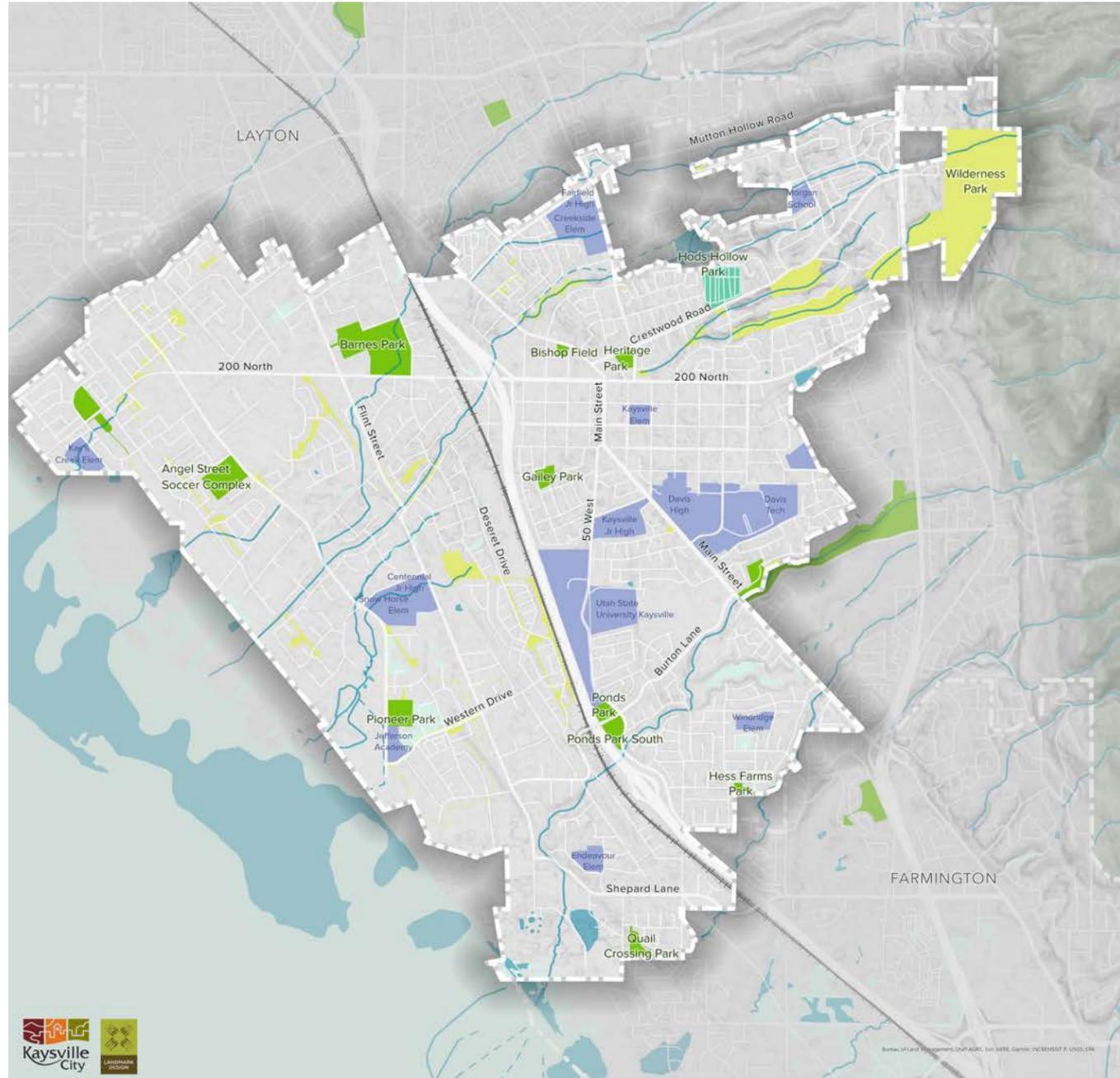
5 Volleyball Courts

Table 4.1 - Park Facilities Inventory

	PARK NAME	ADDRESS	ACRES	PARKING TYPE	PARKING SPACES	RESTROOMS	RESERVABLE PAVILIONS	MEDIUM/SMALL PAVILIONS	MULTIPURPOSE FIELDS	BASEBALL/ SOFTBALL FIELDS	TENNIS COURTS	PICKLEBALL COURTS	VOLLEYBALL COURTS	BASKETBALL COURTS	PLAYGROUNDS
REGIONAL PARKS	Barnes Park	950 W 200 N	45.7	Paved	557	2	5	9	4	5	-	8	4	2	2
COMMUNITY PARKS	Angel Street Soccer Complex	200 S Angel St	17.1	Paved	241	1	1	8	5	-	-	-	-	-	2
	Pioneer Park	1285 S Angel St	10.7	Paved	77	1	1	-	1	-	-	-	-	-	1
	Ponds Park	50 E Burton Ln	14.0	Paved	90	1	1	-	2	4	-	-	-	-	1
	Trappers Field Park (Incomplete)	200 N Bonneville Ln	11.0	Street	-	-	-	1	-	-	-	-	-	-	-
NEIGHBORHOOD PARKS	Gailey Park	200 S 300 W	5.3	Paved	55	1	2	-	1	-	2	-	1	-	1
	Heritage Park	250 N Fairfield Rd	4.1	Shared	48	1	1	-	1	-	-	-	-	-	1
	Quail Crossing Park	166 E 2300 S	6.0	-	-	-	-	-	1	-	-	-	-	-	1
POCKET PARKS	Hess Farms Park	572 E 1625 S	2.1	Street	-	-	-	1	1	-	-	-	-	-	2
	Hods Hollow Park	400 E 700 N	0.3	Street	-	-	-	-	-	-	-	-	-	-	1
SPECIAL USE PARKS	East Mountain Wilderness Park	1600 E 650 N	140.0	Unpaved	20	1	-	-	-	-	-	-	-	-	-

Table 4.1 - Park Facilities Inventory (cont.)

	PARK NAME	TABLES	BARBEQUE GRILLS	BENCHES	WALKING PATH	TRAILHEAD	WATER ACCESS	NOTES
REGIONAL PARKS	Barnes Park	39	16	17	Y	N	Y	Arboretum, Stream
COMMUNITY PARKS	Angel Street Soccer Complex	15	1	5	Y	N	N	Arboretum, Orienteering Course
	Pioneer Park	6	-	10	Y	N	N	
	Ponds Park	4	1	2	Y	Y	N	Split by Burton Ln
	Trappers Field Park (Incomplete)	4	-	-	Y	Y	N	Split by Schick Ln, former horse track
NEIGHBORHOOD PARKS	Gailey Park	11	2	3	N	N	N	
	Heritage Park	6	1	8	Y	N	N	Splash Pad
	Quail Crossing Park	8	-	-	Y	N	N	Detention Basin
POCKET PARKS	Hess Farms Park	4	1	3	N	N	N	Detention Basin
	Hods Hollow Park	1	-	1	N	N	N	
SPECIAL USE PARKS	East Mountain Wilderness Park	-	-	-	Y	Y	N	Camping, Mountain Biking, Hiking, Orienteering Course



KAYSVILLE GENERAL PLAN
MAP 4.2 - EXISTING PARKS

- Existing Public Park
- Existing Open Space
- Existing Cemetery
- Existing School
- Federal Land
- Stream
- Canal/Ditch
- Railroads
- Wetlands
- Waterbody
- City Boundary



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 three parks within this category totaling 4.2 acres, ranging from 0.3 acres to 2.1 acres in size.

¹ A park may be classified as a larger park type if it has the types of amenities typically associated with a larger category, or conversely, may fall into a smaller park classification if it does not meet the minimum standards for the park type that it would normally be assigned based on acreage.



Hess Farms Park



Hods Hollow Park



- EXISTING POCKET PARKS**
- Hess Farms Park - 2.1 acres
 - Hods Hollow Park - 0.3 acres



EXISTING NEIGHBORHOOD PARKS

- Gailey Park - 5.3 acres
- Heritage Park - 4.1 acres
- Quail Crossing Park - 6.0 acres

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.



Gailey Park



Quail Crossing Park

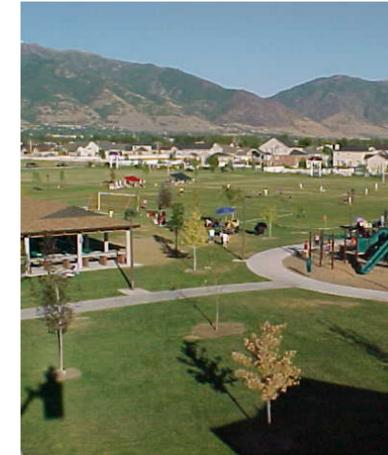


Heritage Park

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.



Angel Street Soccer Complex



Pioneer Park



Ponds Park

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.



Barnes Park



Barnes Park



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



EXISTING REGIONAL PARKS

- Barnes Park - 45.7 acres

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.

Existing Park Needs and Service Levels

Two separate analyses were used to determine how the existing parks system in Kaysville meets community needs. The first of these is a **Level of Service (LOS) Analysis**, which examines park acreage in relation to population. The second is a **Distribution/Service Area Analysis**, which evaluates the distribution of parks in the City to determine if gaps in service to residential areas exist.

Level of Service Analysis

The National Recreation and Park Association (NRPA) developed the Level of Service (LOS) Analysis to help communities evaluate whether their amount of park land is sufficient for meeting resident needs. The LOS analysis is a ratio calculated by dividing the total acres of park land by the population and multiplying by 1,000. This resulting figure represents the number of park acres provided for every thousand residents.

Until recently, the LOS analysis was the benchmark tool for assessing park needs, providing the framework for a community to compare its performance against other cities and minimum national standards. The method has fallen out of favor as a standard benchmark in our region, in large part because such comparisons do not reflect the unique conditions and goals of individual communities. This is especially true in the Intermountain West, where cities such as Kaysville have access to significant amounts of state and federal public lands and publicly-owned open space that help meet recreation needs. As a result, the analysis serves instead as a reference point for gauging where a community stands compared to national averages rather than a recommendation or for direct comparisons with other communities. It nevertheless remains an important tool for understanding the amount of park acreage currently available and whether or not adjustments are required as the community grows and matures. It is also important to note that the LOS used for this Master Plan differs from that used for impact fees, as noted in the callout on the following page.

As previously indicated, Kaysville City has approximately 256.3 acres of land available to meet a broad spectrum of park uses and needs. It should be noted that only a portion of that total has been used for calculating the current Level of Service (LOS) since some of the facilities in the City do not contribute to the system. The East Mountain Wilderness Park functions more as open space than a traditional park, with a special recreational use. Therefore, its acreage was deducted from the total acreage, resulting in 116.3 acres of Regional, Community, Neighborhood and Pocket Parks that contribute to traditional park needs.

The existing LOS was determined by dividing the acreage of existing City parks (116.3) by the 2020 population (32,103) and multiplying by 1,000 to calculate the number of park acres per 1,000 residents ($116.3 / 32,103 \times 1,000 = 3.62$). This calculation demonstrates that **the City has an existing LOS of 3.62 acres of park land for every thousand residents.**

Park Acres Contributing to LOS



Existing Level of Service





Heritage Park

A NOTE ABOUT LEVEL OF SERVICE (LOS) & IMPACT FEES

The LOS discussion in this document is related specifically to planning for future parks. The intent is to understand the level of service currently existing in the community, and to determine the means for maintaining that level of service or establishing a more appropriate level of service for the future.

LOS is based on a quantity (acres, miles, numbers) per a determined number of persons (population), and results in a ratio of facilities to population. For example, the parks ratio is typically expressed as the number of acres of park land per 1,000 persons.

It is important to distinguish this discussion of LOS for planning purposes from the LOS typically used in determining impact fees. Impact fees are a means of charging new development its proportionate share of the cost of providing essential public services. While a LOS for planning is used to establish a standard or guideline for future facility development, an impact fee is used to assess new development for the actual cost of providing the service. For example, if there are five-acres of parks in Kaysville for each 1,000 residents at present, new development cannot be charged at a rate for ten-acres of park land for each 1,000 residents. Kaysville may elect to provide a higher LOS in the future because its current residents desire a higher level of service, but it cannot require new development to pay for the higher LOS. Utah law is clear on this point, as follows:

“A local political subdivision or private entity may not impose an impact fee to raise the established level of service of a public facility serving existing development.” UC11-36-202(1)(a)(ii).”

The Parks & Recreation Element should provide a foundation for developing a Capital Improvements Plan, Impact Fee Facilities Plan (IFFP), and Impact Fee Analysis (IFA). The IFFP is designed to identify the demands placed upon the existing facilities by future development and evaluate how these demands will be met by the City, as well as the future improvements required to maintain the existing LOS. The purpose of the IFA is to proportionately allocate the cost of the new facilities and any excess capacity to new development, while ensuring that all methods of financing are considered. While the IFFP and IFA will serve as a companion to this document, information may differ due to the specific requirements related to the calculation of impact fees as defined in Utah Code 11-36a – the Impact Fee Act.

Distribution Analysis

In addition to determining the existing Level of Service, an examination of park distribution and service areas helps understand the spatial and locational characteristics of the City’s park system. This analysis is supported by public input, which indicated that it is essential to have parks within walking distance of their homes.

Map 4.3 illustrates the distribution and service areas of existing parks, which were assigned service radii by park type as follows:

- Pocket Parks 1/4 mile radius
- Neighborhood Parks 1/2 mile radius
- Community Parks 1 mile radius
- Regional Parks 2 mile radius

Special use parks and other recreation facilities were not assigned service radii for the reasons previously discussed. The map includes residential areas, illustrating where parks serve existing and future neighborhoods and the resulting gap areas.

As illustrated in Map 4.3, there are a few service area gaps in areas of existing residential development, particularly in the northeast of the City.

Meeting Existing and Future Park Needs

This section addresses the types, acreage and distribution of parks required to meet existing and future needs in Kaysville City. The recommendations are based on the previous section’s analyses and aligned with projections of future growth and park demands. The recommendations also take into consideration significant input from City staff, the Advisory Committee and the public, ensuring that future park service levels align with the community’s current vision.

Future Level of Service for Parks

As previously mentioned, while direct comparisons to national standards are not recommended, looking closer to home within the state can provide a general sense of where Kaysville stands in comparison to similar communities in the region, some of which may have similar goals and needs. As illustrated in Table 4.2, the current LOS in Kaysville City falls in the lower range compared to other sample communities.

While it is helpful to start with an overall sense of the park LOS in Kaysville in relation to other communities, it is not the recommended method for establishing a desired LOS, in large part because every location is unique and the method used for calculating LOS in other communities may differ from the method used in Kaysville. Some cities aim to become regional recreation destinations for tourists and are willing to finance major investments in park development. Others choose to focus as much or more on open space acquisition as on

Table 4.2 - Park Level of Service Comparison

COMMUNITY	PARK LEVEL-OF-SERVICE (LOS)
Orem	2.8
West Jordan	2.8
Kaysville	3.62
Herriman	3.7
Saratoga Springs	3.7
Draper	3.8
Salem	4.3
Springville	4.5
Spanish Fork	4.7
South Jordan	4.8
Mapleton City	4.9
Lehi	5.6
Sandy	6.0
Provo	10.0

**Park Acres Needed
2021-2030**



**Park Acres Needed
2030-2050**



Meeting Needs During the 10-Year Planning Horizon

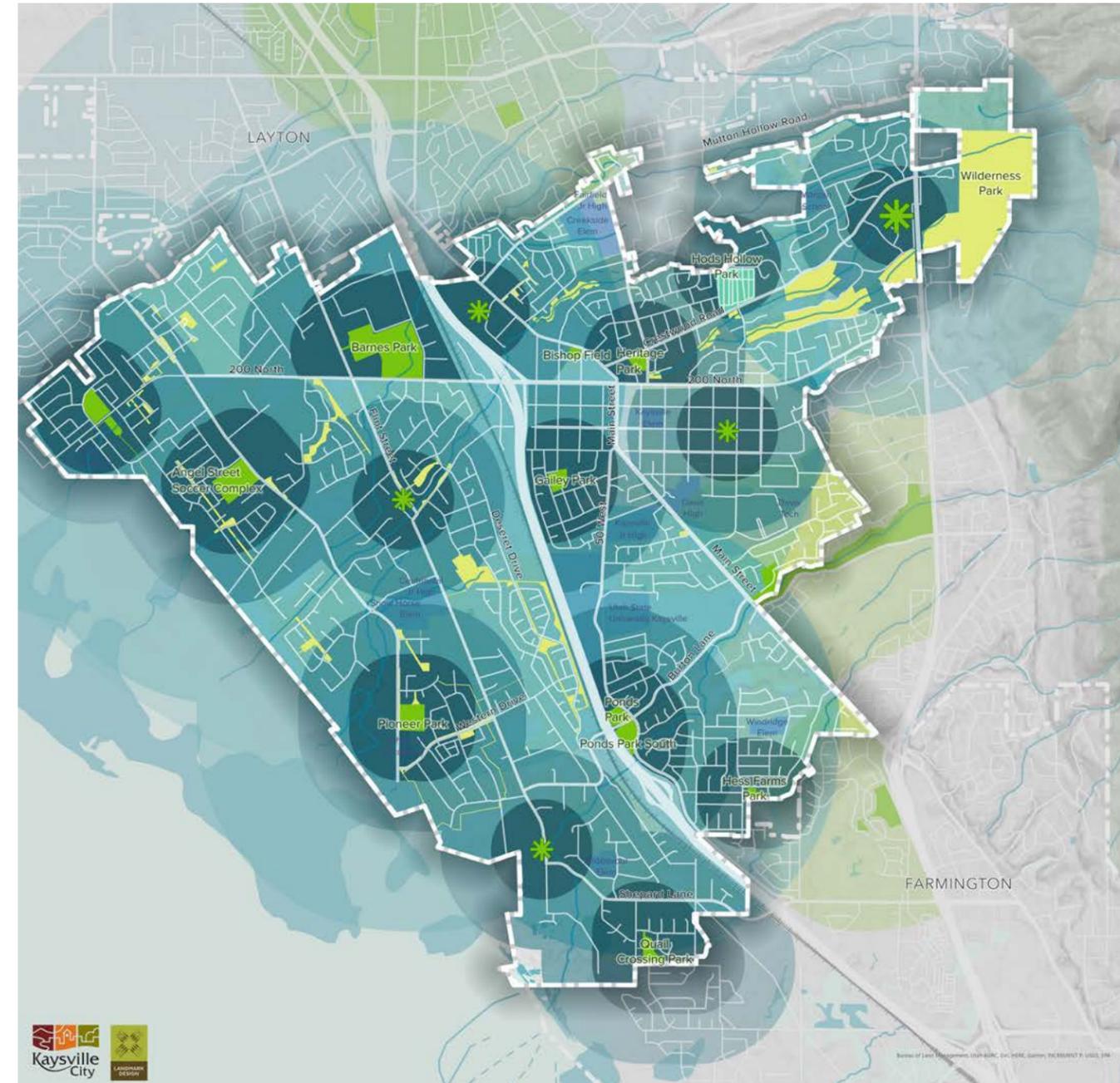
Carrying the recommended future LOS of 3.6 forward to meet park needs through the 10-year planning period results in a total of 128.2 acres of public park land required by 2030 to meet requirements ($35,416 / 1,000 \times 3.62 = 128.2$). There are 116.3 acres of existing public park land already provided,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

Meeting Needs Through Buildout

The projected Kaysville population at buildout (2050) requires a total of 152.0 acres of public park land ($42,000 / 1,000 \times 3.62 = 152.0$) to meet park needs. With the 116.3 acres of existing developed public park land and assuming the 10.0 acre and the 5.0 acre Neighborhood Park are developed by 2030, **the City will need to acquire and develop 22.3 acres of additional park land to meet LOS needs between 2030 and buildout** ($152.0 - 116.3 - 15.0 = 20.7$). Of those 20.7 acres, 5.0 are required to fill remaining gaps (one 5-acre Neighborhood Park). The remaining 15.7 acres of park land needed by 2050 may be acquired by expanding existing parks to adjacent sites or locating additional park sites throughout the City to help improve the availability of parks within walking distance. Potential areas for adding additional new parks include the North Main Street area as it redevelops and the vicinity of Sunset Drive and Shepard Lane, as shown on Map 4.3.

Park Land Acquisition and Development

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



**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



Park Standards

The application of park development standards help ensure that Kaysville’s existing and future parks meet resident expectations and needs. The community survey indicated that 68-percent of respondents are generally satisfied with the City’s provision of parks, trails and recreation opportunities, which is a high rate of approval. Upgrading existing parks and playgrounds nevertheless remains a priority for residents. This feedback signifies that there is both a desire to upgrade amenities at some parks and a need to ensure that future parks meet standards and expectations.

Another consideration to keep in mind is that while Kaysville is a young community with many children, it is aging and maturing. This dichotomy means that parks should be designed and implemented flexibly to meet the needs of the broadest range of users and age groups, all of whom have unique demands. The following minimum standards will help ensure parks meet existing and future needs and expectations.

PARK TYPES

The City should upgrade existing parks to meet the minimum requirements for the designated type. Where acreage would qualify a park for a “higher” park type but the amenities are lacking, the City should add amenities to bring the park up to the higher standard. The City should also design future parks from the outset with features and amenities that meet the minimum standards, with additional investment beyond the minimum in areas where resident support is high and it makes sense. This master plan acknowledges that adding the complete palette of minimum required amenities in existing parks may present a challenge or be impossible in light of existing uses and site constraints. Each park should therefore be evaluated on an individual basis. Parks may also be classified in a higher park category if the amenities meet the standards for a higher classification, regardless of park acreage.

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.

Pocket Park Standards

The construction or acquisition of additional pocket parks is discouraged unless land availability is an issue in a particular neighborhood that cannot be served by other means. Parks less than five acres in size generally place a higher burden on communities due to the intense level of resources required for maintenance compared to the recreation value received by the community.

Existing pocket parks should be upgraded to meet the minimum standards described below, and those areas where pocket parks are the only option for meeting park needs should adhere to these standards as well.

Pocket Parks are less than 3 acres in size and should include the following amenities:

- Trees
- Picnic table(s), bench(es) and site furnishings
- Grassy play area(s)
- A covered shelter, pavilion, or shade structure OR a small playground, sport court, or activity area





Neighborhood Park Standards

Neighborhood Parks should be 5 to 10 acres in size and should include the following amenities:

- Trees
- Picnic tables and benches
- Sports court(s) (basketball, volleyball, pickleball and tennis) or sports field(s) (baseball, soccer, football and similar sports)
- Connections to other parks, open spaces, recreation amenities and community destinations by multipurpose trails, bike lanes, or routes
- A drinking fountain
- Grassy play area(s)
- Playground(s)
- Small/Medium Pavilion(s)
- Perimeter walking trail(s) where appropriate
- Off-street parking
- Restrooms where appropriate

Community Park Standards

Community Parks are between 10 and 20 acres in size and should include the following:

- All the amenities and features in Neighborhood Parks
- At least one large pavilion
- At least one specialty recreation feature, such as a sports complex, an aquatics facility, splash pad, or arboretum
- Two or more restrooms, depending on size and needs
- Off-street parking appropriate for all amenities





Regional Park Standards

Regional Parks are large, typically greater than 20 acres in size. They are also the most diverse park type, providing a range of amenities and features. To ensure this they should include the following:

- All the amenities and features in Community Parks but with two or more specialty recreation features, such as a sports complex, splash pad, or arboretum.
- Off-street parking appropriate for all amenities

Park Amenities

A wide range of characteristics contribute to the quality and character of a park, including the setting, design and individual components. In addition to evaluating current conditions, an amenity level of service (LOS) analysis and an examination of amenities within the context of the park standards were undertaken to understand Kaysville's needs for specific amenities. This two-pronged review summarizes the deficiencies and needs system-wide and for specific park sites. It should be noted that these recommendations are based on projected needs and desires for specific types of facilities, however, recognize that needs and trends change over time and the City should continually touch base with residents to confirm the direction of park development.

Amenity Level of Service

Table 4.3 summarizes the total quantity of existing amenities², compares the population per amenity to the suggested LOS and outlines the total surplus or deficit. The suggested amenity LOS reflects the unique needs and expectations in Kaysville.

This analysis indicates that Kaysville has a surplus of athletic fields and small/medium pavilions. The City is in immediate need of two basketball courts, two reservable pavilions, two tennis courts, one playground, one bike/skate park, one splash pad/water feature and six restrooms.

Table 4.4 looks at amenity needs between 2020 and 2030, beyond the immediate needs mentioned above. With the growth anticipated during this timeframe, the City will need to provide one additional reservable pavilion, one playground and one restroom.

Minimum Park Amenity Standards

The recommended standards establish the minimum amenities by type for both new and existing parks. Table 4.5 indicates which amenities are lacking in existing parks. While all existing parks should meet these standards, the City should apply some subjective input to ensure that modifications and enhancements are feasible and desirable. The City should solicit additional input from the community when upgrades are planned for each park.

² Only includes amenities in parks that are used to calculate the City's overall parks LOS.

”

I THINK THERE IS A PERCEPTION IN THE CITY THAT WEST KAYSVILLE PARKS ARE BIGGER AND BETTER THAN ANYTHING EAST OF I-15. I WISH MORE OF OUR EAST SIDE PARKS HAD THE NICE AMENITIES AND FACILITIES THAT WEST SIDE PARKS HAVE.

SURVEY RESPONDENT



Pioneer Park

Table 4.3 - Existing Park Amenity Level of Service Analysis

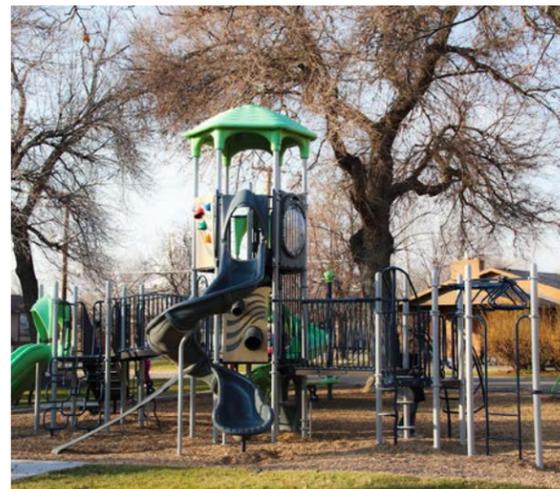
AMENITY	QUANTITY OF EXISTING AMENITIES	EXISTING AMENITY LEVEL OF SERVICE (POP. PER AMENITY)	SUGGESTED LEVEL OF SERVICE (LOS)	QUANTITY REQUIRED TO MEET 2020 LOS	2020 SURPLUS OR DEFICIT OF AMENITY	TOTAL REQUIRED TO MEET IMMEDIATE NEEDS
Baseball/Softball Fields	9	3,567	6,000	6	3	0
Basketball Courts	2	16,051	10,000	4	-2	2
Multipurpose Fields	16	1,888	5,000	7	10	0
Reservable Pavilions	11	2,918	2,500	13	-2	2
Medium/Small Pavilions	19	1,689	5,000	7	12	0
Pickleball Courts	8	4,012	5,000	7	1	0
Playgrounds	12	2,675	2,500	13	-1	1
Restrooms	7	4,586	2,500	13	-6	6
Sand Volleyball Courts	5	6,420	10,000	4	1	0
Skate/Bike Parks	0	-	30,000	1	-1	1
Splash Pads/Water Features	1	32,103	25,000	2	-1	1
Tennis Courts	2	16,051	10,000	4	-2	2



Angel Street Soccer Complex



Ponds Park



Gailey Park

Table 4.4 - 2030 Park Amenity Level-Of-Service Analysis

AMENITY	QUANTITY OF EXISTING AMENITIES	EXISTING AMENITY LEVEL OF SERVICE (2030 POP. PER AMENITY)	SUGGESTED LEVEL OF SERVICE (LOS)	QUANTITY REQUIRED TO MEET 2030 LOS	QUANTITY REQUIRED TO MEET 2020 LOS	2030 AMENITY DEFICIT OR SURPLUS	TOTAL REQUIRED TO MEET NEEDS BETWEEN 2020 & 2030
Baseball/Softball Fields	9	3,935	6,000	6	0	1	0
Basketball Courts	2	17,708	10,000	4	2	0	0
Multipurpose Fields	16	2,083	5,000	7	0	10	0
Reservable Pavilions	11	3,220	2,500	14	2	-1	1
Medium/Small Pavilions	19	1,864	5,000	7	0	12	0
Pickleball Courts	8	4,427	5,000	7	0	1	0
Playgrounds	12	2,951	2,500	14	1	-1	1
Restrooms	7	5,059	2,500	14	6	-1	1
Sand Volleyball Courts	5	7,083	10,000	4	0	1	0
Skate/Bike Parks	0	-	30,000	1	1	0	0
Splash Pads/Water Features	1	35,416	25,000	2	1	0	0
Tennis Courts	2	17,708	10,000	4	2	0	0



Gailey Park



Barnes Park

Table 4.5 - Amenities Needed to Meet Park Standards & Other Improvements

PARK	AMENITIES NEEDED TO MEET PARK STANDARDS	OTHER REQUIRED/RECOMMENDED IMPROVEMENTS
REGIONAL PARKS		
Barnes Park	-	-
COMMUNITY PARKS		
Angel Street Soccer Complex	-	-
Pioneer Park	<ul style="list-style-type: none"> • Small/medium pavilion • Benches and tables 	-
Ponds Park	<ul style="list-style-type: none"> • Benches and tables • Small/medium pavilion (south) 	-
Trappers Field Park	<ul style="list-style-type: none"> • Splash pad, bike/skate park or other specialty feature • Off-street parking • Sport courts • Playground • Restrooms • Benches and tables 	<ul style="list-style-type: none"> • Crosswalk between north and south portions
NEIGHBORHOOD PARKS		
Gailey Park	-	<ul style="list-style-type: none"> • Walking path • Expand park to the east if possible
Heritage Park	-	<ul style="list-style-type: none"> • Shade structures for playground/splash pad
Quail Crossing Park	<ul style="list-style-type: none"> • Sport courts • Benches and/or tables • Restroom 	<ul style="list-style-type: none"> • Add parking/entrance off of new Shepard Lane alignment if possible
POCKET PARKS		
Hess Farms Park	-	-
Hods Hollow Park	-	-

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. The acquisition of open space ranked high when respondents were asked to allocate hypothetical funding, though a recreation center and trails were ranked higher. This indicates that residents appreciate the natural open space that already exists in the community and are willing to fund the acquisition of more, even though some other types of recreation facilities and amenities have a higher spending priority. 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.

There is no standard Level of Service (LOS) for providing open space in Kaysville. Cities typically acquire open space on a case-by-case basis where opportunities emerge. A list of open space acquisition tools to assist with the acquisition is listed at the end of this chapter.



Barnes Park

Priorities: Parks and Open Space

It is important for Kaysville to maintain the recommended LOS of 3.62 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 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 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.



Heritage Park



Pioneer Park

Recreation

Kaysville City's recreation facilities and programming broaden the variety of opportunities for residents to enrich their lives and improve their health and well-being.

Existing Public Recreation Facilities

Public recreation facilities in Kaysville include:

KAYSVILLE PARKS AND RECREATION CENTER

The Kaysville Parks and Recreation Center is an approximately 6,000 sq. ft. building located on 0.8 acres in the City's Historic Downtown. The center houses a basketball gym and the Parks and Recreation Department offices. The is used for a variety of recreation and community programming and events, and is available for private rental. Based on public feedback, the facility no longer meets the recreational needs of the public as a recreation center. Depending on the outcome of constructing a new facility, the existing center may remain or be replaced.



PC: Eric Treloar, A Alejandro

CENTRAL DAVIS SENIOR ACTIVITY CENTER

The Senior Center, while operated by the County, is a key public recreation facility within the City for the senior population. The Center offers a wide variety of programming and events, and serves lunch daily.



PC: Brent Lyman, Priscilla Angulo

KEY TAKEAWAYS

- Kaysville has a wide variety of recreational programming.
- Kaysville residents are very interested in the construction of a new recreation center.
- The City should work to publicize existing recreational programming and work to expand offerings particularly to adults.

The Role of Private and School District Recreation Facilities

A handful of privately-owned and operated health and fitness facilities in Kaysville serve residents on a fee or membership basis. The facilities work in tandem with City-owned facilities, providing residents with private recreation and fitness opportunities. However, they are only available to those who are willing and able to pay. Some communities actively strive to join forces with private gyms and organizations to enhance the range of recreational facilities and services available to the public.

Kaysville has a cooperative relationship with Davis School District, sharing indoor gyms, outdoor fields and other facilities between students and the general public. While the City uses these facilities extensively for recreation programming purposes, they are available only with the continued agreement of the school district. Since cooperative agreements are not typically guaranteed in perpetuity, City use and access are not guaranteed. Partnering with local schools is nevertheless an important tool for maximizing the benefit provided, particularly for communities like Kaysville that have a high demand for limited resources. Furthermore, such partnerships minimize the duplication of park and recreation facilities in the City.

A New Recreation Center

The community survey indicated strong support for the creation of a full service Recreation Center in Kaysville, including a public pool. Four out of five respondents expressed interest and most were willing to pay additional property tax to fund a center. As such the City should prioritize study and examine the construction of a future recreation center.

Recreation Programming

Kaysville provides an extensive range of recreation programs for youth, including baseball/softball, basketball, flag football, soccer, ski/snowboarding, self defense, jump rope, and musical theater. Adult programming includes golf, softball, tennis, soccer and yoga. In addition, summer programming includes art classes, bowling, golf, tennis, track & field, youth pickleball and jump rope. The City also hosts tournaments in baseball/softball and pickleball.

The community survey indicated that only 28-percent of respondents had used City recreation programs in the past twelve months. Soccer, basketball and baseball were the most used recreation programs. When respondents were asked why they did not participate in recreation programs, they cited that they don't know what is being offered, they aren't interested in the activities, or a lack of adult recreation programs. The survey results indicated strong support for Active Aging Programs, swimming and pickleball programming, as well as live events such as concerts and festivals.

Based on community feedback, the City should make an extra effort to publicize existing programs and work towards expanding other programs offered, particularly to adults.

C. 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 services. 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 Section B or Appendix A.

Existing Trails and Bike Lanes

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.

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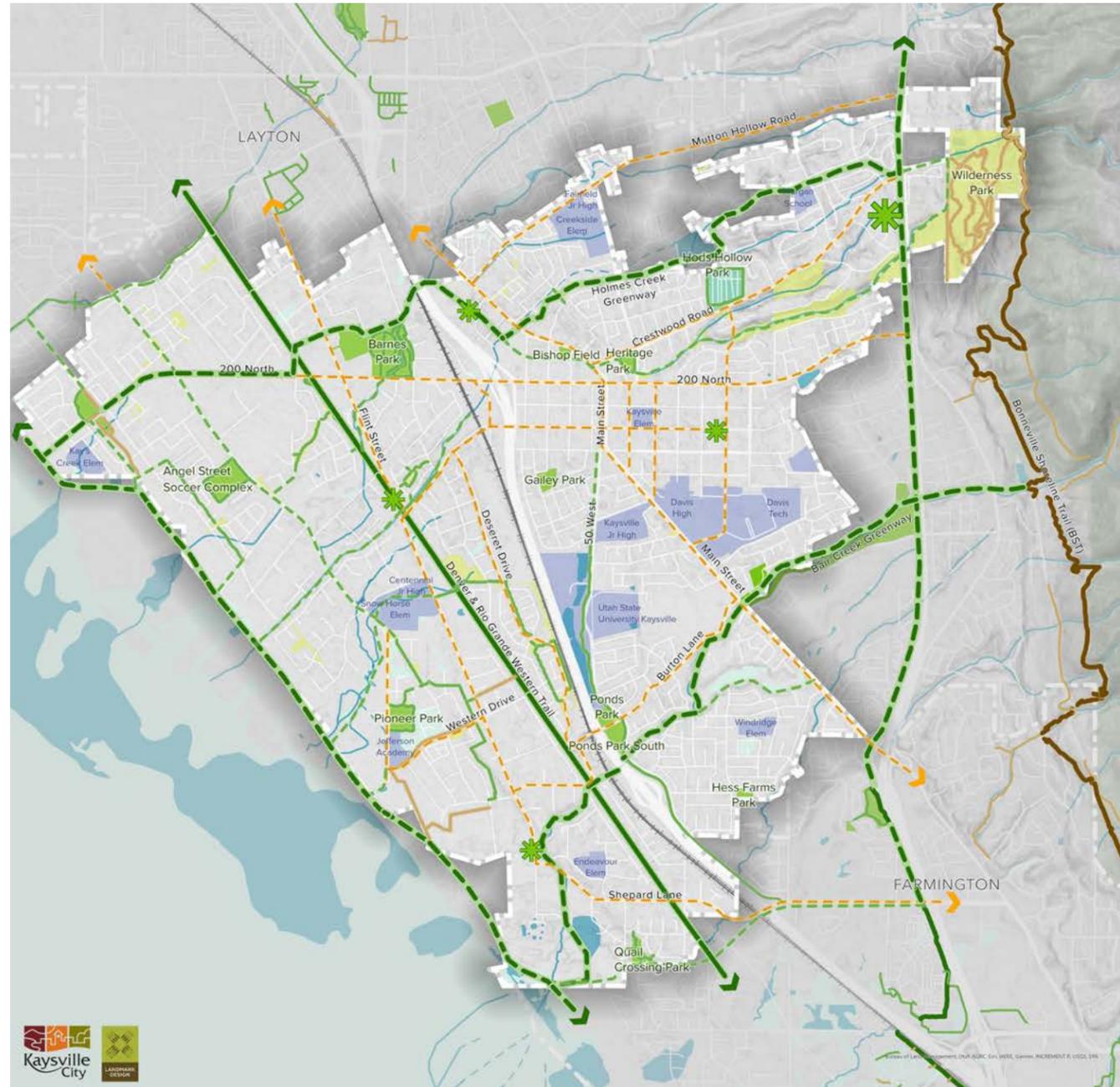
I REALLY THINK TRAILS AND BIKE PATHS BENEFIT EVERYONE. I ALWAYS SEE PEOPLE OUT ON THE TRAILS!

SURVEY RESPONDENT

Existing Trails



East Mountain Wilderness Park



KAYSVILLE GENERAL PLAN
MAP 4.5 - TRAIL & BIKE LANE CONCEPT

- Existing Paved Regional Trail
- Existing Paved Local Trail
- Existing Unpaved Regional Trail (BST)
- Existing Unpaved Local Trail
- Existing Bike Lane
- Proposed Regional Trail
- Proposed Local Trail
- Proposed Bike Lane
- Proposed Community Park
- Proposed Neighborhood Park
- Existing Public Park
- Existing Open Space
- Existing Cemetery
- Existing School
- Federal Land
- Stream
- Canal/Ditch
- Railroads
- Wetlands
- Waterbody
- City Boundary



Trail Needs Analysis

As already indicated, 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 master plan 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.

Design Standards

Trail design standards were established in the *Kaysville Active Transportation Plan 2016 (ATP)*, which this plan defers to for specific design details such as widths and materials.

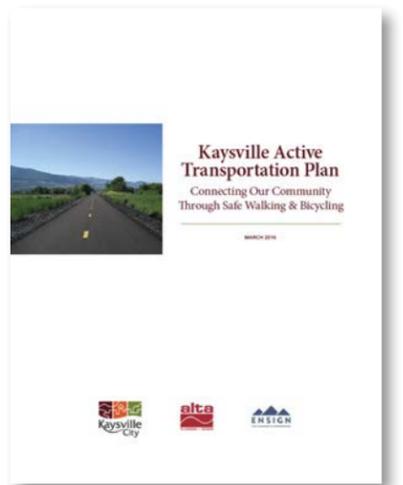
The Recreational Trail Concept shown on Map 4.5 illustrates the trail vision at a high level, and this plan recognizes that detailed alignments and the configuration of trails within those alignments will vary by trail segment based on existing conditions. Available right-of-way, specific uses and funding will all impact trail configurations.



Denver and Rio Grande Western Rail Trail



The Gailey Trail along Bair Creek in Fruit Heights could be extended along the stream corridor through Kaysville



The Kaysville Active Transportation Plan remains an important document for trail development and design standards

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.



Example of trailhead along Legacy Parkway Trail

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.

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.



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

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.



Trailhead example in Longmont, CO

D. Costs & Potential Funding Sources

As described previously, numerous improvements and actions are required to ensure Kaysville's existing and future parks, recreation, open space, and trails needs are met. The following is a summary of key priorities, acquisition and development costs, and funding sources, including an Action Plan detailing short, medium and long-term implementation actions.

Public Input: on Spending Priorities and Willingness to Fund

The community survey included several questions that purposefully addressed funding priorities and resident willingness to fund different facilities. Key takeaways from the results follow:

- 64% of residents strongly supported or somewhat supported a Recreation, Arts, Museum, and Parks Tax (RAMP) which would raise sales tax by 0.1% to cover costs to maintain and operate recreation and cultural facilities and nonprofit cultural organizations.
- A new recreation center was indicated as the highest funding priority followed by walking and biking trails, trailhead parks and natural open spaces.



Plan Priorities

Table 4.6 below summarizes the recommendations from this chapter that have direct cost implications for implementation as part of this master plan.

Table 4.6: Summary of Green + Active Systems Recommendations

PARKS AND OPEN SPACE
<ul style="list-style-type: none"> • Acquire and Develop one neighborhood park (5 acres) and develop the Openshaw Community Park (10 acres) by 2030 to meet LOS & distribution needs • Acquire and develop 20.7 acres of park land to meet LOS needs between 2030 and 2050 with one neighborhood park (five acres) addressing the remaining distribution gap. • Upgrade existing parks to meet Park Standards, address deferred maintenance and meet accessibility requirements • Acquire additional open space with a focus on expanding existing open space areas, protecting natural drainages and other valued resources.
RECREATION
<ul style="list-style-type: none"> • Conduct a feasibility study for a new recreation center • Better publicize existing recreational programs and expand offerings to adults
TRAILS
<ul style="list-style-type: none"> • Develop the Recreational Trails Concept / Active Transportation Plan by 2050 • Install lighting and safety improvements • Improve existing trailheads and develop additional trailheads as needed
SYSTEM-WIDE RECOMMENDATIONS
<ul style="list-style-type: none"> • Develop a signage and wayfinding system for parks, recreation, open space and trails

Probable Costs

Park and Open Space Costs

The amenities listed in Table 4.7 are required to meet Level of Service needs and to bring existing parks up to proposed standards. As indicated in the table, the total probable costs for these amenities are \$2,895,000.

Table 4.7: Probable Costs for Upgrading Existing Parks & Meeting Amenity LOS (2021-2030)

AMENITY	QUANTITY TO MEET CURRENT AMENITY LOS AND PARK STANDARDS	PROBABLE COST	UNIT	TOTAL
Playground Specifically for Community Parks	1	\$150,000	Each	\$150,000
Restrooms	6	\$150,000	Each	\$900,000
Parking Lot: (assumes approx. 18 stalls inc. 2 accessible)	1	\$45,000	Each	\$45,000
Pavilion	3	\$80,000	Each	\$240,000
Basketball Court	2	\$100,000	Each	\$200,000
Pickleball Court	9	\$50,000	Each	\$450,000
Tennis Court	2	\$100,000	Each	\$200,000
Splash Pad	1	\$300,000	Each	\$300,000
Bike/Skate Park	1	\$300,000	Each	\$300,000
Benches and/or Tables	4 parks	\$15,000	Each	\$60,000
TOTAL				\$2,895,000

**Amenity needs have not been double counted. This analysis assumes that if a given amenity is required to meet LOS needs it will be installed in a park that needs that particular facility to be brought up to standard.*

Table 4.8 summarizes the costs required to upgrade existing parks and meet amenity levels of service and the costs to acquire and develop parks through 2030 and buildout in 2050. As indicated in Table 4.8, \$28,740,000 is required to meet amenities LOS requirements and park standards, fill gaps, meet needs through anticipated buildout in 2050.

Table 4.8: Probable Costs for Parks and Open Space

ITEM	PROBABLE COST
Meeting Standards	
Upgrade existing parks to meet amenity LOS requirements and park standards	\$2,895,000
<i>Subtotal Standards</i>	<i>\$2,895,000</i>
Meeting Needs by 2030	
Develop 10 acres of the City-owned Openshaw property by 2030 to meet LOS and distribution recommendations	\$4,000,000
Acquire and develop 5.0 acres of park land by 2030 to fill gaps	\$4,250,000
<i>Subtotal 2030 Needs</i>	<i>\$8,250,000</i>
Meeting Needs by Buildout in 2050	
Acquire and develop 20.7 acres of park land by 2050 to meet LOS and fill gaps	\$17,595,000
<i>Subtotal Buildout Needs</i>	<i>\$17,595,000</i>
GRAND TOTAL	\$28,740,000

Note: All costs assume \$450,000 per acre acquisition cost and \$400,000 per acre development cost

Recreation Costs

Recreation facilities are major investments and commitments that require more detail than can be addressed in a comprehensive planning study of this nature. Specifically, a feasibility study should be conducted for a new recreation center in order to understand the feasibility and cost of such an endeavor.

Trail Costs

Table 4.9 summarizes probable costs for recreational trails described in Section C. See the Active Transportation Plan for costs regarding bike lanes.

Table 4.9: Probable Costs for Trails

ITEM	MILES	COST PER MILE	TOTAL
Proposed Paved Regional Trail	12.1	\$250,000	\$3,025,000
Proposed Paved Local Trail	9.6	\$150,000	\$1,440,000
Lighting & Safety for Proposed Paved Regional Trails	12.1	\$200,000	\$2,420,000
TOTAL			\$6,885,000

**It is assumed that bike lanes will be completed as part of road improvements. Refer to the Active Transportation Plan for further details*

Total Probable Costs

As depicted in Table 4.10, the total probable costs for developing the proposed park and trail improvements through buildout in 2050 is \$35,875,000. Projected costs include the development and installation of a City-wide Wayfinding and Signage Master Plan for the parks, recreation, open space and trails system

Table 4.10: Total Probable Cost for Parks and Trails

ITEM	PROBABLE COST
Probable Costs to Upgrade Existing Parks, Acquire New Park Land, and Develop Future Parks Through Buildout	\$28,740,000
Probable Costs for Trail Improvements	\$6,885,000
Wayfinding & Signage Master Plan (for entire parks, recreation, open space and trails system)	\$50,000
Wayfinding & Signage Installation (for entire parks, recreation, open space and trails system)	\$200,000
GRAND TOTAL	\$35,875,000

Maintenance/Replacement Costs

Kaysville maintains its parks, open spaces and trails at a high standard. This is reflected by the generally positive comments received as part of the public input process. Nevertheless, it may be helpful to establish an annual budget to address the ongoing needs for replacing/upgrading playgrounds, parking lots and other park amenities, to address deferred maintenance needs, to complete special park and trail enhancement projects, and to ensure that existing and future park and trail amenities do not fall behind on maintenance.

For rough planning purposes, five-percent of the probable costs for park acquisition and development has been earmarked for deferred maintenance/replacement through 2050, a 29 year period (rounded up to the nearest \$5,000). This results in an annual budget of \$52,000 ($\$30,100,000 \times .05 / 29 \text{ years} = \$51,897$) specifically for addressing these traditionally-overlooked and under-funded needs.

Action Plan

The following Action Plan is a summary of short, medium and long-term implementation actions and priorities. The first section of the table addresses recommended capital facility improvements and operations and maintenance and the second section describes the associated policies from *Chapter 6: Goals, Policies + Implementation*. To meet future needs, it is essential that Kaysville City implements the suggested improvements according to the corresponding schedules.

Table 4.11: Action Plan

#	ITEM	IMMEDIATE IMPLEMENTATION	SHORT-TERM IMPLEMENTATION 0 - 9 YEARS 2021-2030	MEDIUM-TERM IMPLEMENTATION 9 - 20 YEARS 2030 - 2040	MEDIUM / LONG-TERM IMPLEMENTATION 20 YEARS+ 2040 - 2050+
CAPITAL FACILITY IMPROVEMENTS					
Parks and Open Space					
1	Utilize 3.62 acres per 1,000 population as the future level of service through build-out.				
2	Upgrade existing parks to meet amenity LOS requirements and park standards.				
3	Develop 10 acres of City-owned park land (Openshaw) by 2030 to meet LOS and distribution requirements.				

Table 4.11: Action Plan (Cont.)

#	ITEM	IMMEDIATE IMPLEMENTATION	SHORT-TERM IMPLEMENTATION 0 - 9 YEARS 2021-2030	MEDIUM-TERM IMPLEMENTATION 9 - 20 YEARS 2030 - 2040	MEDIUM / LONG-TERM IMPLEMENTATION 20 YEARS+ 2040 - 2050+
4	Acquire and develop a neighborhood park (5.0+ acres) by 2030 to meet LOS and distribution requirements.				
5	Acquire and develop 20.7 acres of park land to meet LOS needs between 2030 and 2050, including one neighborhood park to address remaining distribution needs.				
6	Develop and install City-wide wayfinding and signage system for the parks, open space, recreation and trails system.				
7	Acquire additional open space with a focus on expanding existing open space areas, protecting natural drainages and other valued resources.				
Trails					
8	Implement the Trails Concept and other recommendations contained in the Active Transportation Plan.				
9	Install enhanced road crossings				
10	Develop additional trailheads as needed				
11	Install lighting and safety improvements along regional multiuse trails.				
12	Design and install wayfinding and signage system.				
POLICY ACTIONS					
Parks and Open Space					
13	As the community grows ensure that the recommended LOS is maintained.				
14	Acquire park land to meet LOS and distribution needs as soon as possible to avoid escalating land costs.				
15	Pursue Neighborhood and Community Parks (5 acres or larger) in the future to meet the needs of the community while minimizing the maintenance demands associated with smaller parks.				
16	Develop each park with a combination of unique design, themes and amenities to encourage strong identities for each park and encourage public input on the design.				

Table 4.11: Action Plan (Cont.)

#	ITEM	IMMEDIATE IMPLEMENTATION	SHORT-TERM IMPLEMENTATION 0 - 9 YEARS 2021-2030	MEDIUM-TERM IMPLEMENTATION 9 - 20 YEARS 2030 - 2040	MEDIUM / LONG-TERM IMPLEMENTATION 20 YEARS+ 2040 - 2050+
17	Adopt the minimum development standards for parks detailed in this plan as a City policy.				
18	Design and develop all new parks with amenities and features that meet the established standards, and go beyond the minimum where feasible.				
19	Update annual budgets to ensure funding for operation and maintenance of City parks and other lands the City maintains is sufficient to meet needs.				
20	Broaden the types of amenities offered in the City by constructing pickleball courts, a bike park, a dog park and other unique amenities.				
21	Explore options to extend the use of City facilities by using strategies such as lighting existing facilities to allow play later into the evening and adding multi-sport artificial turf fields to extend use seasons earlier in spring and later in fall.				
22	Modify zoning and other City ordinances as needed to require developer participation in the provision of small private parks, open space and trails.				
23	Protect the City's investment in sports fields by resting fields regularly to prevent damage by overuse.				
24	Update annual budgets to ensure funding for operation and maintenance of City parks and other land the City maintains is sufficient to meet needs.				
25	Ensure staffing levels meet the desired level of maintenance for public parks and other land.				
26	Maintain an up-to-date inventory of all parks, park facilities and other lands.				
27	Update parks in a way that helps reduce maintenance requirements while promoting better long-term use of public parks and recreation amenities.				
28	Increase the variety of amenities in parks to promote better long-term use of parks.				
29	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.).				

Table 4.11: Action Plan (Cont.)

#	ITEM	IMMEDIATE IMPLEMENTATION	SHORT-TERM IMPLEMENTATION 0 - 9 YEARS 2021-2030	MEDIUM-TERM IMPLEMENTATION 9 - 20 YEARS 2030 - 2040	MEDIUM / LONG-TERM IMPLEMENTATION 20 YEARS+ (BUILD-OUT) 2040 - 2050+
30	Protect the extensive urban forest in the City's parks and open spaces and relocate trees impacted by park improvements wherever possible.				
31	Acquire open space that preserves natural drainages, waterways, wetlands, wildlife habitat, viewsheds, iconic agricultural land and other highly valued community resources, such as the Hobble Creek corridor, the foothills or wetlands near Utah Lake.				
32	Work with Davis County and the State of Utah to ensure that new facilities meet City, county and state statutes and regulations.				
33	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.				
34	Utilize industry best practices to ensure plants are water-wise, regionally appropriate and as low maintenance where appropriate to reduce maintenance and water demands.				
35	Convert non-active areas of parks and other public lands to water-wise plantings and mulches, using native plants where possible, to reduce water and maintenance demand.				
Recreation					
36	Conduct a feasibility study for a new recreation center				
37	Explore partnerships with other communities, Davis School District, public and private agencies, facilities, organizations and groups to help fund construction, operation and maintenance of a new recreation center.				
Trails					
38	Encourage multi-jurisdictional cooperation and funding relationships with Davis County and neighboring cities.				
39	Update the Active Transportation Plan and this Master Plan regularly.				
40	Work with all involved City departments to ensure the recreational trail network is implemented as envisioned.				

Table 4.11: Action Plan (Cont.)

#	ITEM	IMMEDIATE IMPLEMENTATION	SHORT-TERM IMPLEMENTATION 0 - 9 YEARS 2021-2030	MEDIUM-TERM IMPLEMENTATION 9 - 20 YEARS 2030 - 2040	MEDIUM / LONG-TERM IMPLEMENTATION 20 YEARS+ (BUILD-OUT) 2040 - 2050+
41	Make trail and bike lane maps available to the public online, at trailheads and in the form of printed maps.				
42	Develop an accessible network of supportive pedestrian infrastructure, including sidewalks, curb ramps and trails near existing parks and other high-use destinations.				
43	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.				
44	Require private development projects to finance and install bicycle facilities, sidewalks and trails recommended in the Active Transportation Plan and this plan.				
45	Require pedestrian walkways between sidewalks along public streets and developments adjacent to those streets.				
46	Require sidewalks, pathways, plazas, or other pedestrian-friendly entrances to buildings.				
47	Implement a Safe Routes to School program with an emphasis on separated trails.				
48	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.				
49	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.				
50	Install a safe system of trail lighting and emergency response stations along paved trails where appropriate.				
51	Construct arterial and collector streets to accommodate bicycles safely.				
52	Adopt a Complete Streets policy.				

Establishing Funding & Implementation Priorities

Establishing funding priorities for parks, open space, recreation facilities and trails is a challenge for communities with limited resources and diverse needs. The following are some key considerations when prioritizing specific projects:

- Do they help fill a critical need or service gap?
- Do they address life and safety concerns?
- Do they support on-going maintenance of existing facilities (thereby protecting existing resources and investments)?
- Do they meet future needs in clear and logical phases?

It should be noted that budgets should be established for the acquisition of future land as soon as possible. This will help avoid escalating acquisition costs over time.

Existing Funding Sources

The following are some of the key funding sources currently available for implementing the plan recommendations.

General Funds - funds that come through government levies such as property and sales taxes that are divided up as the City sees fit.

Park Improvement Funds - impact fees assessed with new development and redevelopment to provide a comparable level of service for parks as the City grows.

Enterprise Funds - business-type funds where governments charge fees for programs and services and then use the money to pay for those services.

Bonds - debt obligations issued by government entities.

Details regarding the various bonds, special assessments, service districts, grants, partnerships and other funding options and sources that are available to help implement the plan vision follow.

Funding Opportunities and Options for Large Projects

GENERAL OBLIGATION BONDS

The lowest interest cost financing for any local government is typically through the levying of taxes for issuance of General Obligation Bonds. General Obligation Bonds, commonly referred to as “G.O. Bonds,” are secured by the unlimited pledge of the taxing ability of the community, sometimes called a “full faith and credit” pledge. Because G.O. bonds are secured by and repaid from property taxes, they are generally viewed as the lowest credit risk to bond investors. This low risk usually translates into the lowest interest rates of any municipal bond structure.

Under the Utah State Constitution, any bonded indebtedness secured by property tax levies must be approved by a majority of voters in a bond election called for that purpose. Currently, bond elections may only be held once each year on the November general election date.

If the recreation improvements being considered for funding through a G.O. bond have broad appeal to the public and proponents are willing to assist in the promotional efforts, G.O. bonds for recreation projects can meet with public approval. However, since some constituents may not view them as essential-purpose facilities for a local government or may view the government as competing with the private sector, obtaining positive voter approval may be a challenge.

It should also be noted that a G.O. bond election, if successful, would only cover the financing of capital expenditures for the facility. Facility revenues and/or other funds would still be needed to pay for the operation and maintenance expenses of the facilities. State law limitations on the amount of General Obligation indebtedness for this type of facility are quite high with the limit being 12-percent of an area’s taxable value. Pursuant to state law the debt must be structured to mature in 40 years or less, but practically the entity would not want to structure the debt to exceed the useful life of the facility.

Advantages of G.O. bonds:

- Lowest interest rates
- Lowest bond issuance costs
- If approved, a new ‘revenue’ is identified to pay for the capital cost

Disadvantages of G.O. bonds:

- Timing issues; limited dates to hold required G.O. election
- Risk of a “no” vote while still incurring costs of holding a bond election

Can only raise taxes to finance bonds through election process to pay for physical facilities, not ongoing or additional operation and maintenance expense. This would have to be done through a separate truth-in-taxation tax increase.

CREATIVE FINANCING

Non-traditional sources of funding may be used to minimize the amount that needs to be financed via the issuance of debt. The City's approach should be to utilize community support for fund-raising efforts, innovative sources of grants, utilization of naming rights/donations, corporate sponsorships, contracting services, partnership opportunities involving other communities and the private sector, together with cost-sharing arrangements with school districts. To the extent debt must be incurred to complete the financing package, bonding structures, as discussed above, should be evaluated to find the optimal structure based on the financial resources of the City.

Funding Options For Smaller Projects

PRIVATE AND PUBLIC PARTNERSHIPS

The Parks and Recreation Department or a group of communities acting cooperatively and a private developer or other government or quasi-government agency may often cooperate on a facility that services the public, yet is also attractive to an entrepreneur or another partner. These partnerships can be effective funding opportunities for special use sports facilities like baseball complexes or soccer complexes; however, they generally are not feasible when the objective is to develop community parks that provide facilities such as playgrounds, informal playing fields and other recreational opportunities that are generally available to the public free of charge. A recreation center, community center, or swimming/water park is also potentially attractive as a private or public partnership.

PRIVATE FUNDRAISING

While not addressed as a specific strategy for individual recreation facilities, it is not uncommon for public monies to be leveraged with private donations. Private funds will most likely be attracted to high-profile facilities such as a swimming complex or sports complex and generally require aggressive promotion and management on behalf of the Parks and Recreation Department or City administration.

SERVICE ORGANIZATION PARTNERS

Many service organizations and corporations have funds available for park and recreation facilities. Local Rotary Clubs, Kiwanis Clubs and other service organizations often combine resources to develop park and recreation facilities. Other for-profit organizations such as Home Depot and Lowes are often willing to partner with local communities in the development of playground and other park equipment and facilities. Again, the key is a motivated individual or group who can garner the support and funding desired.

JOINT DEVELOPMENT PARTNERSHIPS

Joint development opportunities may also occur between municipalities and among agencies or departments within a municipality. Cooperative relationships between cities and counties are not uncommon, nor are partnerships between cities and school districts. Often, small cities in a region can cooperate and pool resources for recreation projects. There may be other opportunities as well which should be explored whenever possible to maximize recreation opportunities and minimize costs. To make these kinds of opportunities happen, there must be on-going and constant communication between residents, governments, business interests and others.

POINT OF SALE FUNDRAISING

Point of Sale Fundraising allows businesses the opportunity to collect voluntary donations from patrons of hotels, restaurants, grocery stores or other service providers at the time they pay for the primary service. Patrons may elect to round up their bill or contribute a self-designated amount to go towards the City designated fund, park or project.

Local Funding Sources

RAMP TAXES

Other nearby communities have initiated and voted-in a Recreation, Arts, Museums, and Parks tax which has been very effective in raising funds to complete parks, recreation, trails and arts projects. This type of funding is generally administered by a municipality or county and is distributed based on population. The community survey indicated significant support for a RAMP tax.

PARKS, TRAILS AND OPEN SPACE IMPACT FEES

Impact fees are used by the City to offset the cost of public parks, trails and open space needed to serve future residents and new development.

Impact fees are especially useful in areas of rapid growth or redevelopment. They help the City to maintain a current level of service as new development puts strain on existing facilities. It assures that new development pays its proportionate share to maintain quality of life expectations for community residents.

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.

IN-KIND AND DONATED SERVICES OR FUNDS

Several options for local initiatives are possible to further the implementation of the Plan. These kinds of programs would require the community to implement a proactive recruiting initiative to generate interest and sponsorship and may include:

Fundraising and volunteer support of the community's parks, trails and open spaces;

Adopt-a-park or adopt-a-trail, whereby a service organization or group either raises funds or constructs a given facility with in-kind services;

Corporate sponsorships, whereby businesses or large corporations provide funding for a facility, as per an adopt-a-trail and adopt-a-park program; or

Public trail and park facility construction programs, in which local citizens donate their time and effort to planning and implementing trail projects and park improvements.

USER FEES

User fees may be charged for reserved rentals on park pavilions and for recreation programs. These fees should be evaluated to determine whether they are appropriate. A feasibility study may be needed to acquire the appropriate information before making decisions and changes.

LOCAL, STATE AND FEDERAL PROGRAMS

The availability of these funds may change annually depending on budget allocations at the local, state or federal level. It is important to check with local representatives and administering agencies to find out the status of funding. Some of these programs are funded by the Federal government and administered by local State agencies and others are funded by the State of Utah.

These include:

- USFWS Sharon Steel Natural Resource Damage Assessment
- Utah Watershed Restoration Initiative
- Utah Office of Outdoor Recreation Grants
- Utah Forestry, Fire and State Lands Grants
- Utah Division of Water Quality Nonpoint Source Grants
- Utah Department of Agriculture and Food Invasive Species Management Grants
- Utah State Parks Recreation and Trails Program

- Land and Water Conservation Fund

This Federal money is made available to states and in Utah is administered by the Utah State Division of Parks and Recreation. Funds are matched with local funds for acquisition of park and recreation lands, redevelopment of older recreation facilities, trails, accessibility improvements and other recreation programs /facilities that provide close-to-home recreation opportunities for youth, adults, senior citizens and persons with physical and mental disabilities.

UTAH OFFICE OF OUTDOOR RECREATION GRANTS

The Utah Office of Outdoor Recreation currently administers three grant programs:

- Utah Outdoor Recreation Grant (for outdoor recreation projects that improve economic development and tourism) <https://business.utah.gov/outdoor/uorg/>
- Recreation Restoration Infrastructure (RRI) Grant (to restore or rehabilitate existing recreation infrastructure) <https://business.utah.gov/outdoor/rri/>
- Utah Children's Outdoor Recreation & Education (UCORE) Grant (to provide outdoor skill-building programming for Utah's youth) <https://business.utah.gov/outdoor/ucore/>

FEDERAL RECREATIONAL TRAILS PROGRAM

The Utah Department of Natural Resources, Parks and Recreation Division administers these Federal funds. The funds are available for motorized and non-motorized trail development and maintenance projects, educational programs to promote trail safety and trail-related environmental protection projects. The match is 50-percent and grants may range from \$10,000 to \$200,000. Projects are awarded in August each year.

UTAH TRAILS AND PATHWAYS/NON-MOTORIZED PROGRAM

Funds are available for planning, acquisition and development of recreational trails. The program is administered by the Board of Utah State Parks and Recreation, which awards grants at its fall meeting based on recommendations of the Recreation Trails Advisory Council and Utah State Parks and Recreation. The match is 50-percent and grants may range from \$5,000 to \$100,000.

OTHER GRANTS

Grant opportunities are extensive and ever-changing. Further grant opportunities should be explored further.

05 | PROSPERITY + OPPORTUNITY

- A. Introduction
- B. Taxable Sales Analysis
- C. Market Analysis
- D. Promotion and Tourism



A. Introduction

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. The following sections provide a thorough analysis of taxable sales and 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.

B. 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 the State of Utah for each major 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 5 out of the 8 communities and regions. Kaysville taxable sales by location are illustrated in Figure 5.1.

Table 5.1 - Historic Taxable Sales

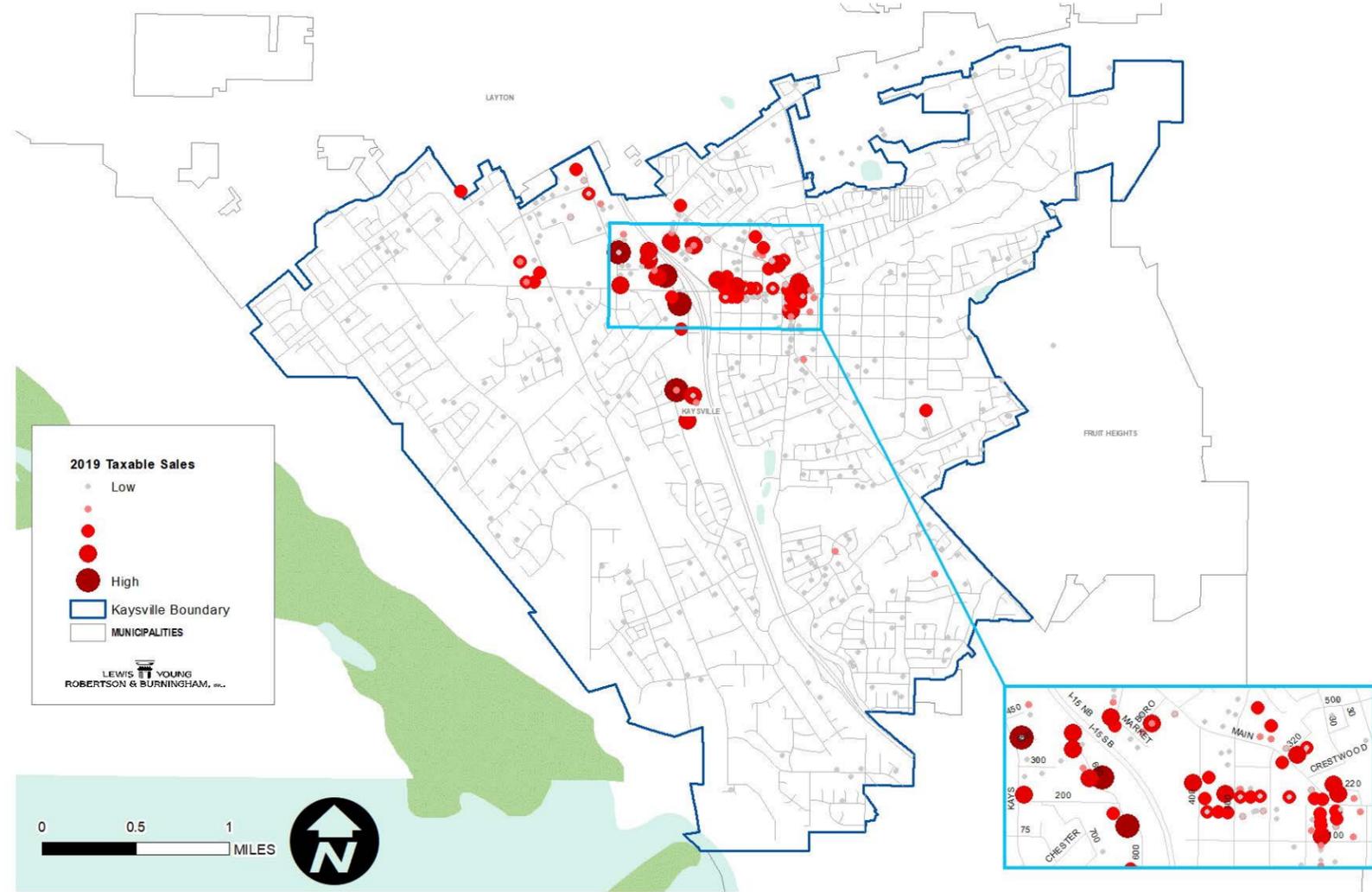
CITY	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2010-2019 AAGR
Clearfield	\$198,717,620	\$211,272,871	\$204,136,009	\$207,265,510	\$224,694,334	\$245,770,586	\$246,228,317	\$268,054,237	\$274,048,249	\$302,094,654	4.76%
Syracuse	\$163,688,853	\$172,498,167	\$180,403,416	\$189,452,260	\$205,536,231	\$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%

Source: State Tax Commission - Calendar Year Taxable Sales

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
State of Utah	\$14,913	\$15,663	\$16,653	\$17,036	\$17,596	\$18,069	\$18,560	\$19,676	\$21,350	\$21,494	3

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%
Mining, Quarrying, & Oil & Gas Extraction	0.0%	0.0%	0.0%	0.0%	0.0%
Transportation & Warehousing	0.0%	0.0%	0.0%	0.0%	0.0%
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)
Services					
Accommodation	\$151,568	\$5	\$773.10	1%	-\$729.42
Admin Support, Waste Mgt & Remediation	\$611,597	\$20	\$93.09	23%	-\$68.27
Arts, Entertainment, and Recreation	\$6,950,616	\$229	\$349.15	69%	-\$102.50
Educational Services	\$1,372,723	\$45	\$45.48	105%	\$2.05
Finance & Insurance	\$1,092,484	\$36	\$94.19	40%	-\$53.46
Food Services & Drinking Places	\$25,894,345	\$854	\$1,958.64	46%	-\$1,006.85

Table 5.6 - Retail Sales Leakage (continued)

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)

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								
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%

*Income Adjusted

C. Market Analysis

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. According to the Utah State Tax Commission:

“The county assessor and State Tax Commission provide valuation information to the county auditor, including changes in value resulting from reappraisal, new growth, factoring and legislative adjustments. The State Tax Commission and the county auditor calculate certified tax rates and the county auditor provides taxing entities with valuation and certified tax rate information. The certified tax rate provides a taxing entity with the same amount of property tax revenue it received in the previous tax year plus any revenue generated by additional growth in its taxable value. When this information is received, taxing entities compute and adopt proposed tax rates. If an entity is proposing a property tax revenue increase, it may only adopt a tentative or proposed tax rate. The exact requirements to increase property tax revenue vary depending on whether the entity is a calendar year or a fiscal year entity. These procedures are discussed in more detail in Standard 10.9 “Truth in Taxation”.”

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. For a historic overview of Utah's property tax system see: <https://propertytax.utah.gov/media/historic-overview.pdf>

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 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

Source: Utah State Tax Commission

Figure 5.2 - Historic Total Tax Rate for Kaysville

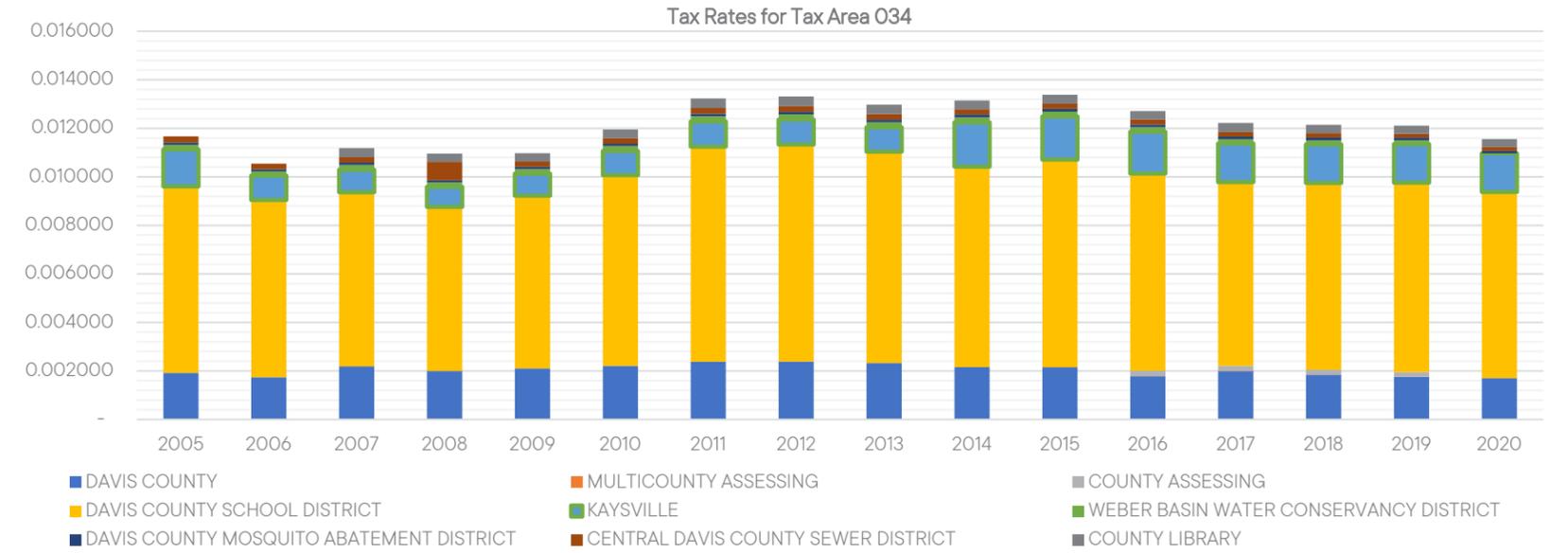
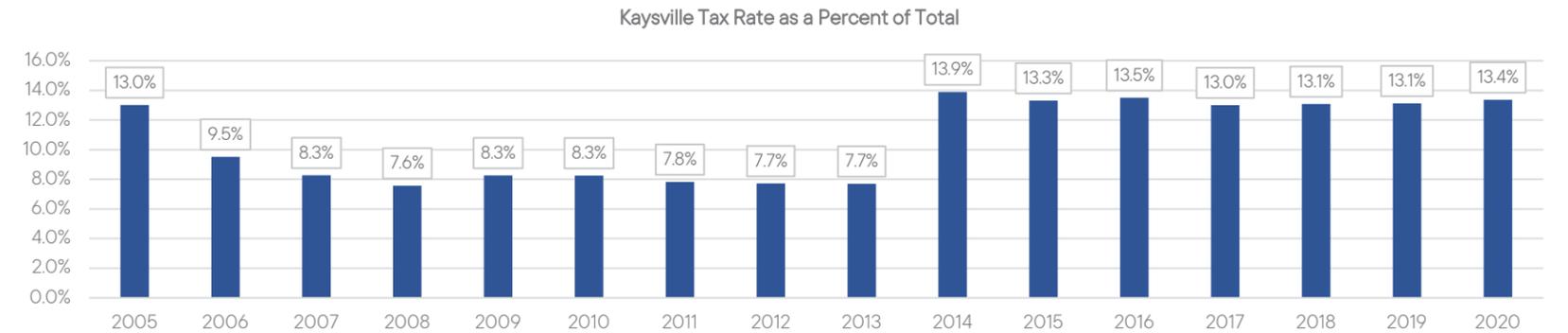


Figure 5.3 - Kaysville Tax Rate as a Percent of Total Tax Rate



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.

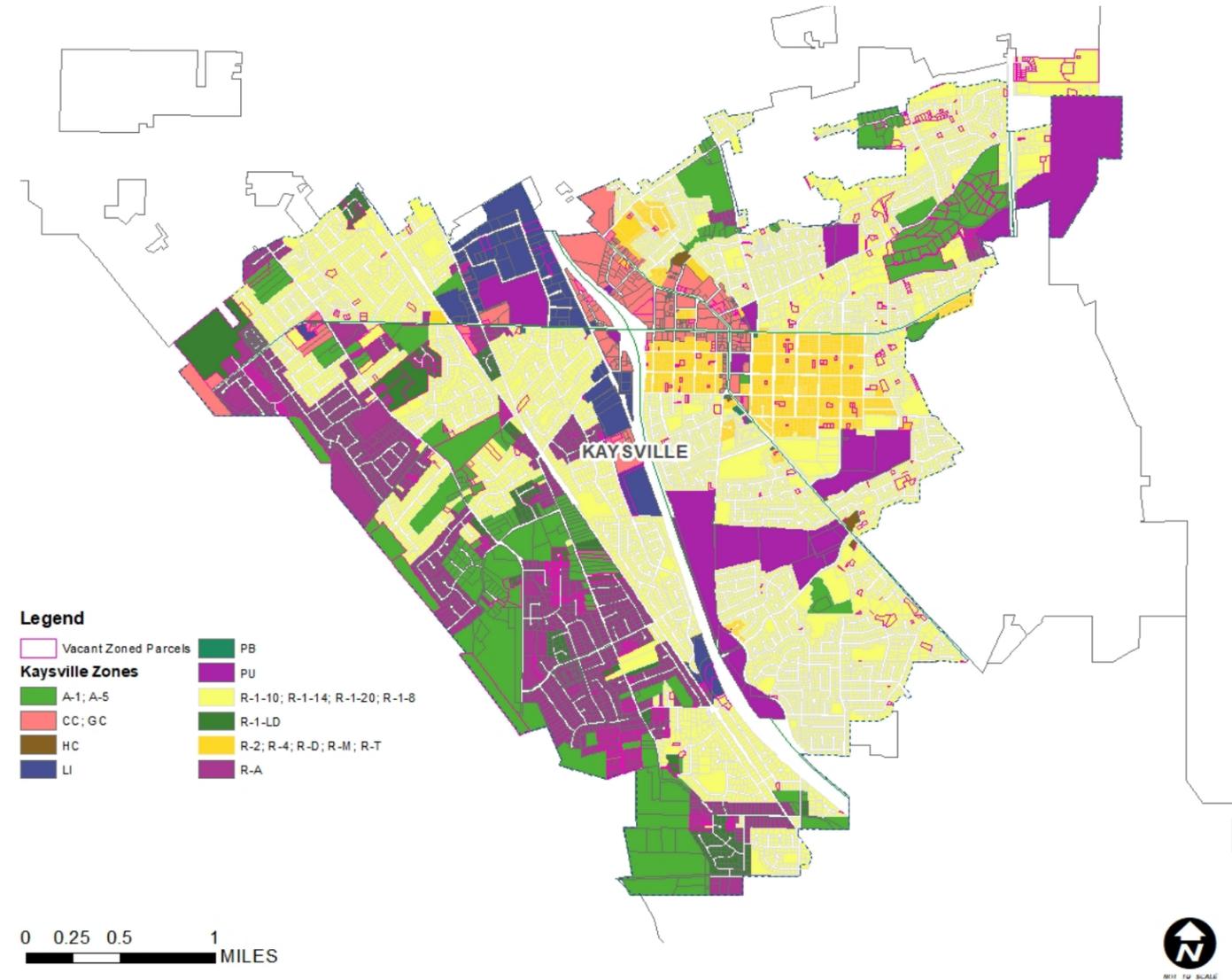
Table 5.9 - Distribution of Land Use Types within Kaysville

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%

Table 5.9 - Distribution of Land Use Types within Kaysville (continued)

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%
Grand Total	10,128	5,878	\$4,472,140,570	100.00%	\$2,372,748,074	100.00%

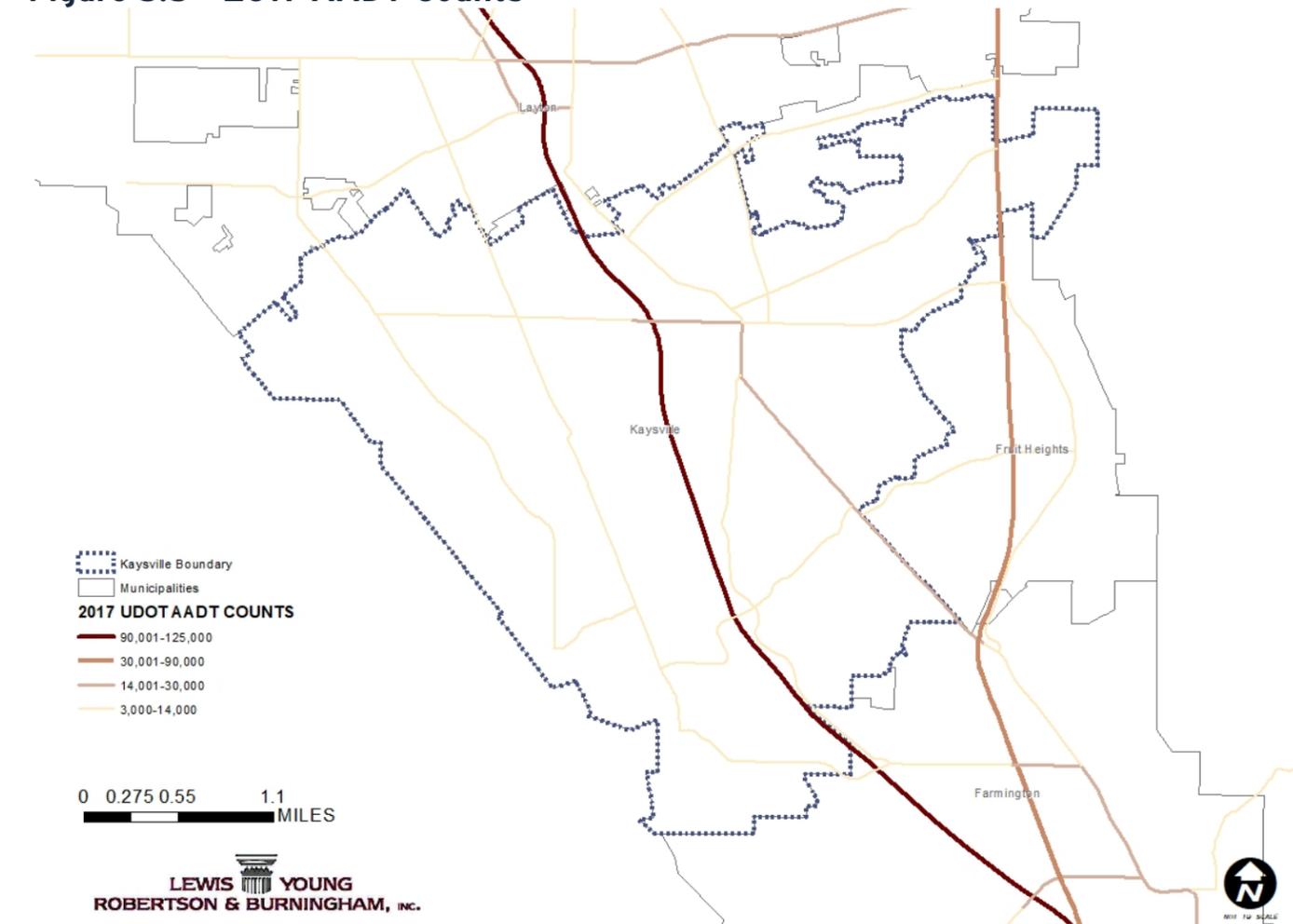
Figure 5.4 - Vacant Land Overlay with City Zoning



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 AADT Counts

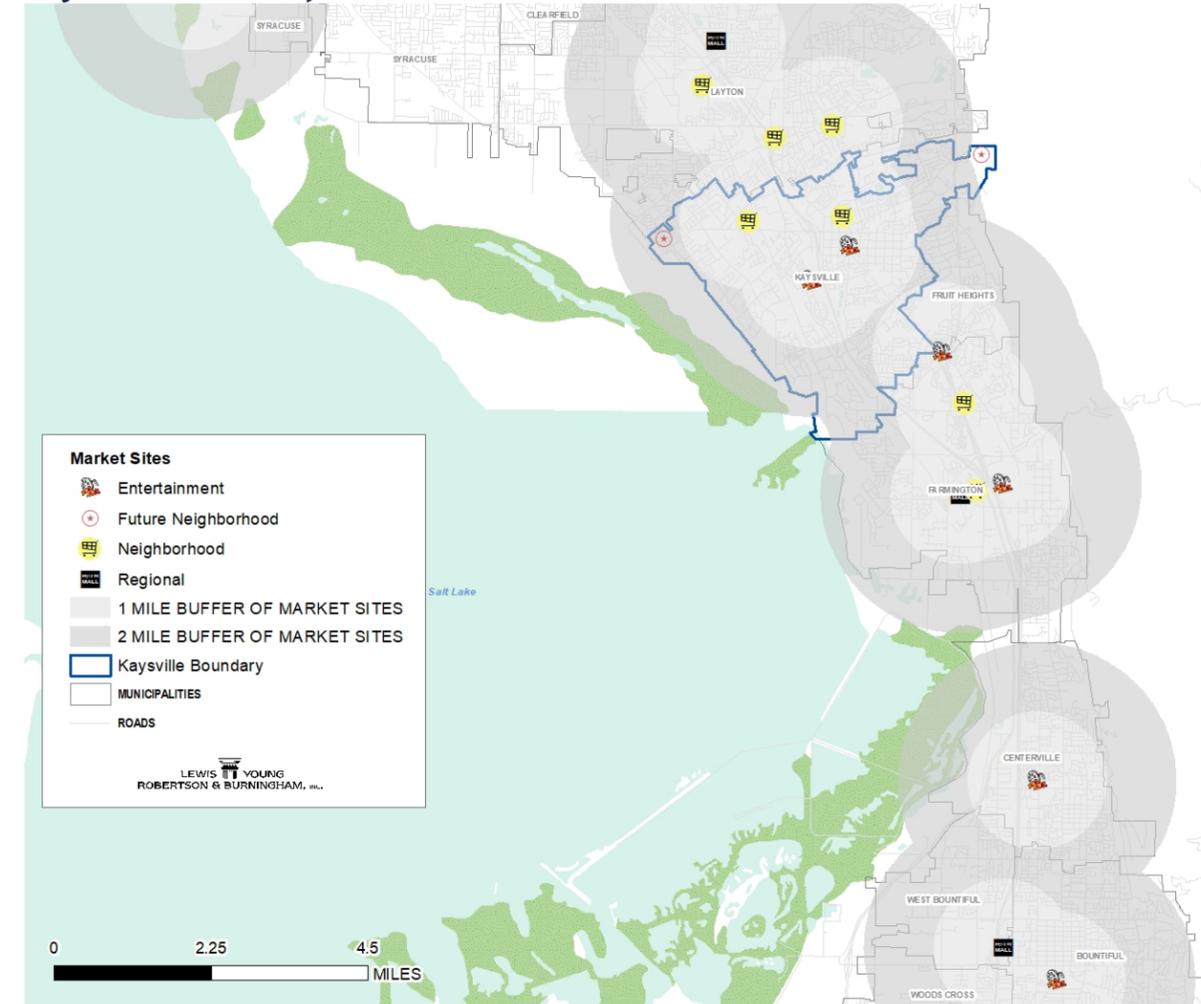


COMPETITIVE MARKET SITES

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.

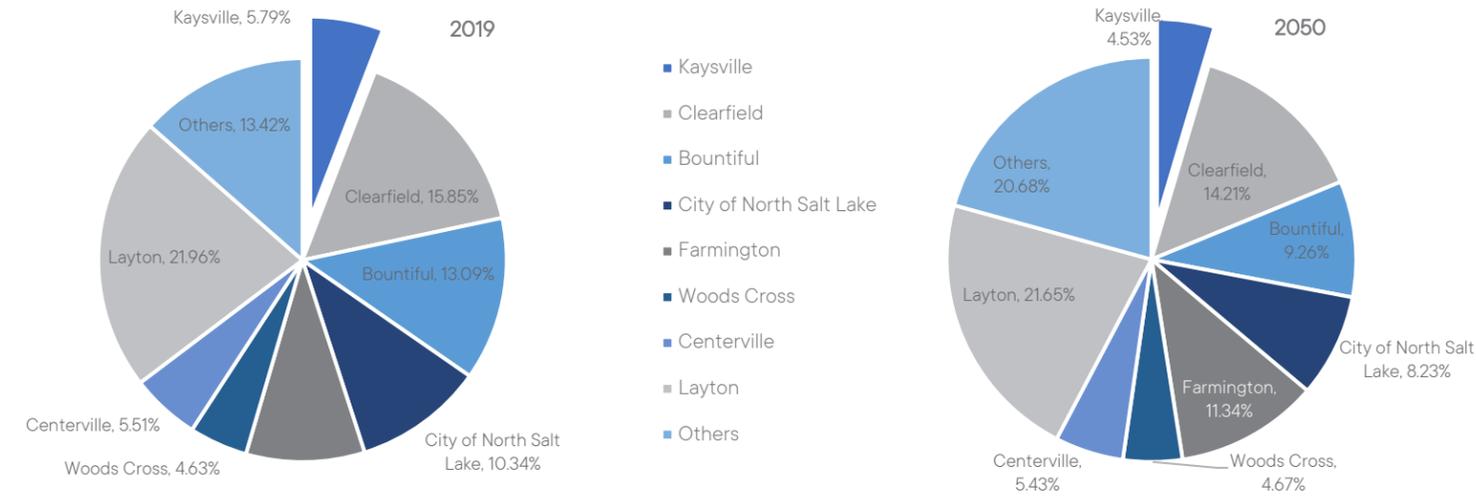
Employment is also expected to increase in Kaysville. However, the total growth is marginal compared to the County. Future employment data indicates that Davis County will experience a shift in the location of the workforce. South Weber, Sunset, and Syracuse will all see a significant increase in the 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 - Davis County Population Projection

CITIES	POPULATION				GROWTH (2019-2050)		EMPLOYMENT				GROWTH (2019-2050)	
	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%

Source: WFRC Traffic Area Zone Data *WFRC estimated this to be 39,133. Based on feedback from the City and utility providers, the estimate has been adjusted.

Figure 5.7 - Proportionate Share of Employment by Community, 2019 and 2050



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.

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	\$1,290,284	\$122,392,802
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

Employing an alternative methodology produces higher supportable acreage. The existing zoned commercial and industrial land per capita in Kaysville is 0.012 acres per capita (see 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).

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

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 5.13 - 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

Source: Urban Land Institute, Retail Development, 4th ed.

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 US 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; and,
- 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.

COMMERCIAL ZONES

The Placemaking Plan in Chapter 2 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. Future commercial development in Kaysville may be hindered by these types of barriers. The following paragraphs discuss some of the barriers to entry that may exist within the City.

LAND COST

A barrier to entry may be the cost of land. A comparison of the total market value of land within Davis County versus Kaysville may illustrate the land value disparity (see Table 5.14). Within Davis County, the average cost of land per acre is approximately \$94,678. Within the City, Kaysville’s 2019 market land value is approximately \$760,791 per acre. The County data may be impacted by higher ratios of undevelopable, exempt, government, forest or other lower valued lands that are not as prevalent within a City. The comparatively higher land costs in Kaysville may be cost prohibitive to businesses looking to establish themselves within the City.

Table 5.14 - Comparison of Market Land Values

2019	TOTAL LAND (ACRES)	MARKET LAND VALUE	MARKET VALUE PER ACRE
Davis County	406,258	\$38,463,743,703	\$94,678
Kaysville	5,878	\$4,472,140,570	\$760,791

Source: County Land Value Davis County Annual Report 2020, and Davis County Assessor’s Office

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, municipalities have tools to mitigate this impact. These include waiving or reducing impact fees, establishing redevelopment areas to fund infrastructure, or allowing development to provide information that may result in a reduced fee.

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.

Economic Development Financing Tools

There are a wide variety of tools and incentives available to help achieve economic development goals. Below is a brief description of several resources available to the City.

REDEVELOPMENT AREAS - TAX INCREMENT FINANCING

Tax increment financing ("TIF") is the most widely used tool for economic development in the State of Utah. The creation of CRAs, or historically URA, EDA or CDAs, provides a source of financing redevelopment through the creation of tax increment. Redevelopment agencies negotiate with taxing entities to share a portion of the property tax that is generated by new development in a certain area for a specific length of time. The city has two project areas that offer TIF, one along Flint Street and another on Main Street (not active).

TAX INCREMENT REVENUE BONDS

Tax Increment Revenue Bonds allow redevelopment agencies to pledge tax increment funds to repay the debt service. The projected tax increment is often discounted by the bond market, as the tax increment is the only source to repay the bonds, and project areas have little to no tax increment at the beginning of a new project. These bonds are generally more difficult to sell, due to the risk of repayment.

REVOLVING LOAN FUNDS AND GRANTS

A revolving loan fund is a source of money from which loans are made for small business development projects. A loan is made to a business and as repayments are made, funds become available for future loans to other businesses. This tool is mainly used to finance local, expanding, or small businesses within the community.

The funds used to create a revolving loan fund may have rules governing the program design. For example, the Department of Housing and Urban Development has specified rules for Community Development Block Grants. Matching grants or revolving loan funds have been very successful in various communities throughout Utah. Dilapidated areas within the City may benefit from creating a revolving loan fund that would encourage the upgrade of facades and other building renovations. Most businesses see increased traffic from improvements to their properties.

COMMUNITY DEVELOPMENT BLOCK GRANTS

Community Development Block Grants can be used for development in parts of the community that qualify as low- and moderate-income areas. These funds may also be used for projects that remove impediments of access for elderly and the disabled.

BUSINESS IMPROVEMENT DISTRICTS

A business improvement district (BID) is a public-private partnership that allows for additional taxes to be collected from businesses within a designated area. The taxes generated by a BID are used for public improvements based on the concept that well-maintained public spaces will increase commerce. BIDs are managed by nonprofit corporations created by the district. BIDs allow businesses to share the costs to increase business activity within the community through joint ventures including 1) joint marketing, 2) ad campaigns, 3) events in the district area, and 4) planning for parking and facility improvements. The City may contribute through facilitation of meetings at municipal buildings, advertising on municipal websites, etc.

SALES TAX INCENTIVES

For strong destination retail anchors, the City may offer a sales tax incentive for a period of time. The City should consider sales tax incentives on a case-by-case basis. This should only be considered for a major tax-generating retailer or to retain a current major tax-generating business.

SPECIAL ASSESSMENT BONDS

Special Assessment Bonds allow a governmental entity to designate a specific area which will be benefited by public improvements and levy a special assessment, like a tax lien, to finance the public improvements. This assessment is then used to repay the debt service. Usually, only the property owners receiving the benefit from the improvements are assessed the costs.

Special Assessment Bonds may not be created if 50 percent or more of those liable for the assessment payment protest its creation. These bonds usually have a higher interest rate than the other bonds discussed in this section. All improvements must be owned by the issuer and repayment cannot exceed twenty years. The main advantage to these bonds is: 1) no bond election required, 2) only benefited owners pay for the improvements, and 3) limited risk to the City.

MUNICIPAL BUILDING AUTHORITY LEASE REVENUE BONDS (“MBA”)

Cities, counties, and school districts are allowed to create a non-profit organization solely for the purpose of accomplishing the purpose of acquiring, constructing, improving, and financing the cost of a project on behalf of a public body that created it. Normally, MBA bonds are used to construct municipal buildings, however MBA bonds have been used to finance parks and recreation facilities as well. The legal limitation on MBA bonds issued is 40 years.

SALES TAX REVENUE BONDS

Sales tax revenues can be utilized as a sole pledge for the repayment of debt. These bonds do not require a bond election and are often used for the acquisition and construction of any capital facility owned by the issuing entity. The bond market usually requires a higher debt service ratio of at least two or three times the revenue to debt.

D. Promotion and 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.

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.



Kaysville has established its hometown values as the distinctive brand of the City

NEIGHBORHOOD BRANDING

In order to establish neighborhood identity, it is important to make people aware of where they are and which neighborhood they reside in. This can be accomplished through a number of simple implementation measures aimed at creating distinct “brands” for each neighborhood and clues to those who visit that they have arrived. To get started:

1. Determine the neighborhood’s values and originalities

What makes the neighborhood unique?
What kind of people live here? Why?

Affordable **Family friendly**
Convenient **Central** **Walkable**
Parks **Historic**

2. Create a vision for what the neighborhood wants to become

**As the city's oldest neighborhood,
we take pride in our heritage and
continue to pioneer into the future
by remaining an affordable, family-
friendly neighborhood central to it all**

3. Develop colors and materials palettes for the neighborhood brand, including the development of a neighborhood logo

**Traditional
vs Modern**

**Bold vs
Subtle**

**Steel vs
Wood**



4. Implement the logo and palettes in small improvements 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 as discussed in *Chapter 2: Placemaking Plan* 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 within *Chapter 4: Green + Active Systems* 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.

06

GOALS, POLICIES + IMPLEMENTATION

- A. Land Use Goals and Policies
- B. Transportation Goals and Policies
- C. Housing Goals and Policies
- D. Economic Development Goals and Policies
- E. Parks, Open Space, Recreation and Trails Goals and Policies



The following goals, policies and implementation measures provide clear direction and actions to help ensure the General Plan is implemented as envisioned.

A. 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.

B. 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.

C. 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.

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

E. 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.