

KAYSVILLE GENERAL PLAN UPDATE

CITY COUNCIL BRIEFING – 16 SEPTEMBER 2021

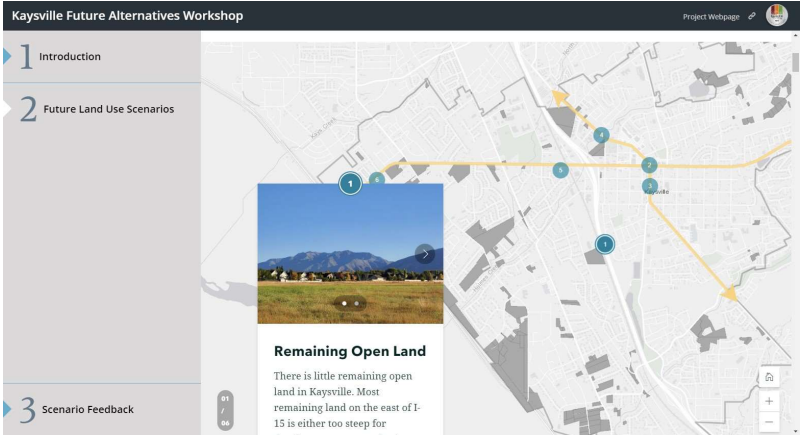
PLANNING PROCESS RECAP

COMMUNITY ENGAGEMENT AND DRAFT PLAN





PUBLIC SCOPING



PUBLIC WORKSHOP

KAYSVILLE COMMUNITY SURVEY

2021 GENERAL PLAN & LAND USE SURVEY

ANALYTICS



VISION FOR THE PLAN

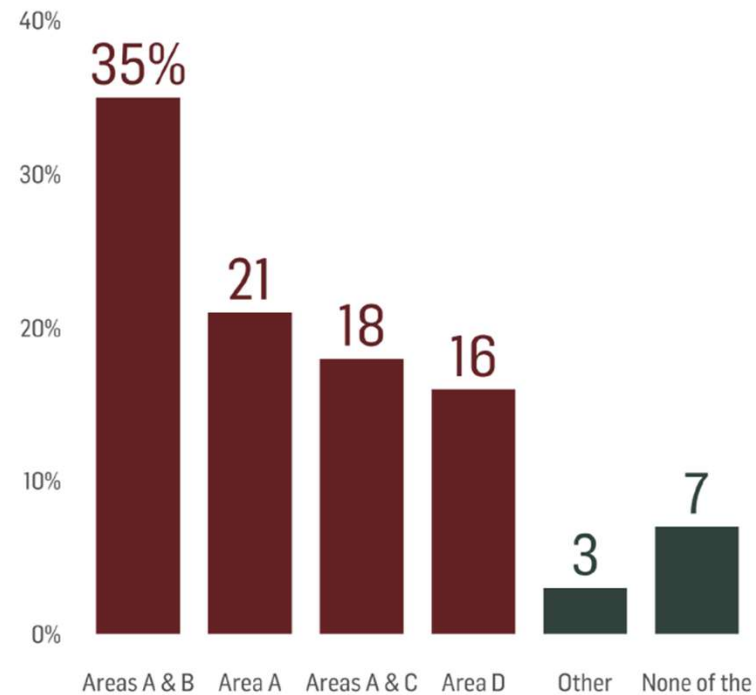
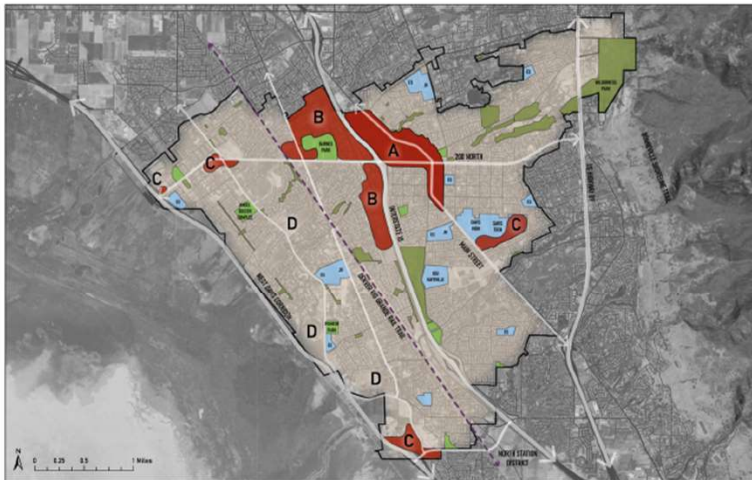
ARRIVING AT A PREFERRED CONCEPT

CURRENT COMMERCIAL AREAS CANDIDATES FOR GROWTH

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



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



Area A: Concentrated in Downtown Kaysville, along 200 North and Main Street

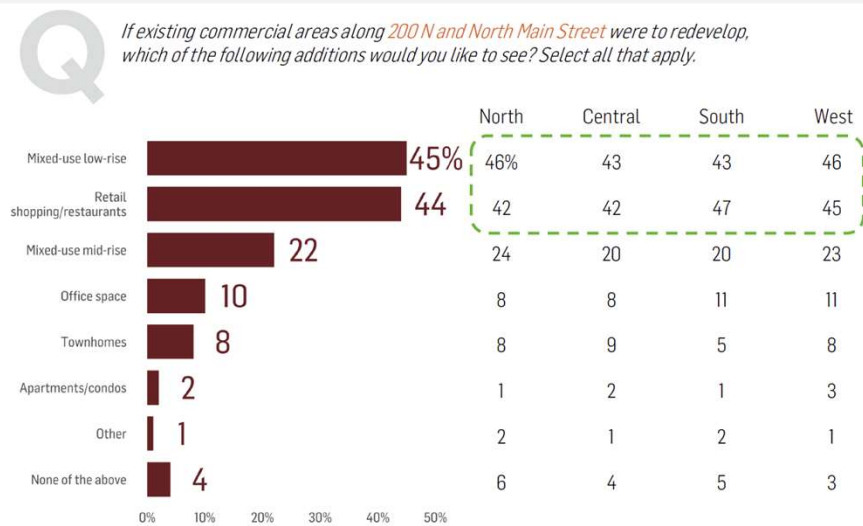
Areas A & B: Concentrated near commercial areas along 200 North, Main Street, Flint Street, and Deseret Drive

Areas A & C: Primarily concentrated near Main Street and 200 North with a few small new neighborhood centers spread throughout the city

Area D: Concentrated on undeveloped land in West Kaysville

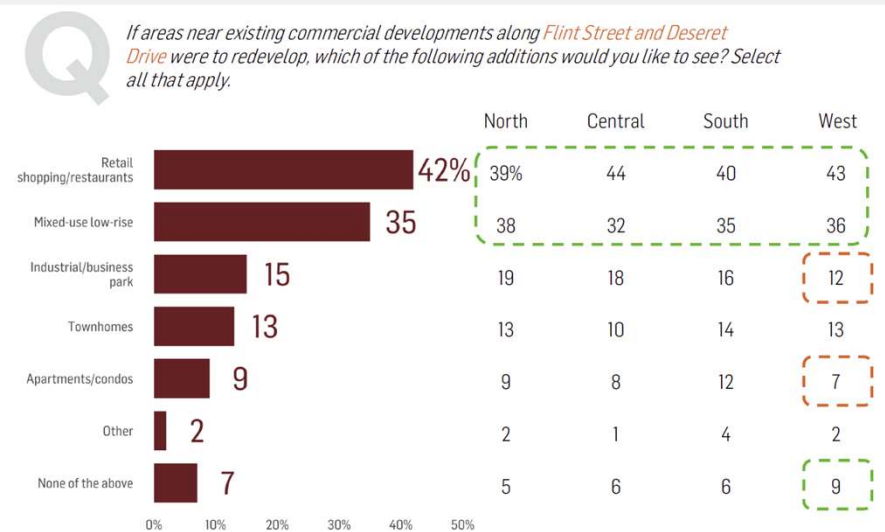
200 NORTH & MAIN STREET DEVELOPMENT

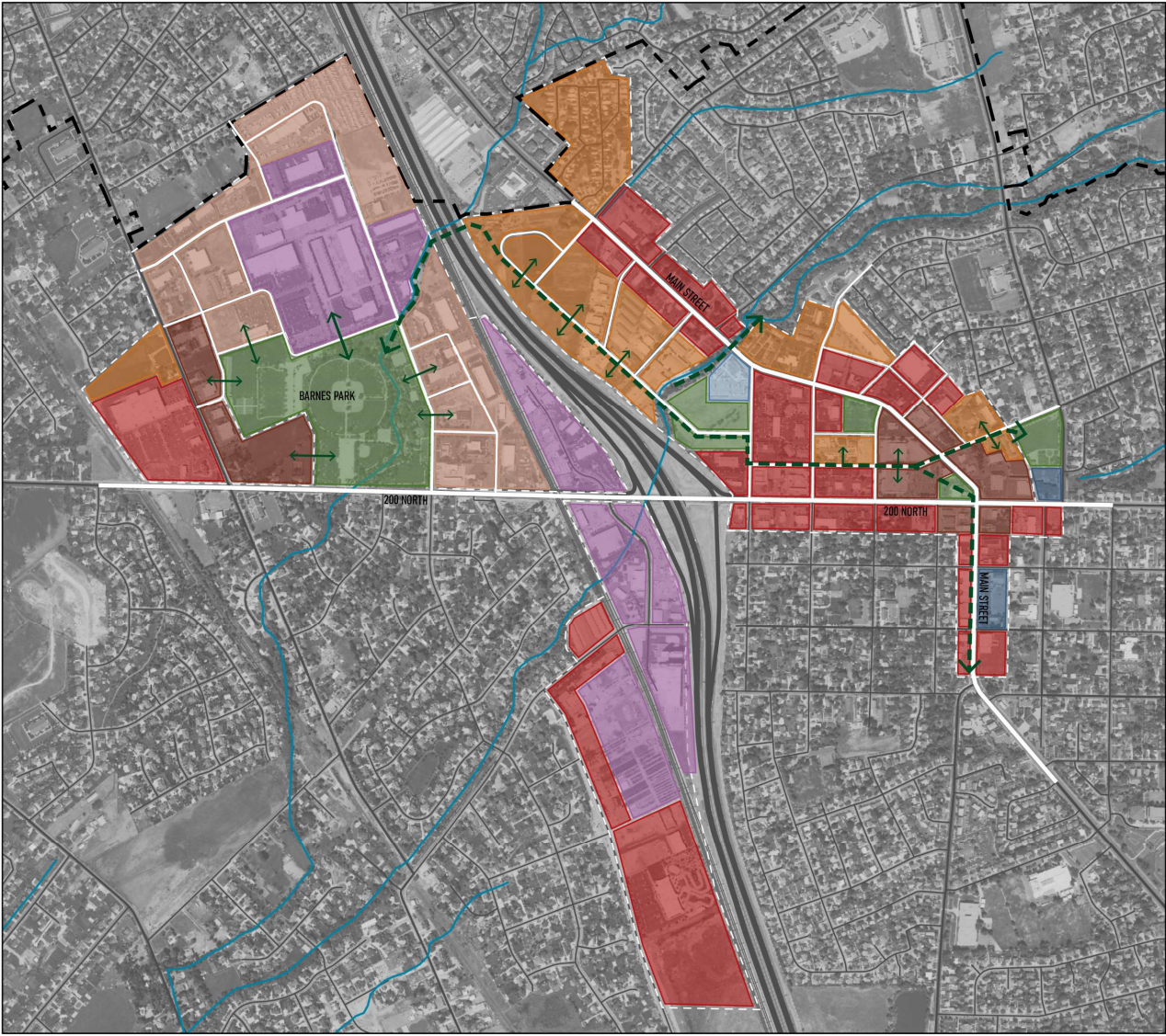
Mixed-use low-rise and retail are popular redevelopments for 200 North and North Main Street.



FLINT STREET & DESERET DRIVE DEVELOPMENT

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

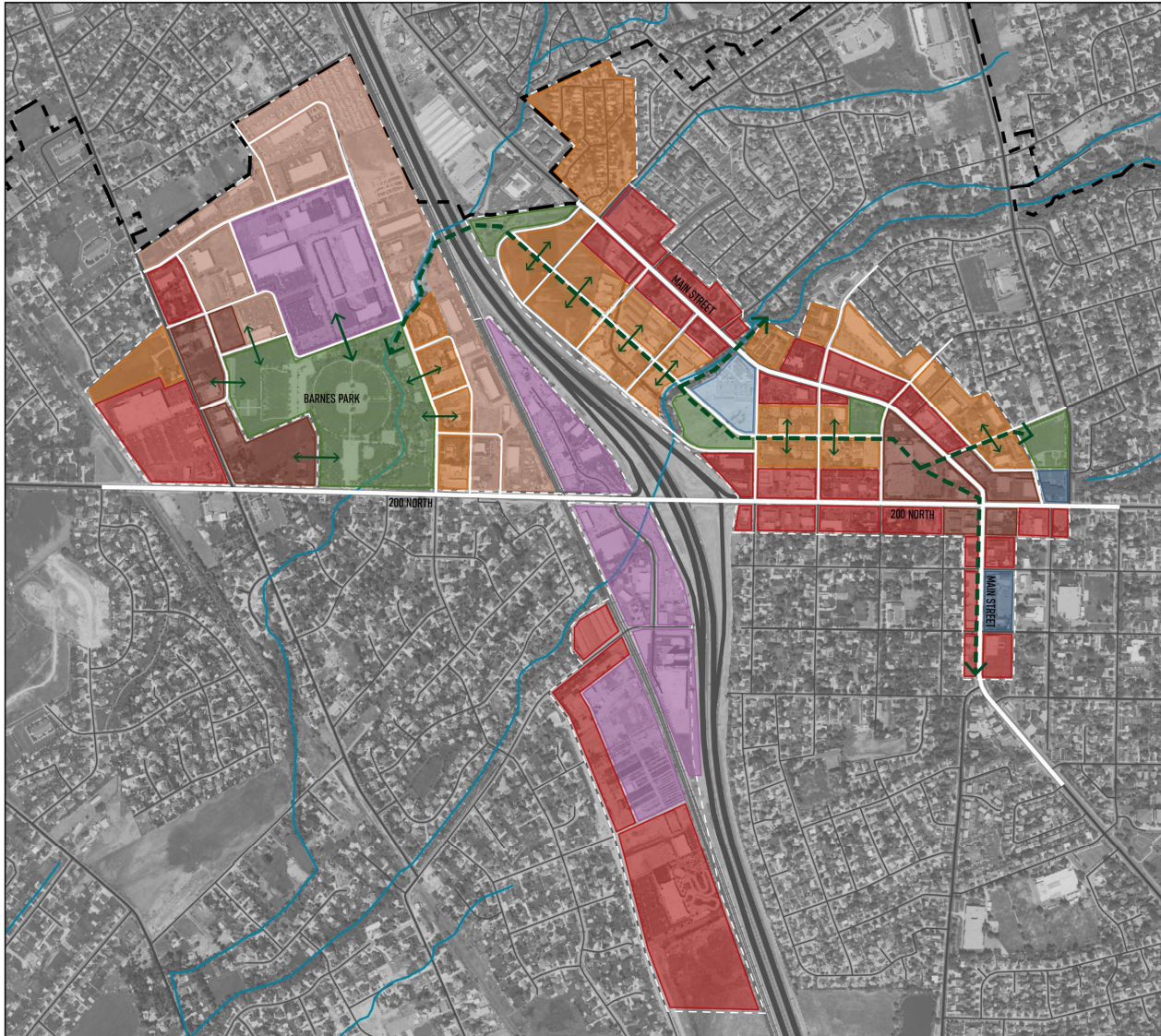




KAYSVILLE GENERAL PLAN
CITY CENTER FUTURE LAND USE CONCEPT A

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

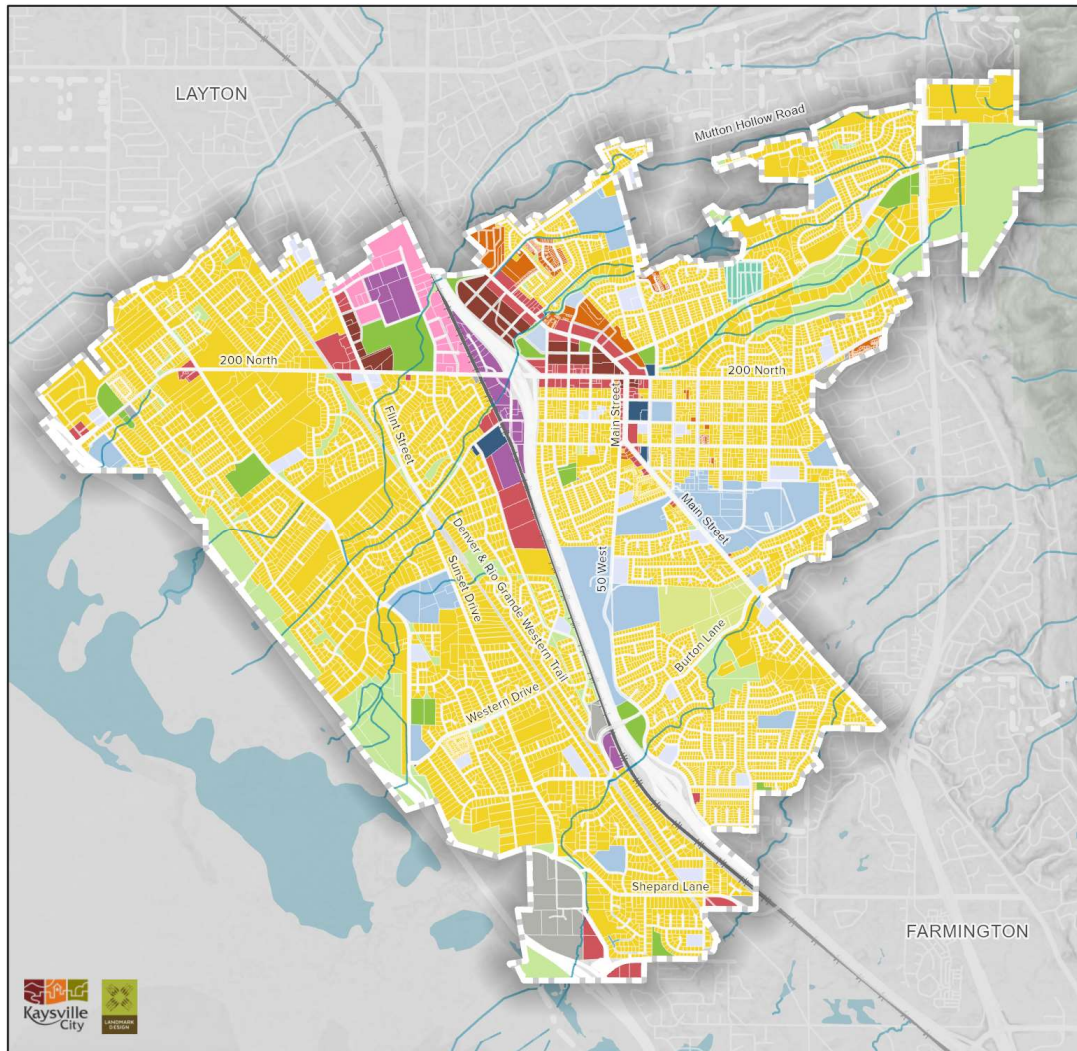




KAYSVILLE GENERAL PLAN
CITY CENTER FUTURE LAND USE CONCEPT B

- MIXED USE COMMERCIAL/RESIDENTIAL
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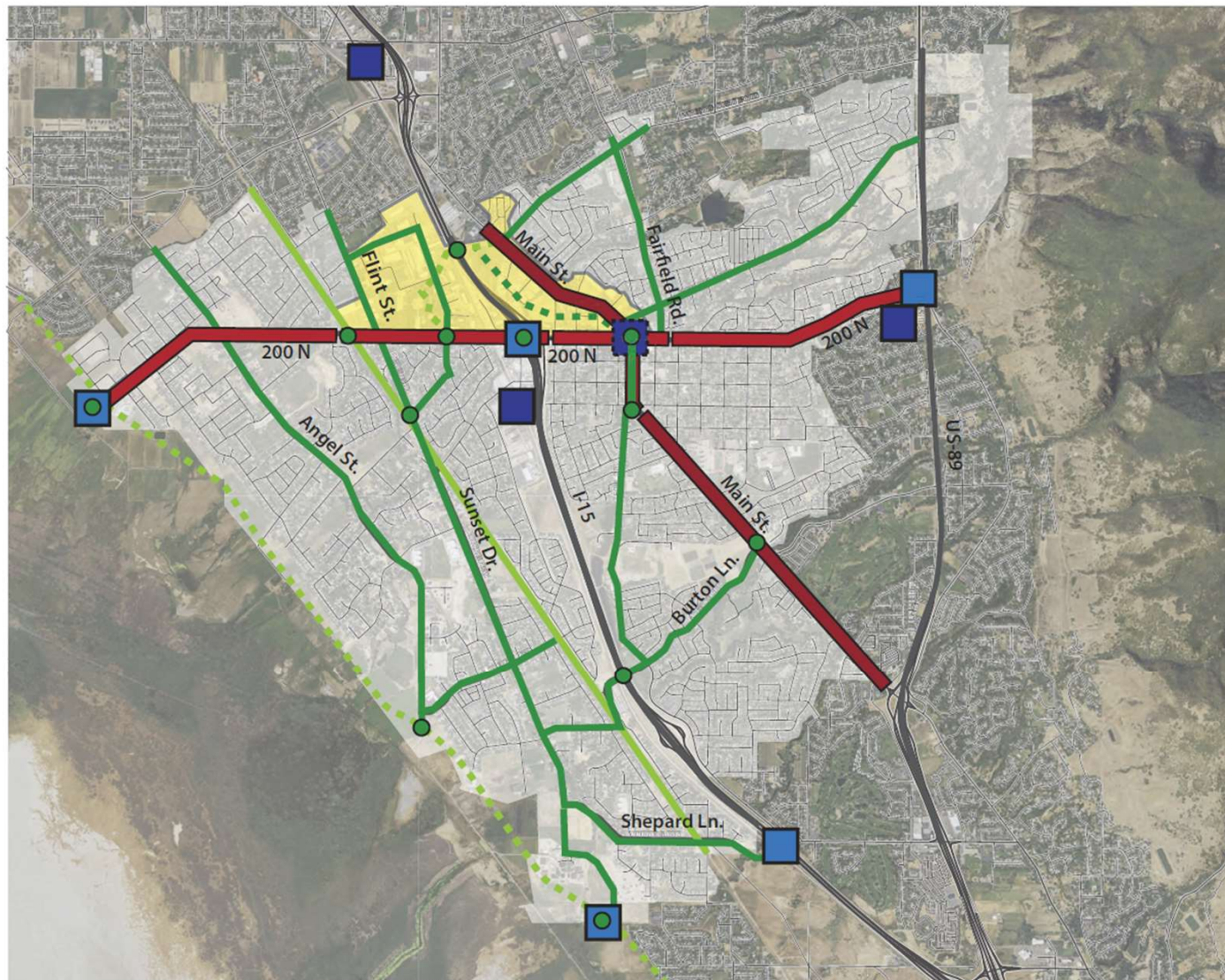


KAYSVILLE GENERAL PLAN

MAP 2.2 - FUTURE LAND USE

- Single Family Residential
- Multifamily Residential
- Commercial/Residential Mixed Use
- Light Industrial/Residential Mixed Use
- Commercial
- Light Industrial/Business Park
- Civic Facilities
- Education
- Health Care
- Religious
- Utilities
- Parks
- Cemeteries
- Open Space
- Agriculture
- City Boundary





TRANSPORTATION

MAJOR CORRIDORS

- 200 N Corridor segment
- Main Street Corridor segment

REGIONAL ACCESS POINTS

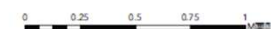
- Regional highway interchange
- Key regional transit access
- Planned mobility hub

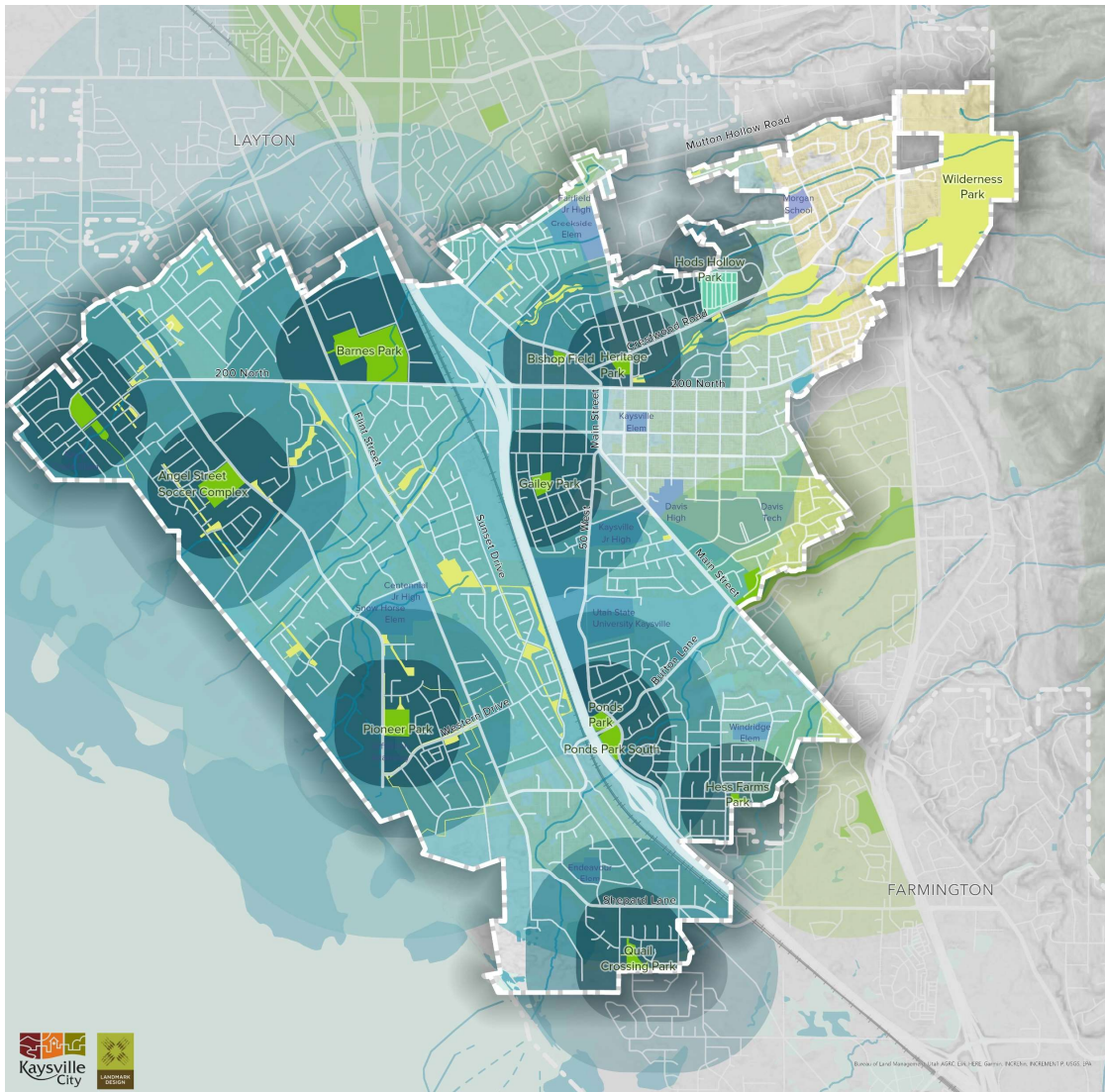
COMMUNITY ACCESS

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

AREAS OF CHANGE

- Area planned for increased mix of uses and intensity



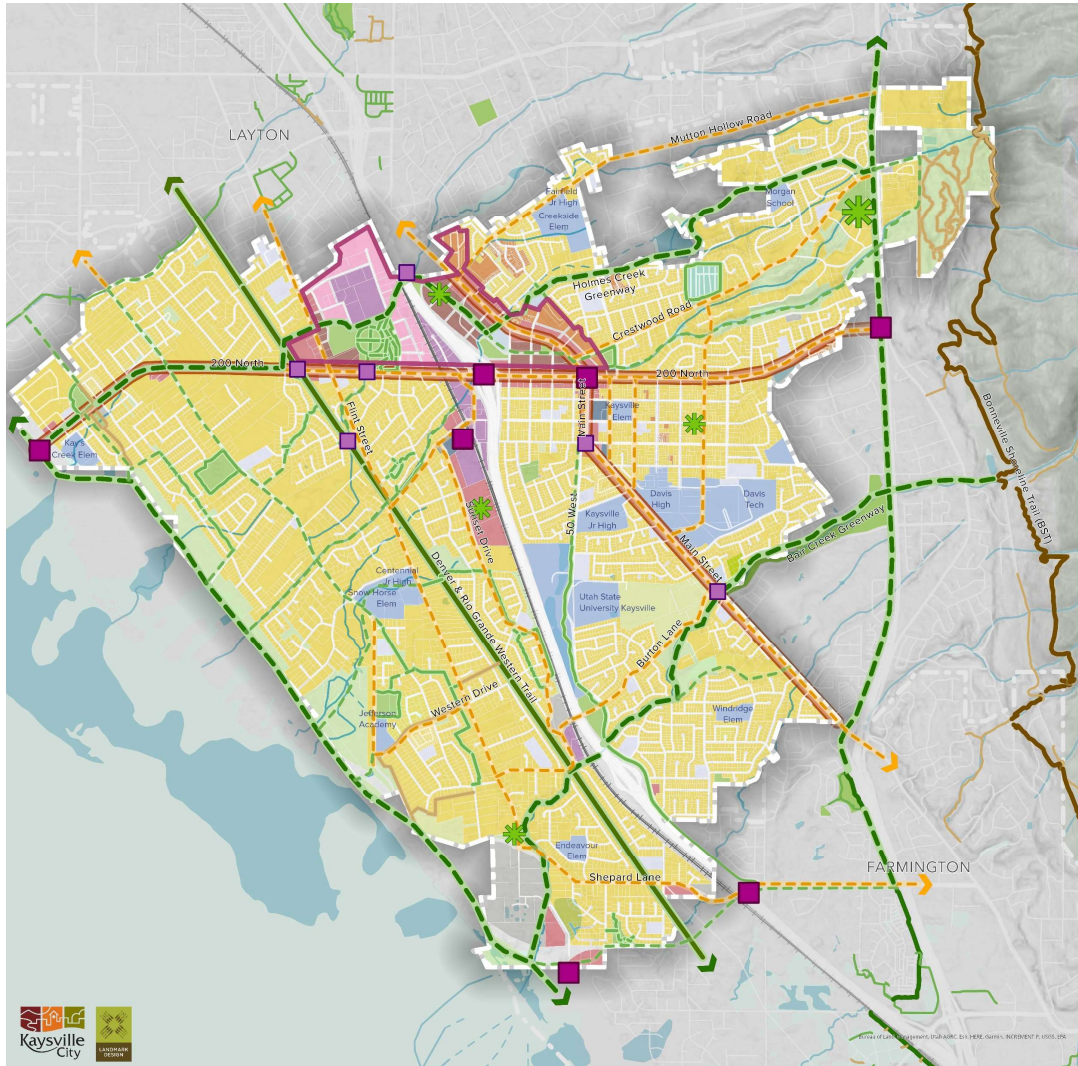


KAYSVILLE GENERAL PLAN MAP 4.3 - EXISTING PARK SERVICE AREAS

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

0 0.5 1 Miles





KAYSVILLE GENERAL PLAN MAP 2.1- PLACEMAKING PLAN

- Regional Node
- Community Node
- Major Corridor
- Proposed Community Park
- Proposed Neighborhood Park
- City Center
- 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
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THE DRAFT PLAN

PUTTING THE CONCEPTS INTO ACTION

KAYSVILLE GENERAL PLAN

The Next Chapter for Utah's Hometown

DRAFT September 9, 2021



|01| BACKGROUND + INTRODUCTION

- A. What is a General Plan?
- B. How to Navigate the Plan
- C. History of Kaysville
- D. Demographic Profile of Kaysville
- E. Community Engagement + Input
- F. Vision + Guiding Principles



GUIDING PRINCIPLES

CELEBRATING OUR PAST

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



CREATING A BEAUTIFUL CITY CENTER

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



PROVIDING DIVERSE HOUSING OPTIONS

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

ENRICHING OUR DOWNTOWN

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



PLANNING STRATEGICALLY

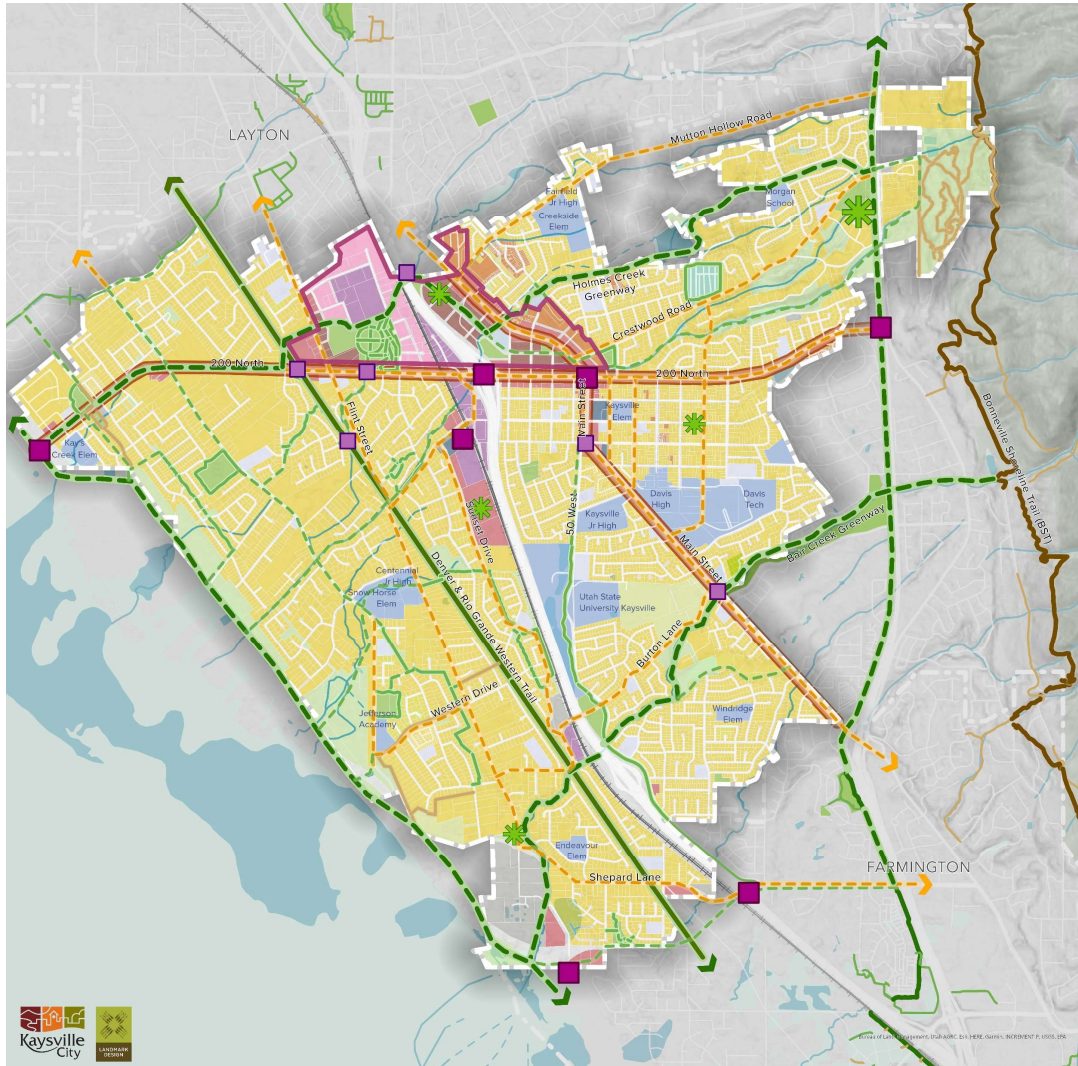
We will ensure future growth and development are aligned with our transportation and infrastructure capacities.



02 PLACEMAKING PLAN

- A. Overview
- B. Future Land Use
- C. Transportation Elements
- D. Kaysville City Center
- E. Placemaking Elements





KAYSVILLE GENERAL PLAN MAP 2.1- PLACEMAKING PLAN

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0 0.5 1 Miles



LAND USE



SINGLE-FAMILY RESIDENTIAL

Single Family Residential Character Areas comprise the majority of both existing and future development in Kaysville. These areas consist of established neighborhoods with detached single-family homes, which are generally low to medium density and are auto-oriented. Neighborhood street layouts vary, with older neighborhoods and the historic core marked by traditional street grids and newer neighborhoods utilizing meandering or cul-de-sac road layouts and block patterns.

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



MULTI-FAMILY RESIDENTIAL

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



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

COMMERICAL/RESIDENTIAL MIXED USE

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



LIGHT INDUSTRIAL/RESIDENTIAL MIXED USE

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

TRANSPORTATION

MAIN STREET

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

South Main Street

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

Historic Main Street

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

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

North Main Street

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



South Main Street



Historic Main Street

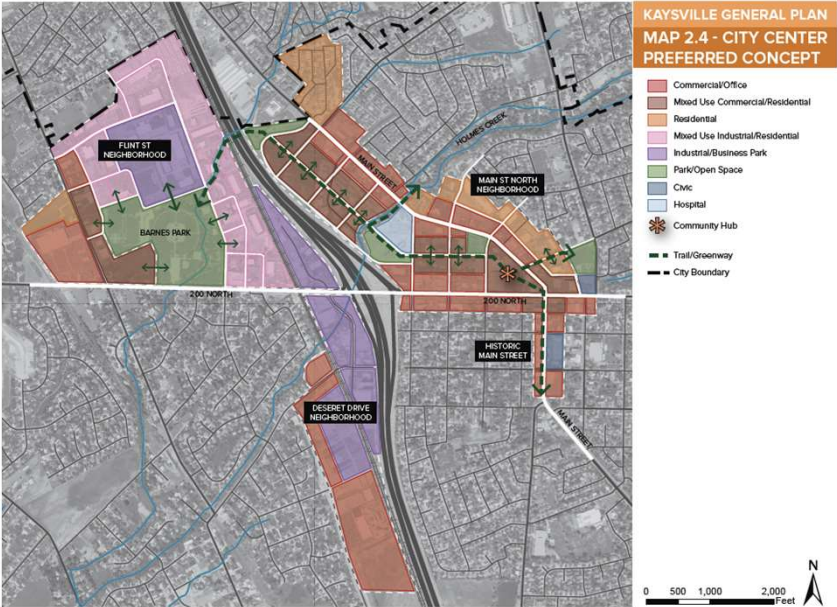


2019 Kaysville Main Street Vision



North Main Street

CITY CENTER



PLACEMAKING ELEMENTS



Shared scooters deployed at the Kaysville ponds area



Streetscape investments are a critical part of placemaking



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



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

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.

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.

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.

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

|03| HOUSING + NEIGHBORHOODS

A. Affordable Housing

B. Traffic Calming

C. Neighborhood Initiatives + Program Enhancements



|04| GREEN + ACTIVE SYSTEMS

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



Park Acres Needed 2021-2030



Park Acres Needed 2021-Buildout



Meeting Needs During the 10-Year Planning Horizon

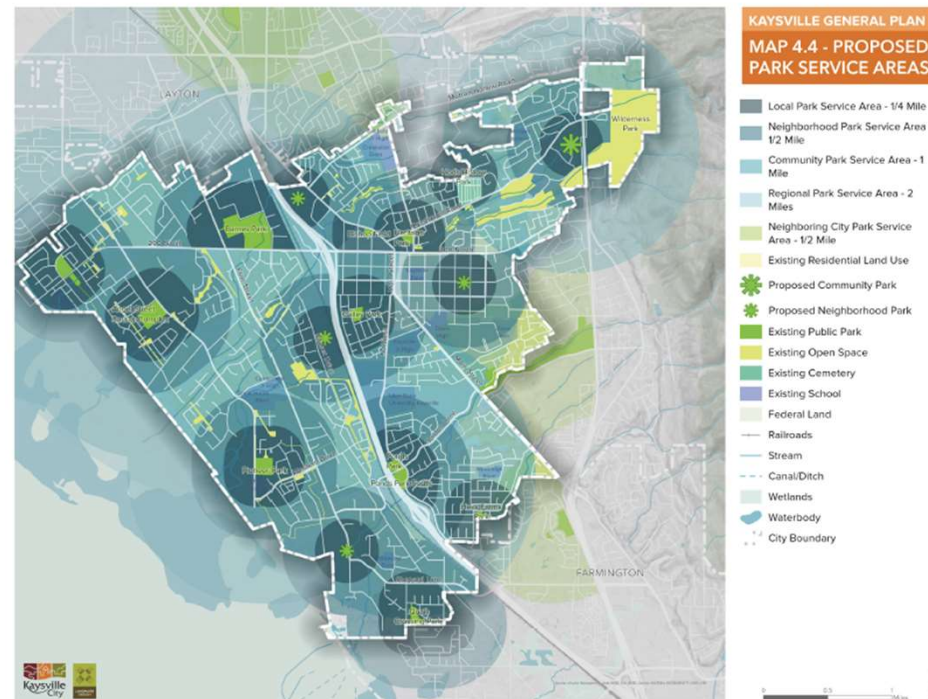
Carrying the recommended future LOS of 3.7 forward to meet park needs through the 10-year planning period results in a total of 131.0 acres of public park land required by 2030 to meet requirements ($35,416 / 1,000 \times 3.7 = 131.0$). There are 118.1 acres of existing public park land already provided, so the City will need an additional 12.9 acres of park land by 2030 to maintain the future LOS ($131.0 - 118.1 = 12.9$). It is therefore recommended that **a minimum of 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).

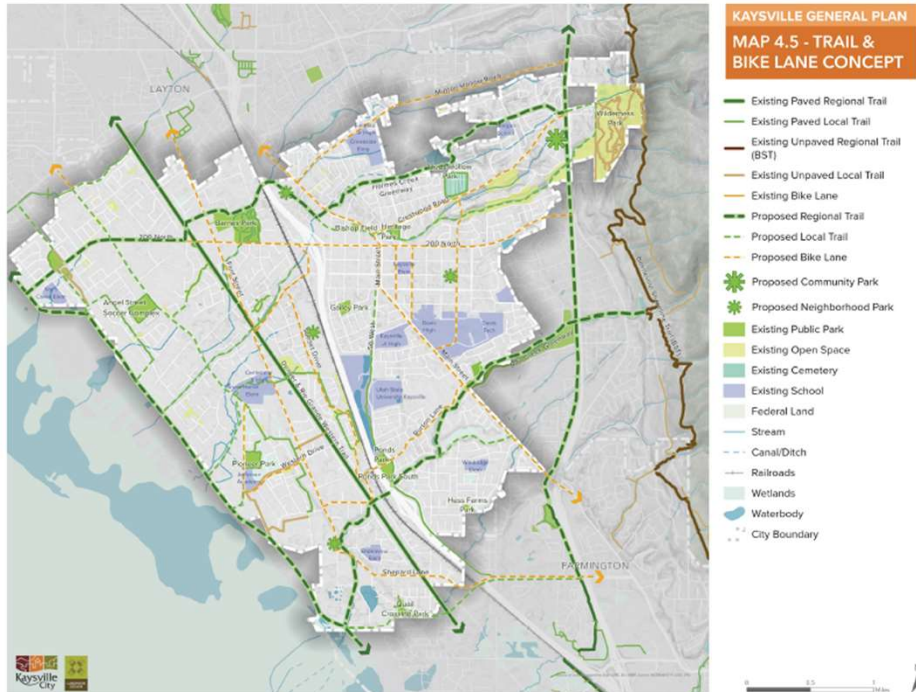
Meeting Needs Through Buildout

The projected Kaysville population at buildout (2050) requires a total of 155.4 acres of public park land ($42,000 / 1,000 \times 3.7 = 155.4$) to meet park needs. With the 118.1 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** ($155.4 - 118.1 - 15.0 = 22.3$). Of those 22.3 acres, 5.0 are required to fill remaining gaps (one 5-acre Neighborhood Park). The remaining 17.3 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.





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 40 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.

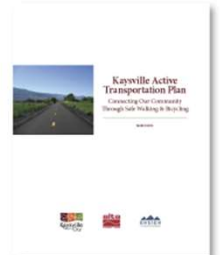
The Recreational Trail Concept shown on Map 4.5 illustrates the trail vision at a high level, and this plan recognizes that detailed alignments and the configuration of trails within those alignments will vary by trail segment based on existing conditions. Available right-of-way, specific uses and funding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



Denver and Rio Grande Western Rail Trail



The Gaiety 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

| 05 | PROSPERITY + OPPORTUNITY

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



| 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.

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

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

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

- **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.

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

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

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

- **Implementation Measure:** Protect historic structures in order to maintain the sense of history and special qualities of the historic core.
- **Implementation Measure:** Protect good housing. Well maintained homes within and along the edges of the City Center should be maintained. Preserving such structures can help provide a feeling of stability amidst change as other less attractive structures and areas are redeveloped.
- **Implementation Measure:** Respect the unique character and context of each City Center neighborhood. Redevelopment should be sensitively designed and located, particularly when incorporating parking and in proximity to adjacent established residential neighborhoods. Appropriate placement of uses and the provision of aesthetically-appealing buffers between differing uses are tools for consideration.
- **Implementation Measure:** Reuse existing buildings where possible. Retrofit and repurpose rather than replacing older structures, particularly in areas with unique vibes such as the historic core and Flint Street. This provides stability and connections with the past, particularly in areas undergoing significant new development and change.
- **Implementation Measure:** Ensure new buildings match the scale of existing uses. When existing structures cannot be retrofitted or transformed, new buildings be developed in a manner that is sympathetic to the scale of established structures and patterns.

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

- **Implementation Measure:** Develop the Community Hub into the most active place in the City Center. Incorporate small plazas, streetscape enhancements and transportation improvements that clearly indicate the importance of this site to the city. Further express the importance of the site by including specific civic functions and community events.
- **Implementation Measure:** Connect a robust system of parks and civic spaces to key destinations in the area, utilizing a robust system of greenways and sidewalks/trails. The addition of a new pedestrian-

NEXT STEPS:

9/22-10/14 Online Comment Period

10/6 Public Open House

10/12 Advisory Committee – Review Draft Plan and Open House Results

10/14 Planning Commission – Draft Plan Public Hearing

10/28 Planning Commission – Recommendation

11/4 City Council – Plan Presentation/Discussion

12/2 City Council – Consideration of General Plan Adoption