

KAYSVILLE CITY GENERAL PLAN

Adopted by the City Council December 16, 2014

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COMMUNITY

Background Kaysville is located approximately 20 miles north of Salt Lake City between the Wasatch Mountain Range and the Great Salt Lake. Stream channels with dense vegetation run through the City from the mountains to the lake. The community enjoys panoramic views and the appropriate use of these many features.

Kaysville was settled in 1850 as a farming community and began to grow as a place of residence between the employment centers of Salt Lake City and Ogden. Steady growth continues today making Kaysville a destination of choice for safe residential community with supporting businesses and public facilities.

In keeping with the City theme, "Utah's Hometown in the middle of everything," community leaders continue to provide appropriate services to maintain the distinct character of the City.

The residents are family-oriented, have a strong commitment to quality education, and enjoy a peaceful lifestyle with a sense of community that makes it an attractive place to live, work, shop and play.

The community enjoys recreation programs and parks located throughout the City. Residents and community leaders work closely to create and maintain an atmosphere of cooperation and civic pride.

Goals and Policies

I. Identity and Character

- A. Kaysville should be primarily a residential community with a vision to promote business, industry and public use.
- B. The City should preserve and strengthen family orientation, public order, personal safety and security.
 - 1. Strengthen each public safety agency, upgrade equipment and add personnel as needed.
 - 2. Provide public safety education and harm prevention programs.
 - 3. Involve the public in community safety, personal security and emergency preparedness activities.
- C. The sense of cohesive community should be preserved and enhanced.
 - 1. Provide meeting places, functions, and events.

2. Promote organizations and activities that meet community standards.
- D. The cultural heritage of the City should be promoted by using genuine architecture to continue the Kaysville story.

II. Defining Features

- A. The City Center should be developed as a traditional main street.
 1. Create a large and varied grouping of uses to sustain civic and economic activity.
 2. Interconnect all sites for pedestrian and vehicular access.
- B. The historical character and appearance of the Old Kaysville Townsite should be preserved.
- C. Historical landmarks, sites and structures should be preserved and renovated. Consider historical value in property use decisions.
- D. The natural environment should be enhanced.
 1. Enlarge and improve the community forest.
 2. Beautify the entrances to the City with landscaping.

III. Growth and Development

- A. Growth should mostly occur through development within the City. Development should improve public safety and sense of community. An adequate revenue base should be developed to fund City operations and infrastructure.
 1. Refurbish or replace deteriorating structures so that land is used to its long-term potential.
 2. Reserve land and promote development that is high quality, diversified and adaptable to changing conditions.
 3. Encourage businesses and industries to locate and invest within the City.
 4. Regulate the more intensive uses that create traffic and public service problems and costs.
- B. Small areas adjacent to the City should be annexed when development occurs. Implement the Annexation Policy Plan.

LAND USE

Background Land use in Kaysville is mostly low density residential with agriculture and open space, businesses and industries. Housing will be the greatest use of land with business, industry, recreation, education, and other uses to support that housing.

Goals and Policies

I. Housing

- A. Housing should be located throughout the City and restricted only where it is incompatible with other necessary uses.
 - 1. West of I-15, allow zero to two units per acre with some higher density housing along the major streets.
 - 2. East of I-15, allow zero to five units per acre with some higher density housing.
- B. The majority of the housing should be one unit per structure (single unit). About ten percent (10%) of the housing should be more than one unit per structure (multiple unit). Multiple unit housing should consist mostly of duplexes (two unit structures) and some three to six unit structures dispersed throughout the City.
- C. Housing development should have a minimum of through vehicular traffic and a maximum of open space.
- D. Housing developments should essentially pay for themselves.

II. Business and Industry

- A. Most sites used primarily for business or industry should be located on major streets. Mitigate impacts on adjacent residential uses through compliance with ordinances and regulations.
- B. Home occupations should be located throughout the City, but not be allowed to change or interfere with the character of residential areas.

III. Agriculture

- A. Agriculture (tilling of the soil) should be allowed in all residential areas.
- B. Animal husbandry should be allowed in all residential areas on those lots that are adequate in size.

IV. Recreation

A wide variety of accessible, developed and undeveloped recreation lands should be provided.

1. Natural recreation lands include Great Salt Lake, trail systems, ponds, streams, Wasatch National Forest, Bonneville Shoreline Trail, and East Mountain Wilderness Park.
2. Working recreation lands include hobby farms, garden plots, Utah State University Botanical Center, and other agricultural lands.
3. Developed recreation lands include parks, playgrounds, recreation centers, schools, school sites, churches, church sites, golf courses, and commercial recreation sites.
4. Implement the Recreation Facilities Impact Fee Facilities Plan.

V. Education

- A. Providers should be encouraged to locate schools on appropriate sites.
 1. Locate junior high and high schools on a major street emphasizing safety and access.
 2. Locate elementary and private schools emphasizing safety and access.
- B. Expansion of Davis Applied Technology College (DATC) should be supported.
- C. Utah State University should be encouraged and supported to fully develop Utah Botanical Center.

VI. Public Buildings and Grounds

- A. Most public buildings should be located near Main Street.
- B. Adequate Cemetery facilities should be developed and maintained.
- C. Places of worship should be allowed to service the community.
 1. Locate buildings for worship in residential areas.
 2. Locate buildings for worship with dispersed congregations on a major street.

VII. Open Space

- A. Kaysville should contain abundant public and private natural, working and developed open space.
- B. The natural resources of Kaysville should be protected, conserved, and improved.
 - 1. Protect and improve stream channels and flood hazard areas through stream channel and flood damage prevention regulations.
 - 2. Assist the owners in protecting ponds and reservoirs for the delivery of secondary water.
 - 3. Conserve and improve wetlands through federal regulation.
 - 4. Preserve natural landscapes and wildlife habitat such as hillsides and woodlands.
 - 5. Preserve East Mountain Wilderness Park as a recreational site and natural landscape and wildlife habitat in association with Wasatch National Forest.

TRANSPORTATION AND TRAFFIC CIRCULATION

Background Transportation facilities consist of streets, transit, railroads, airports, and pipelines.

Kaysville City lies between the Wasatch Mountains on the east and the Great Salt Lake on the west. Traffic to and from this area travels north or south using Interstate 15 and U.S. 89, and may use the proposed State Route (SR) 67 in the future. These are State facilities and the principal arterial streets affecting Kaysville. Main Street and 200 North Street link the major traffic generators, the City Center, and the principal arterials, and provide access to the four quadrants of the City. They are the minor arterial streets. Collector streets link the local areas and the arterial streets and are located at appropriate intervals. Significant local streets provide other necessary connections. Local streets are all others.

Kaysville City participates in the Wasatch Front Regional Council's Active Transportation Committee and supports the Bicycle and Trails Plan. Routes within the city should be categorized per the Council's recommendation. Kaysville City benefits by supporting active routes and trails, which has an increasing role of transporting people throughout the city.

Bus routes of the Utah Transit Authority serve Kaysville and will have an increasing role and importance in transporting people to, from and within the City.

Kaysville is crossed by two rail corridors. The Union Pacific Railroad and FrontRunner Commuter Rail transport freight and passengers through Kaysville.

Kaysville is well served by the International Airport in Salt Lake City and the municipal airport in Ogden. Flights from Hill Air Force Base affect Kaysville, but the resulting impacts are addressed in special studies and regulations.

Eight fuel pipelines in four locations cross Kaysville.

Goals and Policies

I. Streets and Bicycle Facilities

- A. An adequate street system should be provided.
 - 1. Implement the Major Street Plan.
 - 2. Design and develop streets to encourage traffic speeds that are appropriate for adjacent land uses.
 - 3. Restrict development that is not compatible on arterial and collector streets to preserve their function.

B. Bicycle facilities should be provided.

1. Implement the Kaysville Active Transportation Plan.
2. Design and develop streets to accommodate bicycles on Shared Roadway in accordance with the American Association of State Highway and Transportation Officials (AASHTO) "Guide for Development of Bicycle Facilities."
3. Designated north-south bicycle routes.
 - a. Main Street from Farmington to Layton; with signage and marking applicable for the highest level of shared roadway.
 - b. Denver Rio Grande Western Rail Trail.
4. Designated east-west bicycle routes; with signage and marking applicable for the highest level of shared roadway.
 - a. 200 North Street from Denver Rio Grande Western Rail Trail to U.S. Route 89, accessing Mountain Park and Bonneville Shoreline Trail.
 - b. Burton Lane from Denver Rio Grande Western Rail Trail to Main Street.
5. Provide public facilities on public property (open spaces, parks).
6. Encourage owners to provide bicycle facilities with public access on private property.

II. Transit

- A. The City should work with the Utah Transit Authority to provide improved bus facilities and services to, from and within Kaysville.
- B. Paratransit should be encouraged within and around Kaysville.

PLAN FOR ADDITIONAL MODERATE INCOME HOUSING

Background This is “an estimate of the need for development of additional moderate income housing within the City, and a plan to provide a realistic opportunity to meet estimated needs for additional moderate income housing if long-term projections for land use and development occur.” (Utah Code 10-9a-403(2)(a)(iii)).

Goals and Policies

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

1. Zoning properties townsite (R-T), single family (R-1), diverse (R-D), two-family (R-2), one to four family (R-4), and multiple family (R-M) residential and central commercial (CC) which allows housing.
2. Clustering in residential areas.
3. Permitting multiple unit structures in single family residential zones.
4. Permitting less costly size, design, materials and construction of housing.
5. Facilitating the rehabilitation or expansion of infrastructure that will encourage the construction of moderate income housing.

GLOSSARY

Agriculture

The tilling of the soil, the raising of crops, horticulture and gardening, but not including the keeping or raising of farm animals and fowl.

Animal Husbandry

The keeping or raising of farm animals and fowl.

Business

An occupation, profession, trade, or profit-seeking enterprise.

City Center

The area of Main Street and 200 North Street from I-15 to Fairfield Road.

Collector

Collector streets penetrate neighborhoods to distribute traffic to local streets, collect traffic from local streets, and channel traffic into the arterials. Use of collectors by through traffic should be discouraged. Collectors should "collect" traffic and provide for access.

Flood Hazard Area

The area along a stream that is subject to flooding and the area below 4217 feet elevation.

Flood Hazard Zone

The flood risk premium zones on Flood Insurance Rate Maps.

Functional Classification

The streets and highways of an area form a system. They have two main functions: (1) to allow vehicles to move safely and efficiently, and (2) to allow access to property. These functions of a street are basically incompatible. Efficient traffic movement results from clear traffic lanes with minimum interference from the sides so that higher speeds and larger volumes can be maintained. Access to land requires many side movements, called side friction, to and from traffic lanes which interfere with efficient movement within the lanes. Streets are, therefore, classified by function and the characteristics of that function stressed in design.

Hobby Farm

A parcel of land used for agriculture or animal husbandry as an avocation.

Home Occupation

A business or industry conducted in a residential area and incidental and secondary to the housing use.

Housing

A structure or portion thereof that is used for human habitation.

Industry

Activity involving manufacturing or technical production.

Local Street

Local streets are all streets not otherwise classified and provide direct access to abutting land and linkage to other streets. Through traffic movement is deliberately discouraged on these streets.

Major Street

A principal arterial, minor arterial, collector or significant local street identified in the Major Street Plan.

Minor Arterial

Minor arterials connect with and augment the principal arterials and provide for travel to geographic areas within Kaysville. More access to land is provided which results in less movement efficiency. Minor Arterials provide continuity through the City but should not penetrate identifiable neighborhoods.

Moderate Income Housing

Housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80% of the median gross income for households of the same size in the county in which the city is located.

Multiple Unit Housing

Housing with more than one dwelling unit per structure including attached units.

Natural Landscape

An ecosystem not maintained by humans.

Natural Waterway

Those areas, varying in width, along streams, creeks, springs, gullies, or washes which are natural drainage channels where water flows.

Old Kaysville Townsite

The area between I-15 and Main Street and 200 North and 100 South Street, consisting of the west half of blocks 7 and 18, Blocks 8, 9, 10, 11, 14, 15, 16, 17, and the south half of Blocks 32, 33, 34 and 35.

Open Space

Any parcel or area of land or water relatively unoccupied by buildings and set aside, dedicated, designated, or reserved for public or private use or enjoyment.

Paratransit

A form of public transportation service characterized by the flexible routing and scheduling of small vehicles such as taxis, vans, and small buses, to provide shared-occupancy, doorstep, or curbside personalized transportation service.

Principal Arterial

These streets provide for the movement of traffic with as little interference as possible. There is limited access to these streets and they carry a high proportion of the traffic at higher speeds.

Private Open Space

Open space to which access may be restricted.

Public Open Space

Open space maintained for the use of the public.

Recreation

Mental or physical refreshment after work.

Residential

Used for housing.

Significant Local Street

These streets "collect" traffic in shorter distances than collectors and provide for even more land access.

Single Unit Housing

Housing with one dwelling unit per structure.

Transit

A public common carrier transportation system for people, having established routes and fixed schedules.

Wetlands

An area that is inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances does support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Wildlife Habitat

The natural environment of undomesticated animals living in the wild.