

KAYSVILLE CITY GENERAL PLAN

Adopted by the City Council April 1, 2008

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COMMUNITY

Background Kaysville is located approximately 20 miles north of Salt Lake City between the Great Salt Lake and the Wasatch Mountain Range. 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 features.

Kaysville was settled as a farming community and remained such, with a few other supporting businesses, for 100 years. In the 1950's, it began to grow as a place of residence between the employment centers of Salt Lake City and Ogden. Growth has continued steadily as employment has grown in nearby locations.

Kaysville is a safe residential community with supporting businesses and public facilities. In keeping with the City theme, the "City of Distinction," community leaders continue to provide appropriate services to maintain the unique character of the City.

The residents are family oriented, have a strong commitment to quality education, and enjoy the peaceful lifestyle with a sense of neighborliness and caring which make it an attractive community.

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 city center of low intensity businesses, industries and public uses.
- B. Development should preserve and strengthen family orientation and community safety.
- C. The sense of community should be preserved and enhanced through providing meeting places, functions, and events, and promoting organizations and activities that meet community standards.

II Defining Features

- A. Historical landmarks, sites and structures should be preserved and renovated. Historical value should be a consideration in property use decisions.

- B. The natural environment should be preserved.
 - 1. Preserve the views of the mountains and the lake.
 - 2. Preserve natural waterways and wetlands. Encourage the integration of natural waterways and walkways in development proposals.
 - 3. Preserve existing and plan for future open spaces.
 - 4. Provide and maintain landscaping in City parks and along roads and thoroughfares. Require residential and commercial developers to provide adequate landscaping.
- C. The cultural heritage of the City should be promoted.

III Growth and Development

- A. Growth should mostly occur through development within the City.
- 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 and some 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 such as industry.
 - 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 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 developments should have a minimum of through vehicular traffic and a maximum of open space.
- D.** The historical character and appearance of the Old Kaysville Townsite should be preserved.
 - 1.** Allow existing ditches until they are no longer in service.
 - 2.** Do not require curb and gutter on the roadway.
 - 3.** Require sidewalks on only one side of the streets.
- E.** Housing developments should essentially pay for themselves.

II Business and Industry

- A. Approximately seven percent of the land within the City should be used for business and industry. A viable tax base should be developed to generate funds for City operations and enhancement of infrastructure and public facilities.
 - 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. Avoid the more intensive uses that create traffic and public service problems and costs.

- B. Businesses should be concentrated in the downtown area of Main Street and 200 North Street. This downtown should contain businesses which serve the entire City.
 - 1. Preserve and develop the downtown as the City center.
 - 2. Create a large and varied grouping of uses to sustain civic and economic activity.
 - 3. Encourage business establishments to invest in the community.
 - 4. Interconnect all sites with circulation facilities.
 - 5. Create streetscapes of buildings and landscaping and de-emphasize parking by screening and dispersing. Regulate signs, provide lighting and require landscaping.
 - 6. Emphasize similar scale buildings to existing buildings.
 - 7. Emphasize brick, block, rock, and stucco in wall materials.

- C. Industries should be concentrated near I-15 and the Union Pacific Railroad.

- D. Neighborhood business areas should be located throughout the City.
 - 1. Locate neighborhood business areas on major streets.
 - 2. Limit the size of neighborhood business areas.
 - 3. Mitigate impacts on adjacent uses.
 - 4. Emphasize brick, block, rock, and/or stucco in wall materials.

- E. Genuine architecture should be used to preserve the continuity of community history.
- F. Home occupations should provide necessary services 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 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 Parks and Recreation Capital 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 accommodated.
- C. Utah State University should be encouraged to fully develop Utah Botanical Center.

VI Public Buildings and Grounds

- A. City Block should be fully developed.
 - 1. Expand City facilities.
 - 2. Acquire the parcel still in private ownership.
- B. The Library should be maintained and enhanced.
- C. Adequate Cemetery facilities should be developed and maintained.
- D. 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 open space of all types (natural landscapes, working landscapes, developed landscapes).
- 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. Promote tree plantings and preservation of trees throughout the City.
 - 5. Beautify the entrances to the City with landscaping, especially near I-15.
 - 6. Preserve natural landscapes and wildlife habitat such as wetlands, hillsides and woodlands.
 - 7. Preserve East Mountain Wilderness Park as a 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 Legacy Parkway 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 downtown, 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.

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 transports freight to and 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.

Seven fuel pipelines in three groups cross Kaysville.

Goals and Policies

I Streets

- 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.
 4. Design and develop streets to accommodate bicycles.

B. A grade separated crossing of the Union Pacific Railroad tracks on 200 North Street is needed.

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. Commuter rail service should be provided on an existing rail corridor in the City.

PLAN FOR ADDITIONAL MODERATE INCOME HOUSING

Background The average household size in Kaysville City is 3.69 persons. In 2006, the median gross income for households of the same size (four persons) in Davis County was \$61,375. A moderate income household had an annual income of \$49,100 or less. The maximum purchase price of moderate income housing was \$163,472 and the maximum monthly gross rent was \$1,028. In 2006, there were 1078 moderate income housing units in Kaysville or 14.7% of the 7,343 total units.

Goals and Policies

Approximately 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 Block

The area bounded by Main, 100 North, 100 East and Center Streets.

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.

Downtown

The main business section of the City in the area of Main Street and 200 North Street and the Union Pacific Railroad.

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.

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 Street 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.

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.