

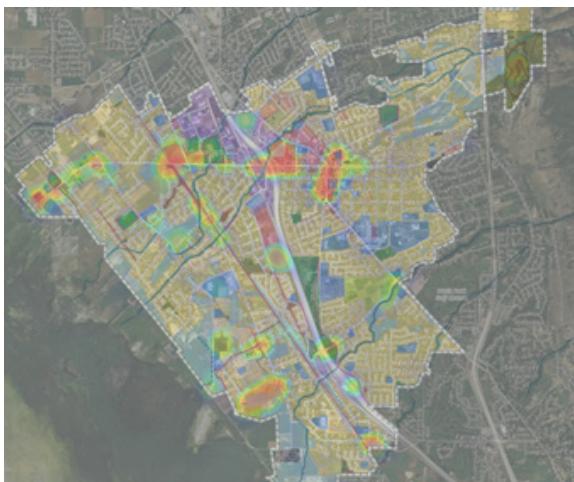


APPENDIX A: COMMUNITY ENGAGEMENT

Public Scoping

Typically in the early stages of the planning process, a public scoping meeting is held to help identify needs, desires and issues and inform plan concepts and ideas. Due to the impacts of COVID-19, the public meeting format was not possible, and public scoping was instead conducted via an online platform over a four-week period. The online scoping consisted of three components: an interactive map for geographically placed comments, an open comment questionnaire, and a visual preference survey.

The results were a promising response, with nearly 2000 visitors, 431 comments, 252 questionnaire responses, and 156 visual preference survey responses. After thoroughly reviewing the collected data, a summary and analysis is described in the following sections.



Heat Map of comments received on SocialPinpoint

Interactive Map Comments

The interactive map received 431 comments, with many more visitors providing “up votes” or “down votes” to comments. The figure at left shows a heat map of the geographic locations that received the most comments. The comments received were categorized into general topics and then tabulated to identify common issues that received the most attention. A general summary of the comments follows, after which Tables A.1 and A.2 list the issues with the most “up votes” and “down votes.”

LAND USE

- Concerns over “high density” developments in West Kaysville. Many in this area would like to keep the remaining open spaces or see large lot sizes.
- Those that do support denser development feel it should be located near highways, interchanges, or business centers.
- Several comments about high density suggest fears concerning rental tenants and increased traffic on local and connector roads.
- Interestingly, the same residents of West Kaysville support the development of large big-box scale retail even though this would generate increased traffic.
- Some comments suggest a disproportionate amount of multi-family housing on the east side, particularly in the area bounded by Main/Fairfield/Mutton Hollow.
- Some east-side residents seem interested in the allowance of ADUs. Others are concerned with the preservation of the historic district.

DOWNTOWN

- Comments support making the historic downtown a destination with small dining and retail spaces, beautifying streetscapes and keeping buildings at the streetfront with parking elsewhere.

- There appears to be general support for the redevelopment of Main Street north of 200 North. Commercial, multifamily residential and mixed use were all suggested.

TRANSPORTATION

- Majority of traffic concerns surround poorly functioning intersections with bad visibility, congestion, or design. Many comments suggest the implementation of stop signs, roundabout, or traffic signals at specific intersections.
- There is generally a concern with pedestrian and bicyclist safety, with many comments citing problems with speeding, lack of crosswalks, sidewalks and bike lanes, or narrow shoulders. The Burton Lane overpass is cited several times as needing active transportation improvements.
- Proposed plans for the West Davis Corridor, Shepard Lane interchange, and Angel Street expansion seem evenly decried and celebrated.

PARKS AND RECREATION

- The DRGW trail is beloved by many, though there are a number of ideas and concerns regarding narrowness of gates, visibility at crossings, and points of access.
- Several comments support the addition of connector trails and bike lanes through the city and to the DRGW trail.
- There is general support for a city recreation center.
- Residents are generally pleased with the parks although several comments suggest a need for expanded facilities or to complete unfinished parks.
- Many comments regarding the allowance of dogs in the parks or the creation of a dog park.
- Several comments support specific use trails in the wilderness park (i.e. mountain biking, dog use, wheelchair).

COMMUNITY CHARACTER

- A general concern over the ugliness of the 200 North off-ramps and the poor gateway image this presents of the community.
- Several concerns over maintenance of road and trail surfaces.
- There were several suggestions of areas that could use tree planting to provide shade or mitigate highway impacts.

Table A.1 - Map Comments with the Most Up-Votes

ISSUE	NUMBER OF COMMENTS	TOTAL UP VOTES	TOTAL DOWN VOTES
Land Use			
Keep remaining agricultural/open lands as open space	2	84	5
Equestrian center should remain as that use	2	74	0
Construct a fire station (specific locations) on the west side	2	51	56
Keep historic library building as a museum	1	33	10
Transportation			
Improve pedestrian/bicycle safety and access on Burton Lane overpass	1	50	0
Sidewalks needed along Webb Lane	1	39	0
Improved school crossings on 200 N	1	37	0
Sidewalks needed along Flint Street	1	37	0
Add four-way stop at Western Dr/Sunset Dr	1	34	0
Add signal at Burton Lane/Nicholls Rd	1	30	0
Traffic problems at 200 N/I-15 interchange	1	30	0
Parks and Recreation			
Vacant lot at 200 N/Angel St could be a park/community square		41	6
Construct a city Recreation Center	2	68	34
Housing			
Remaining agricultural lands in West Kaysville should be developed as large lot single family	2	79	12
Economic Development			
Improve the downtown area to become a destination with ground floor retail, apartments	4	169	1
Fill vacant buildings along north Main Street	1	30	0

Table A.2 - Map Comments with the Most Down-Votes

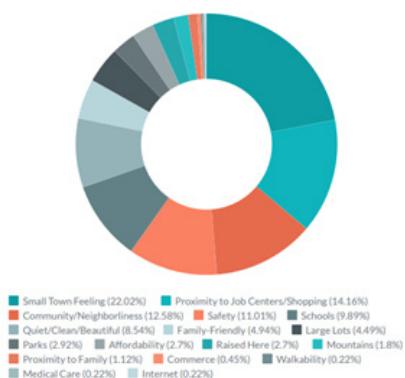
ISSUE	NUMBER OF COMMENTS	TOTAL UP VOTES	TOTAL DOWN VOTES
Land Use			
Construct a fire station (specific locations) on the west side	2	51	56
Mixed-use on land adjacent to Main Street clinic	1	0	16
Add commercial at new 200 N/Schick Ln off-ramp	2	19	28
Commercial at 2000 W and Shephard Ln	1	8	15
Transportation			
Need another freeway exit off I-15	1	23	13
Parks and Recreation			
Construct a city Recreation Center	2	68	34
Allow off-leash dogs in (specific) parks	1	8	15
Housing			
High density housing in remaining parcels along W 200 North	3	45	83
Open land at Angel St/Webb Ln will be great residential	1	10	22
High density residential along Deseret Dr/I-15	1	3	19
High density residential on vacant parcels on N Main St	2	46	26
Turn unwanted horse arena into Single Family	1	5	14
Economic Development			
Big-box retail along Deseret Dr/I-15	1	0	23
Car wash at Flint St/200 North	1	11	13

Questionnaire Comments

The questionnaire contained a series of questions aimed at identifying key issues for city residents regarding specific topics such as land use, downtown, parks and recreation, transportation, and economic development. The questions are listed as follows:

- Q1 - Why do you choose to live in Kaysville? What do you like most about living here?
- Q2 - What is Kaysville currently known for? What would you like it to be known for?
- Q3 - In recent years, how do you feel Kaysville has handled growth? What would you like to see different?
- Q4 - What facilities, services, businesses, or amenities would you like to see that are currently not in Kaysville?
- Q5 - What do you envision Main Street to look like in the future? What type of uses should be located there? Is it mainly a business or civic district, or should it have a mix of uses, including housing? Are there special details or features would you like to see?
- Q6 - Do existing parks and recreational facilities meet your needs? What facilities do you use most? What facilities are missing?
- Q7 - Do you have any transportation-related concerns or issues? If so, what are they?
- Q8 - Any other additional comments or concerns regarding Kaysville's future?

The questionnaire received 252 respondents, with most participants completing all the questions. The results were then analyzed based on common responses and distilled into the summary charts that follow.



Question 1: Why do you choose to live in Kaysville? What do you like most about living here?

Residents generally identified Kaysville as a being attractive for the “small town feeling” which it embodies. Respondents cited a general love for the community atmosphere, friendly neighbors, and a clean, quiet and safe neighborhood to raise families. The proximity of Kaysville to urban job centers and shopping areas was also listed as attractive. Kaysville is also appreciated for its quality of schools.

Question 2: What is Kaysville currently known for? What would you like it to be known for?

The majority of responses for this question echoed the similar qualities listed in Question 1. Residents feel Kaysville is known for its “small town” qualities, friendly people, community bond, good schools, and a strong heritage. A great deal of concern was also expressed that Kaysville is being identified by a contentious political climate, a exclusionary culture, a lack of diversity, and uncontrolled growth.

Residents acknowledged that in addition to being known for its positive characteristics, they would like Kaysville to be known as inclusive and diverse, a carefully planned and beautiful city, with affordable living, good roads, and a destination downtown.

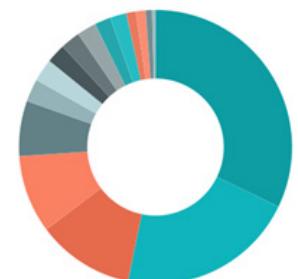
Question 3: In recent years, how do you feel Kaysville has handled growth? What would you like to see different?

Residents appear to be equally divided on their opinions of how well Kaysville has handled growth. Most concerns with growth are related to increased traffic, overcrowding, an aversion to density, and the need for more services and amenities to support an increased population.

Question 4: What facilities, services, businesses, or amenities would you like to see that are currently not in Kaysville?

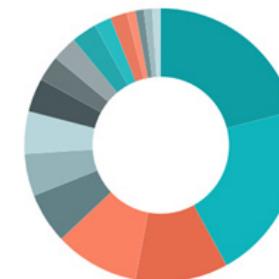
Residents gave an overwhelming number of comments desiring a recreation center or public pool in Kaysville. Additionally, sit-down, locally-owned restaurants ranked high as a desire of respondents. Other amenities strongly desired in Kaysville included fiber internet, an expanded trail and sidewalk system, and a fire station to support West Kaysville.

What is Kaysville currently known for?



Community Quality (32.18%)	Politics (21.07%)	Small town (11.49%)
Schools (9.2%)	Expensive/Affluent (6.51%)	Exclusion (2.68%)
Parks and Trails (2.68%)	LDS Religion (2.3%)	Community Events (2.3%)
Heritage (2.3%)	Lack of Diversity (1.92%)	Kaysville Theater (1.92%)
Growth (1.15%)	Traffic (1.15%)	Cherry Hill (0.77%)
		Main Street (0.38%)

What would you like Kaysville to be known for?



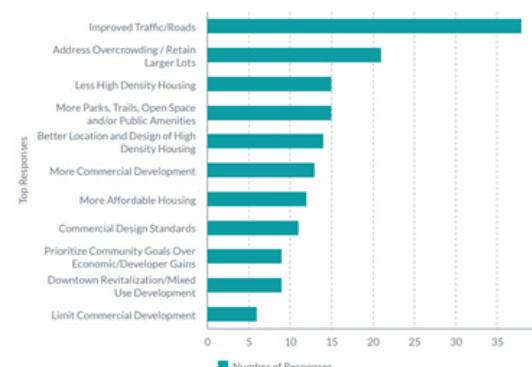
Inclusive/Diverse (21%)	Community Quality (21%)	Smart growth/city planning (11%)
Small local business growth (10%)	Avoid Density (6%)	Affordable homes (5%)
Good roads (5%)	Downtown Destination (4%)	No Change (3%)
Leadership (3%)	History/Identity (2%)	Internet (3%)
Adult Sport Teams (1%)	Unity (2%)	Dog Park (1%)
Event Venues (1%)		Eco-friendly (1%)

In recent years, how has Kaysville City handled growth?

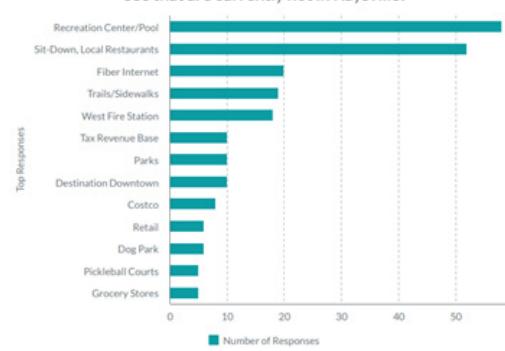


Good (41.94%)	Bad (40.86%)	Ok (17.2%)
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What would you like to see different in the handling of growth?



What facilities, services, businesses, or amenities would you like to see that are currently not in Kaysville?

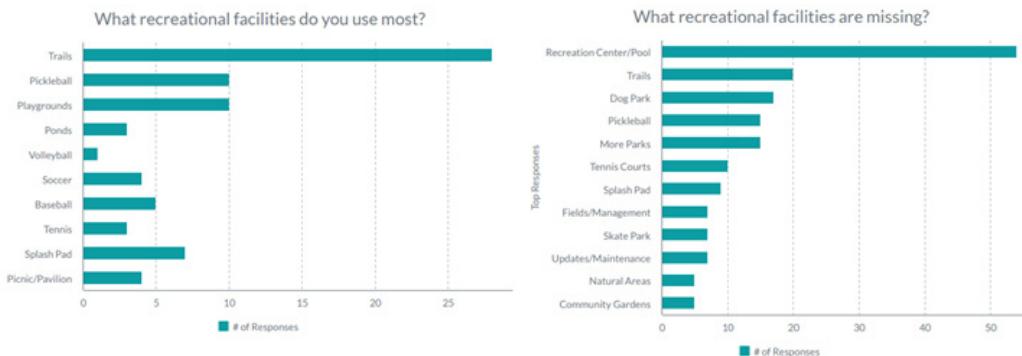


Question 5: What do you envision Main Street to look like in the future? What type of uses should be located there? Is it mainly a business or civic district, or should it have a mix of uses, including housing? Are there special details or features would you like to see?



A diversity of opinions surrounds the future of downtown Main Street in Kaysville. While some people feel that Main Street is fine as is and desire no change, most comments expressed a desire for renewal in some form. Responses were generally favorable to transforming Main Street into a mixed-use area. Many other comments however expressed a desire to keep the historic character of Main Street preserved and to focus on populating downtown with small local businesses. This requirement might be met however by adhering to specific controls on form rather than specific uses. Other themes identified as crucial to improving Main Street included resolving problems with parking, improving walkability, and streetscape improvements necessary to “spruce up” the street and encourage foot traffic.

Question 6: Do existing parks and recreational facilities meet your needs? What facilities do you use most? What facilities are missing?

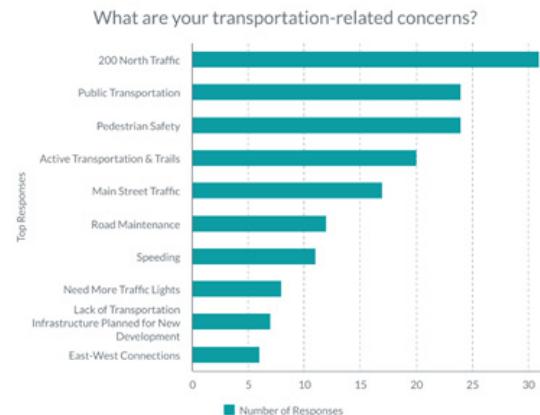


Residents reported that they are generally happy with the parks and recreational facilities provided by the city. Facilities reported to receive the most use include Barnes Park, Angel Street Soccer Complex, Gailey Park, Heritage Park, and the trail system.

Respondents overwhelming expressed a desire for an updated recreation center with pool as an added amenity to the system. Other strong themes included the desire for a much more expanded trail system, a dog park, pickleball and tennis courts, and the creation of additional parks throughout the city.

Question 7: Do you have any transportation-related concerns or issues? If so, what are they?

Residents reported that their top transportation concern was regarding traffic on 200 North, particularly surrounding the freeway exit. Main concerns also included issues relating to alternative transportation options throughout the city, and pedestrian safety at crossings and along roads which lack sidewalks.



Question 8: Any other additional comments or concerns regarding Kaysville's future?

Among the additional comments left by respondents, the most common themes involved preserving the sense of community that residents feel is the strength of Kaysville. Many feel that issues relating to housing, growth, and density pose a threat to this community fabric. This will be a key topic to address in evaluating alternatives for future land use.



Public Workshop Summary

Period: November 10 to 30 (Surveys left open until December 4)

Total Visits: 660

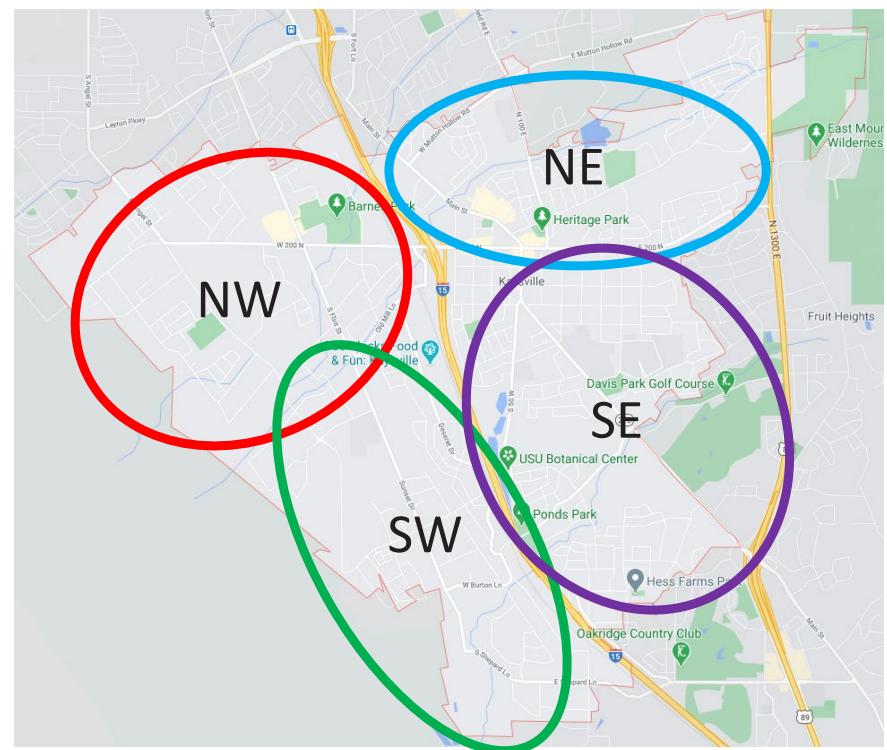
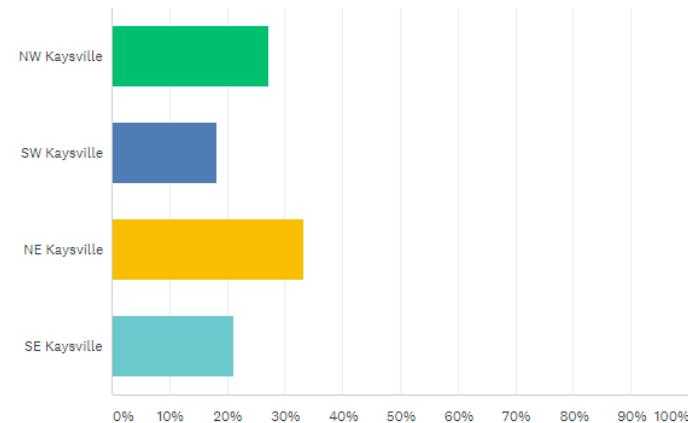
Guiding Principles Survey Completed: 87

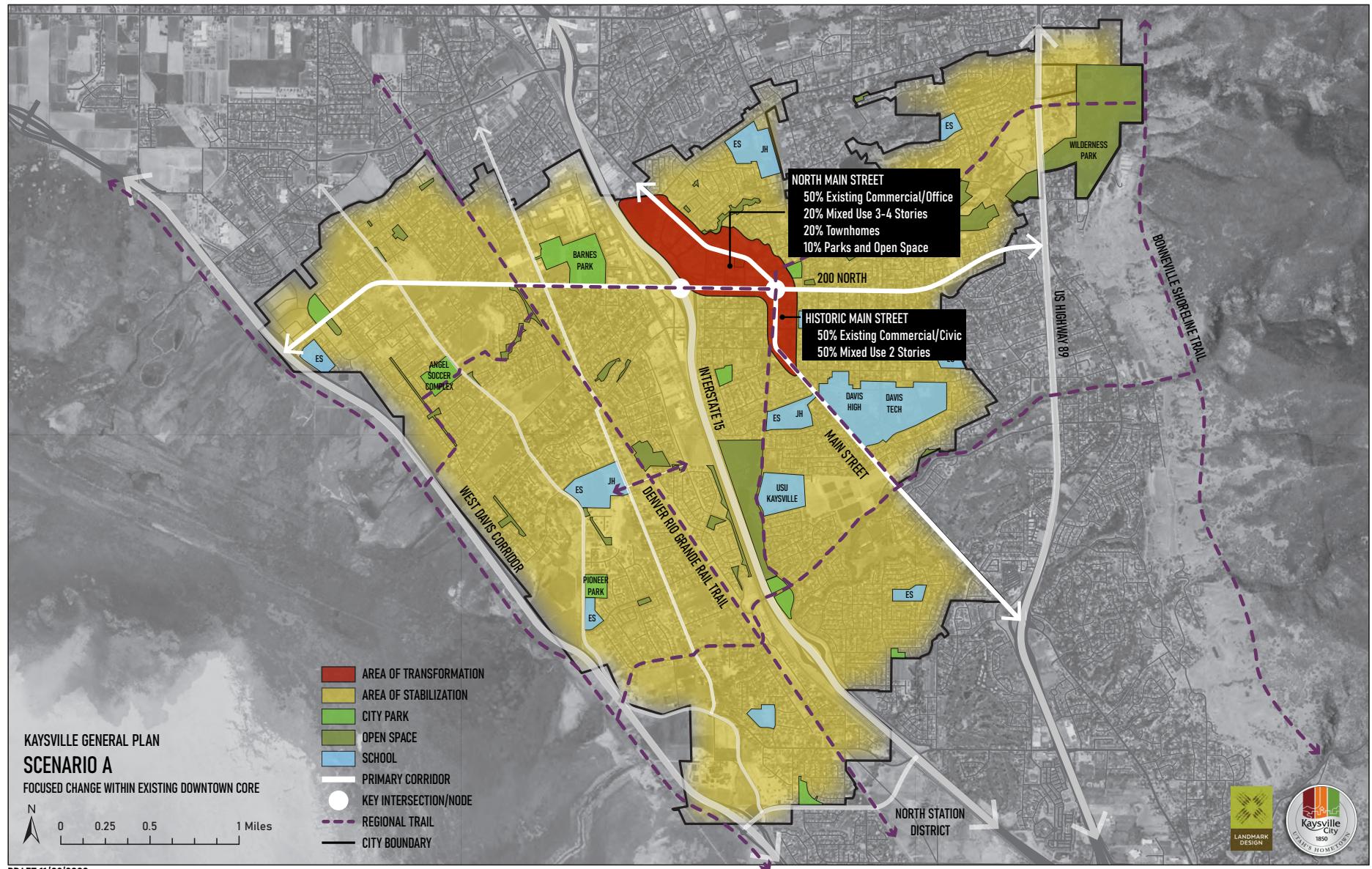
Scenario Questionnaire Completed: 69

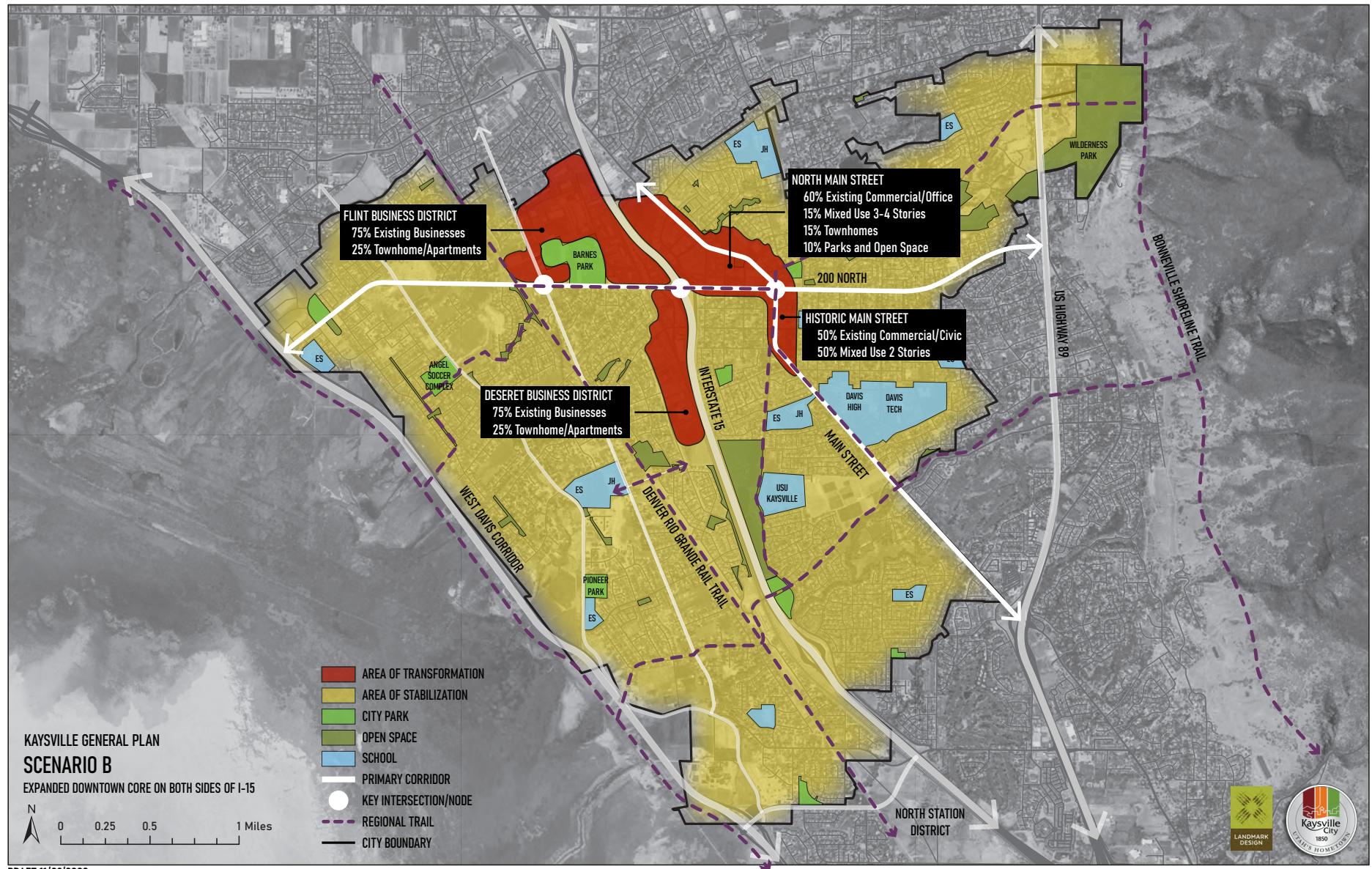
Public Workshop Summary

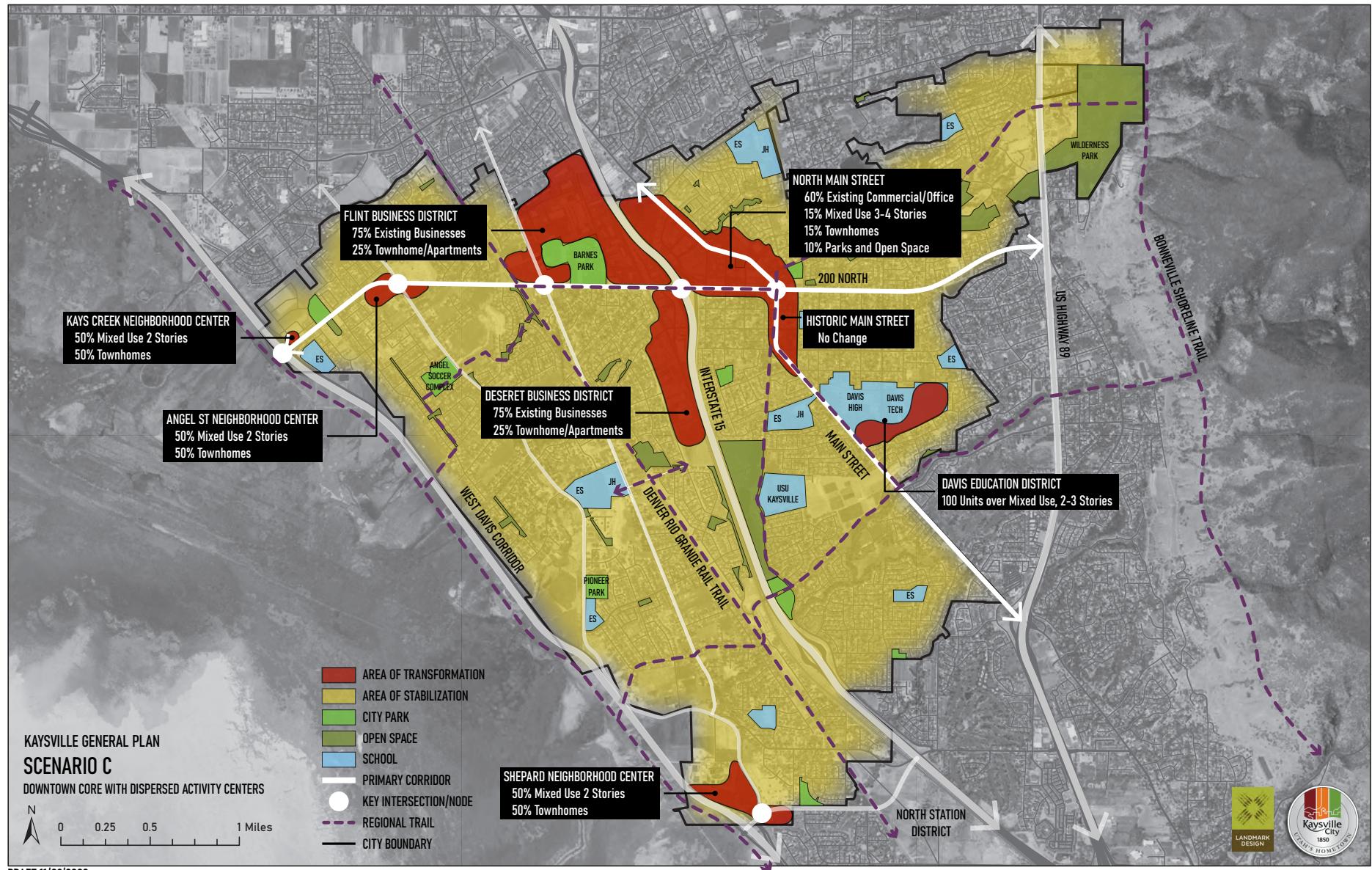
Please tell us roughly which quadrant of the city you live in?

Answered: 66 Skipped: 3









Land Use Scenarios

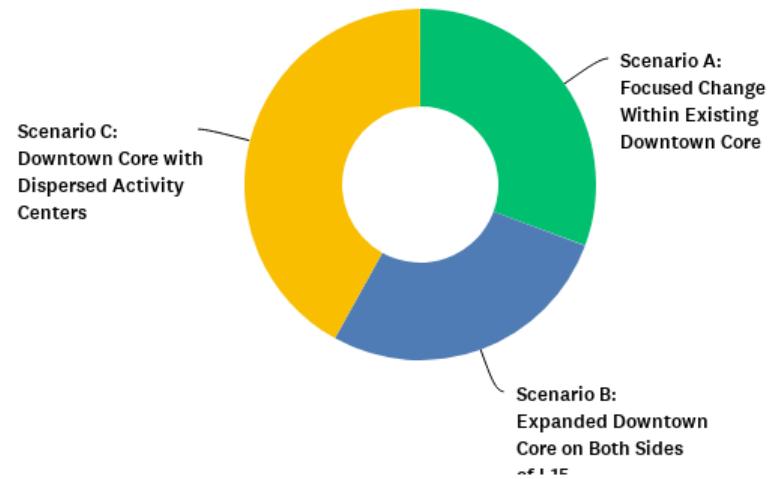
Scenario A: 31%

Scenario B: 27%

Scenario C: 42%

Taken individually, Scenario C yielded the most votes.

Q1 Which overall scenario do you like most?



Why People Chose Their Preferred Scenario

SCENARIO A

- Least change/minimal impact
- Centralizes businesses and services
- Brings renewal to downtown
- Preserves single-family neighborhoods
- Less traffic or population than other scenarios

"I like having the library, city government, post office, and restaurants in the downtown core area. The residential areas will have less traffic if the services and activity centers are in the downtown area."

SCENARIO B

- Centralizes businesses and services but extends these to West side
- Relieves pressure off of downtown alone
- Preserves single-family neighborhoods
- Balances E/W sides by redistributing activity/traffic

"I think it provides a good balance between options A and C. Putting some of the burden of growth on a larger area while giving more options."

SCENARIO C

- Relieve traffic by distributing activity/less distance to services
- Disperses burden of new development throughout city
- Creates walkability
- Provides diversity in growth opportunities
- Little unique neighborhood centers

"Diversity of options and locations means that not just one place shoulders the potential difficult impacts that can come with the benefits of expansion and growth. I think it's better for traffic, business and the community to spread that out."

Why People Chose Their Preferred Scenario

SCENARIO A

- Least change/minimal impact
- **Centralizes businesses and services**
- Brings renewal to downtown
- **Preserves single-family neighborhoods**
- **Less traffic** or population than other scenarios

SCENARIO B

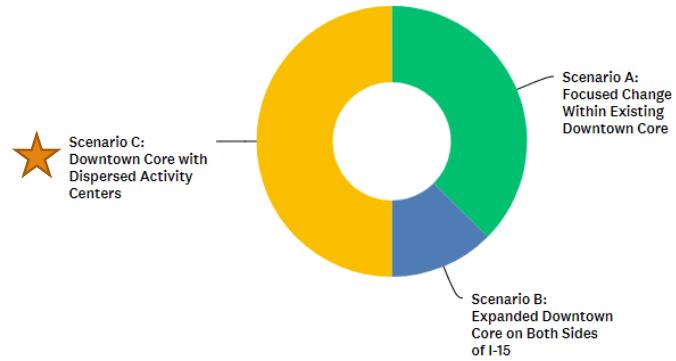
- **Centralizes businesses and services** but extends these to West side
- Relieves pressure off of downtown alone
- **Preserves single-family neighborhoods**
- Balances E/W sides by **redistributing activity/traffic**

SCENARIO C

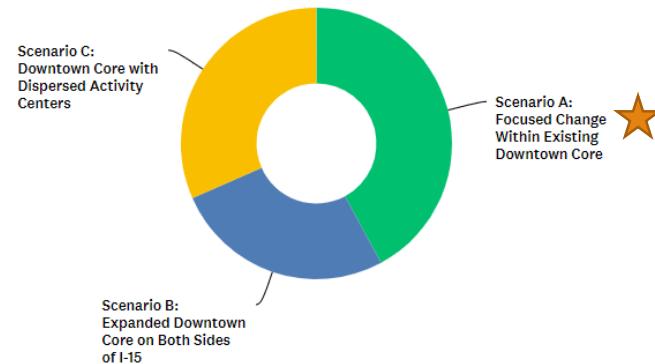
- **Relieve traffic by distributing activity/less distance to services**
- Disperses burden of new development throughout city
- Creates walkability
- Provides diversity in growth opportunities
- Little unique neighborhood centers

All three scenarios had support from some respondents as keeping the Kaysville “small town” feeling.

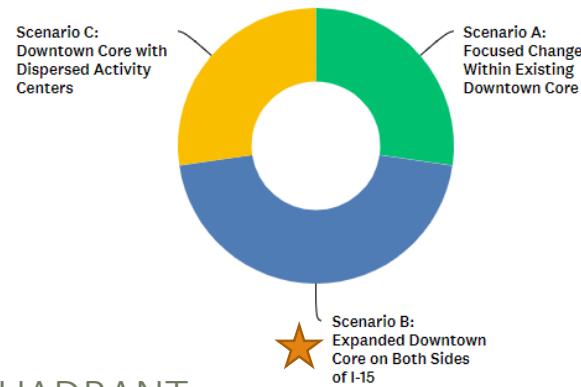
NW QUADRANT



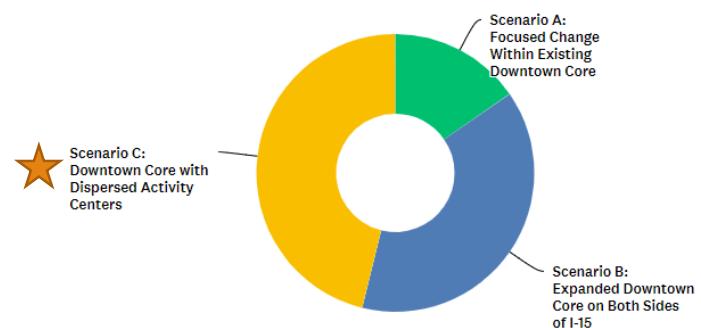
NE QUADRANT



SW QUADRANT



SE QUADRANT



NW QUADRANT

"I like that I live far enough west from downtown that it doesn't have a city feel but I can drive 5 minutes and it's different. I don't want the city feel any closer to where I live."

"I'd prefer a more focused redesign of downtown and perhaps less sprawl."

NE QUADRANT

"[Scenario A] would focus on the heart of our downtown area. There has been plenty of focus on west Kaysville and it is time to focus on the Main Street area in bringing more life and activity there."

"I think that everyone likes to feel they have easy access to some basic amenities. I would like there to be better access to affordable housing and I love the livability of having mixed use housing and commercial available. It also provides for the best opportunities for growth. I think they also will encourage better transportation options especially walking and biking."

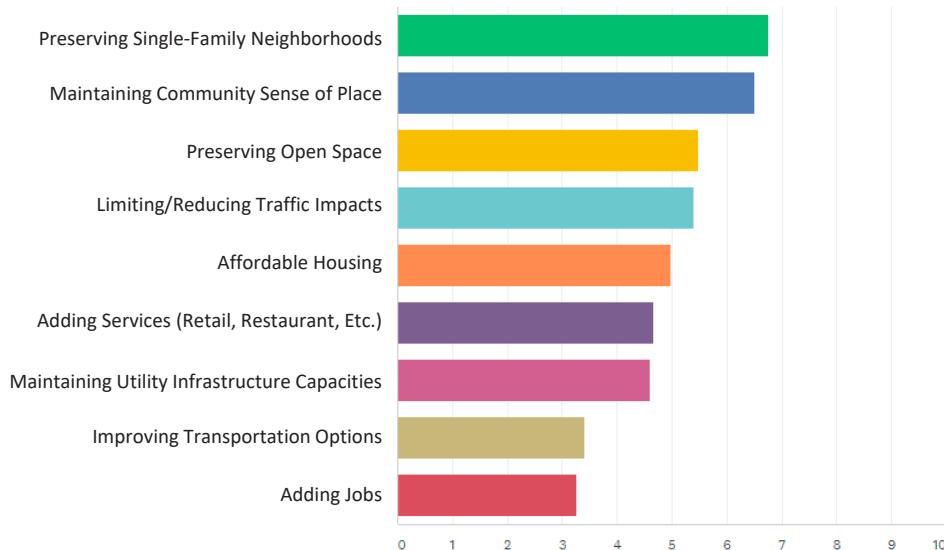
SW QUADRANT

SE QUADRANT

Development Priorities

Regarding future development in Kaysville, what objectives are most important to you? (Please rank from Highest to Lowest. You can drag and drop the answers by clicking the stacked line symbol at the left of each.)

Answered: 66 Skipped: 3



All four quadrants of the city ranked **Preserving Single-Family Neighborhoods and Maintaining Community Sense of Place** as their top priorities for future development.

Development Priorities

The four city quadrants differed on their **third** most important future development priorities.

NW QUADRANT

Preserving Open Space

NE QUADRANT

Affordable Housing

Limiting/Reducing Traffic

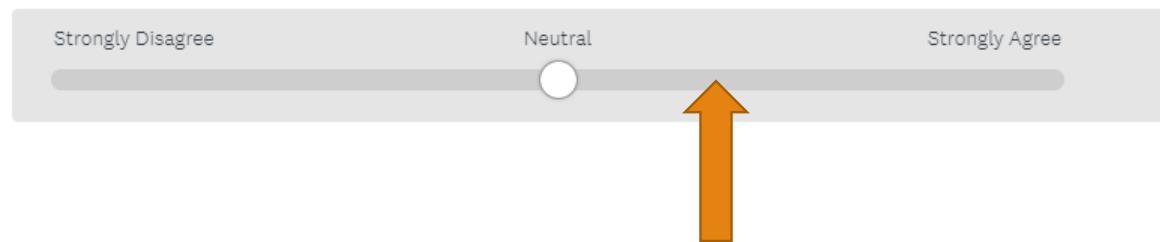
Limiting/Reducing Traffic

SW QUADRANT

SE QUADRANT

Accessory Dwelling Units (ADUs)

5. One potential option for affordable housing in Kaysville could be the introduction of accessory dwelling units (ADU) or "mother-in-law" dwellings. These may be either attached or detached units usually associated with single-family homes. Would the allowance of ADUs in single-family neighborhoods in Kaysville be an acceptable practice for introducing affordable housing?



The averaged response for ADUs was slightly in favor of an ordinance.

Other Things People Are Talking About

- Need for better planning/design/architecture in Kaysville
- Desire for a beautification of Kaysville
- Equal sentiment for either no multi-family housing or separating multi-family from single-family
- Desire for ADU overlay and work/live zoning
- Inadequate parking, sidewalks, and other infrastructure
- Desire for additional arts and recreation facilities
- Desire for small, local businesses and restaurants
- Public safety
- Fiber internet
- Concerns over utility costs/taxes as growth continues
- West Kaysville to share housing burden
- Irrigation water upgrades
- Additional freeway exit
- More parks
- Replace old non-historic housing in established neighborhoods
- Active transportation/connected trail system
- Dog leashing

1 LAND USE PRINCIPLE:

Preserve and enhance Kaysville's peaceful, small town atmosphere through careful, sustainable planning that respects the city's history and sense of place.



2 LAND USE PRINCIPLE:

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



3 LAND USE PRINCIPLE:

Enhance and evolve Kaysville's activity centers, nodes and primary corridors with commercial and mixed use development that is consistent with Kaysville's character and the community vision.



4 LAND USE PRINCIPLE:

Ensure future growth and development are aligned with transportation and infrastructure capacities.



5 **HOUSING PRINCIPLE:**

Meet and exceed state requirements for affordable housing.



6

HOUSING PRINCIPLE:

Accommodate a full range of housing opportunities to meet the economic, lifestyle and life-cycle needs and expectations of the city.



7

HOUSING PRINCIPLE:

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



8**PARKS, RECREATION,
TRAILS, AND OPEN SPACE
PRINCIPLE:**

Maintain the level of service for Kaysville's robust parks system, expanding the network of public parks to fill gaps and ensure equitable access throughout the community.



9

PARKS, RECREATION, TRAILS, AND OPEN SPACE PRINCIPLE:

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



10

PARKS, RECREATION, TRAILS, AND OPEN SPACE PRINCIPLE:

Connect Kaysville's neighborhoods to foothills, drainages, open spaces, parks, and adjacent communities with a comprehensive trail system.



11 TRANSPORTATION PRINCIPLE:

Develop 200 North and Main Street into sustainable multi-modal corridors that absorb growth and reflect the Kaysville community.



Existing 200 N - neighborhood and park



Existing 200 N - downtown Kaysville



Existing 200 N - I-15 interchange



Add more lanes



Wide sidewalks and streetscape



Separated pathways for walking and bicycling



Bike lanes



Multi-family housing



Plazas and public spaces



Boulevard



HOV lanes



Bus rapid transit

12

TRANSPORTATION PRINCIPLE:



Walkable neighborhood streets



Protected bike lanes



Bike boulevards/
Neighborhood byways



Trail corridors



More and improved pedestrian crossings



Bike crossings of major streets



Bike and pedestrian-friendly freeway interchanges



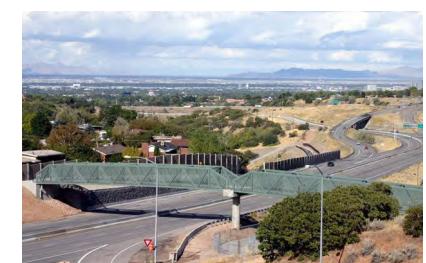
Connected neighborhood street networks



Pathways linking cul-de-sac streets



Street crossings of I-15 and other freeways



Ped/bike bridge crossings of freeways and other barriers

Improve connectivity within and among Kaysville neighborhoods and districts.

13 TRANSPORTATION PRINCIPLE:

Preserve and enhance regional and community mobility.



Keep I-15 functional



New interchange at Shepard Lane



Roundabout



Fixed UTA transit routes



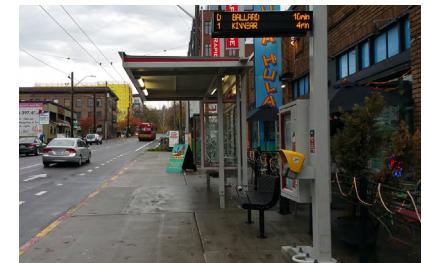
Connections to FrontRunner stations



Vanpooling and carpooling solutions



Community transit and mobility hub



Bus stop improvements



Promotion of community bicycling



Neighborhood “Open Streets” for walking/biking



Bike share



Microtransit



KAYSVILLE COMMUNITY SURVEY



2021 GENERAL PLAN & LAND USE SURVEY



1. Residents report a **high quality of life** and a desire to mitigate growing pains and maintain Kaysville's current small town feel.
2. Current commercial areas are the best candidates for future development and growth, especially for **low-rise mixed use developments with retail & restaurants**.
3. West Kaysville residents in particular exhibit a **strong preference** for future housing development in Kaysville to consist of single family homes, preferably with large lots.
4. There is **strong public support** for a new city recreation center. Residents are willing to have a tax increase in order to finance a recreation center.
5. Residents are **satisfied with the current parks** and park maintenance, and most residents frequently use city parks. Residents would like to see an **increase in trails and open space**.

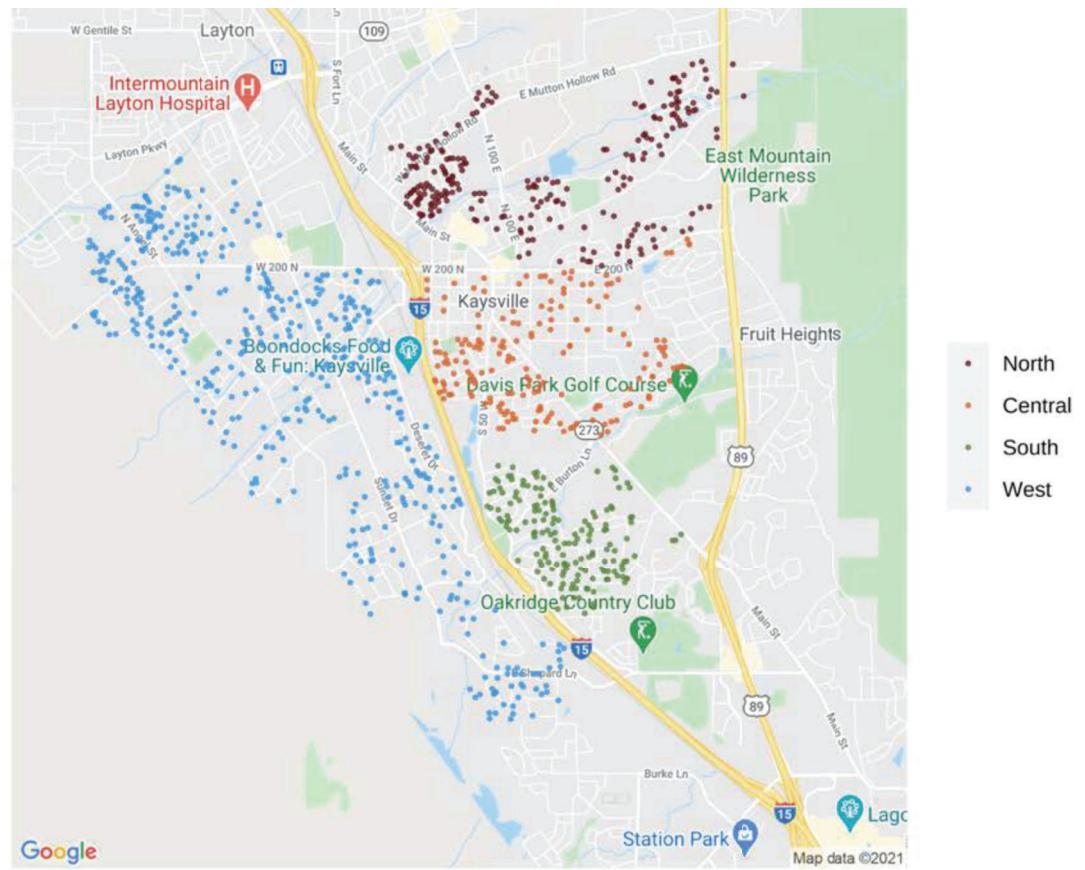
FINDINGS TO REMEMBER

SURVEY METHODOLOGY

SAMPLING, MODE, & MARGIN OF ERROR

- 1,050 residents within the boundaries of Kaysville City participated in this survey. Residents were randomly selected from City utilities accounts to participate and invited via email.
- Data have been weighted to reflect population statistics from the U.S. Census American Community Survey to ensure that the sample is representative of the population of the City as a whole, specifically in regards to age, race, and home ownership.
- Self-administered online interviews conducted March 9-March 22, 2021.
- Margin of error +/-2.97 percentage points

Respondents are relatively evenly distributed across Kaysville and were sorted into one of four districts—North, Central, South, and West. Each of the four districts have sufficient representation from which to make statistical estimations.

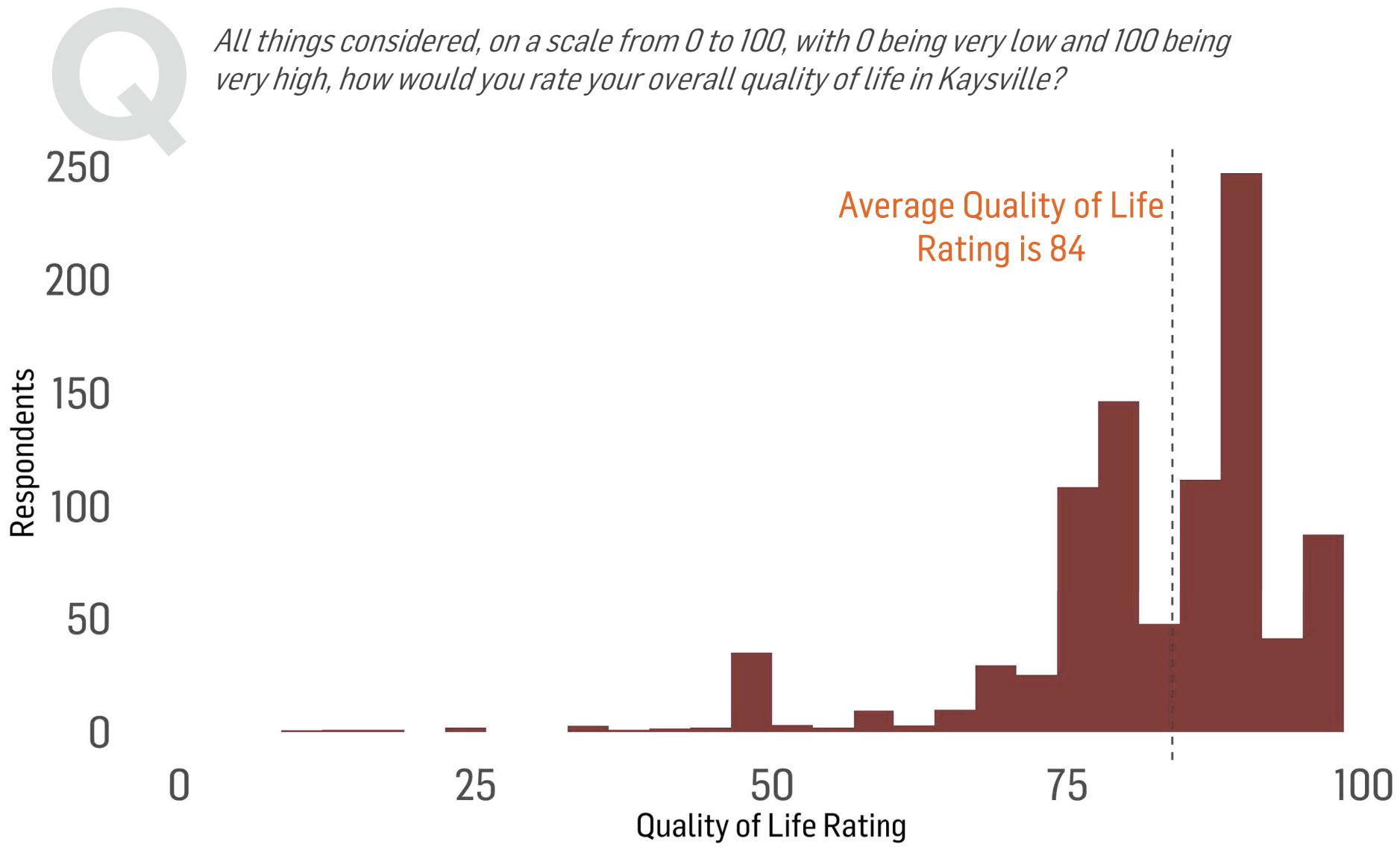


HEALTH OF THE CITY

DIRECTION & DEVELOPMENT

KAYSVILLE OFFERS HIGH QUALITY OF LIFE

Respondents reported overall high quality of life in Kaysville. The average rating given is 83.8, putting Kaysville on the high end of average when compared with other cities along the Wasatch Front.

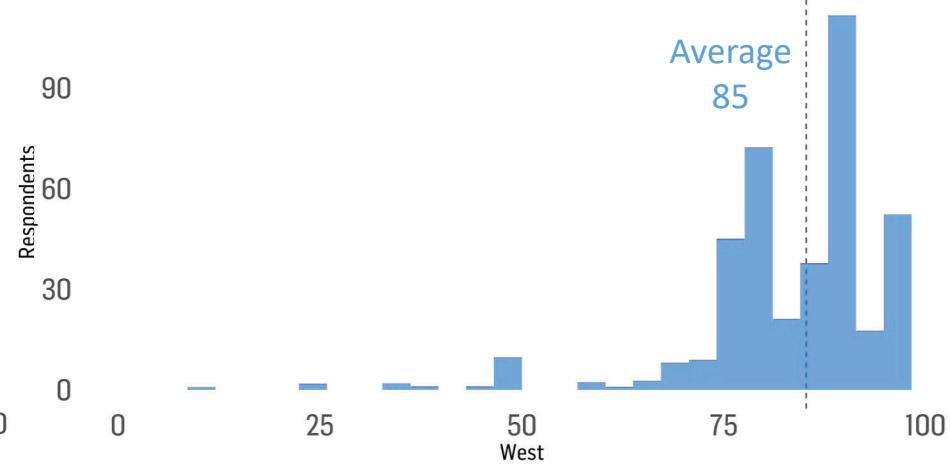
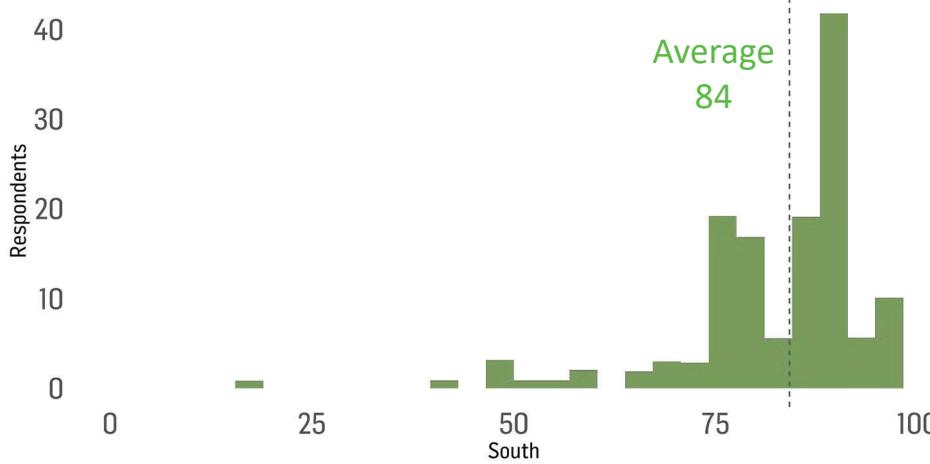
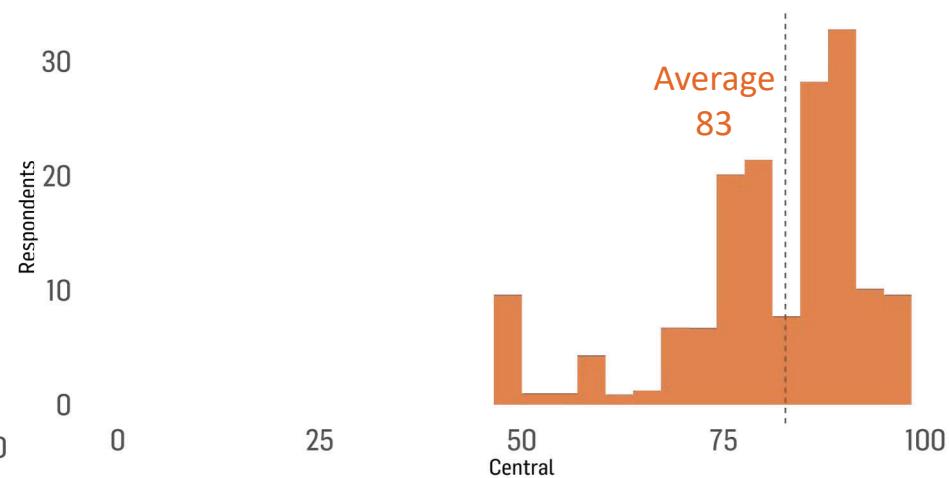
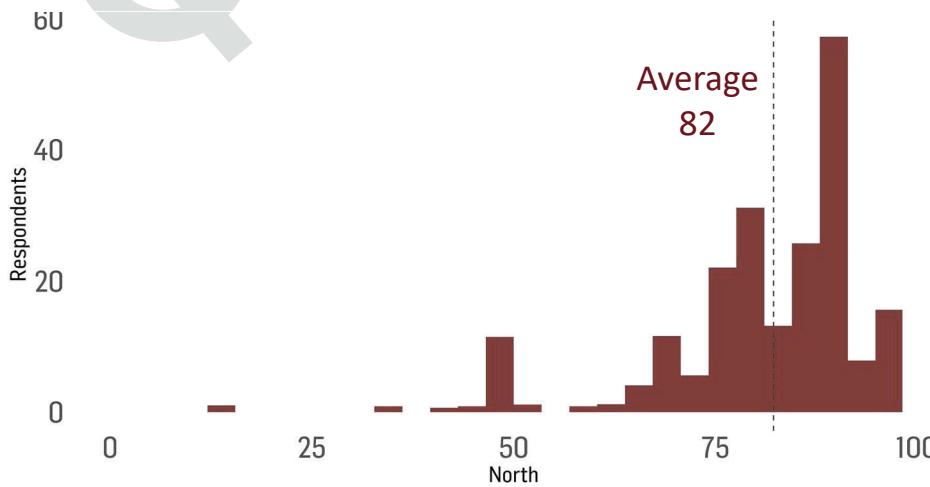


KAYSVILLE OFFERS HIGH QUALITY OF LIFE

Respondents across all areas of the city express high quality of life ratings, with no statistically significant differences observed between North, Central, South, or West residents' average ratings. Interestingly, no residents from Central Kaysville rated their quality of life below 50 on the 0-100 scale.



All things considered, on a scale from 0 to 100, with 0 being very low and 100 being very high, how would you rate your overall quality of life in Kaysville?

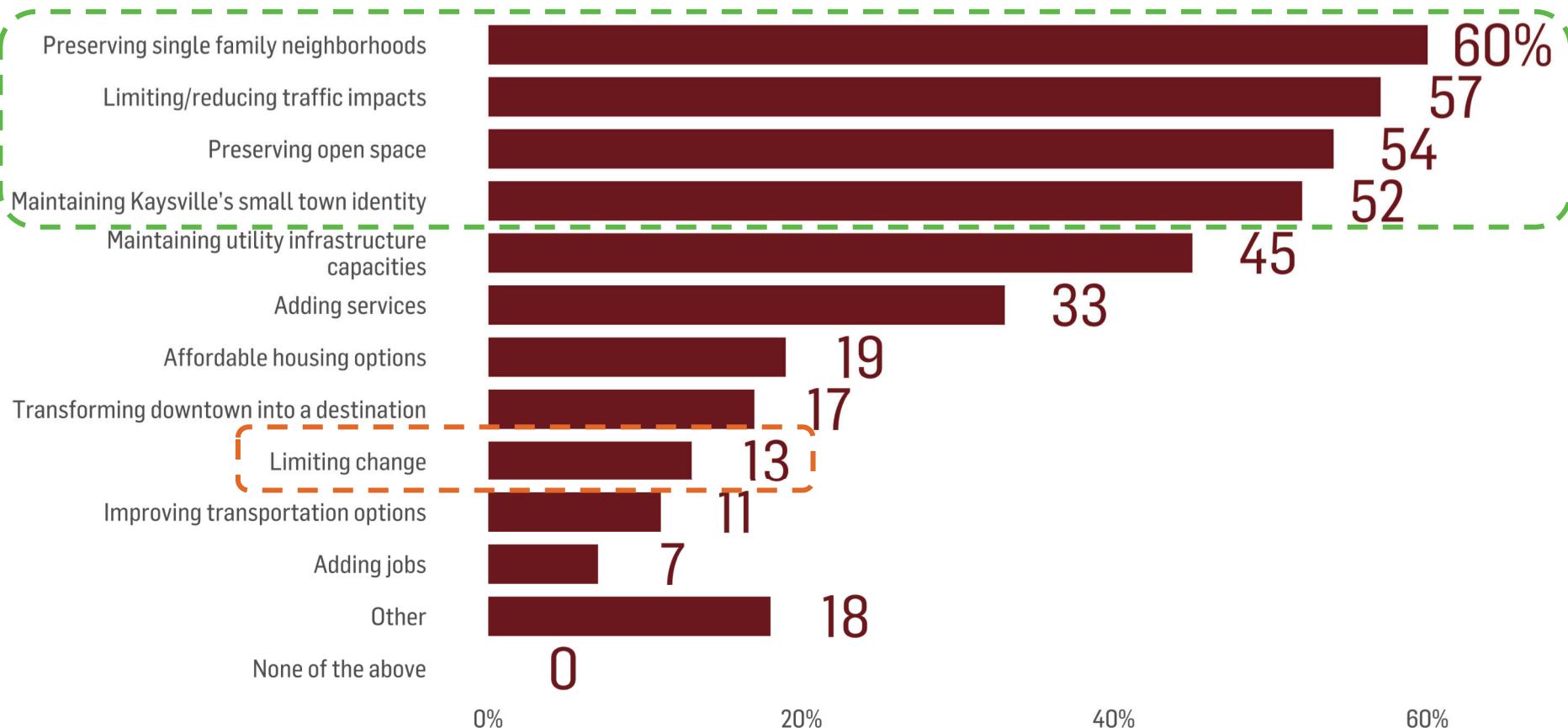


MAINTAINING SMALL TOWN FEEL IMPORTANT

The most important future objectives are ones that maintain Kaysville's small town atmosphere, with over half of respondents wanting preserved single family neighborhoods and open space, limited traffic, and maintaining Kaysville's small town identity.



*Thinking about the future of the city, what objectives are the most important to you?
Select up to five.*

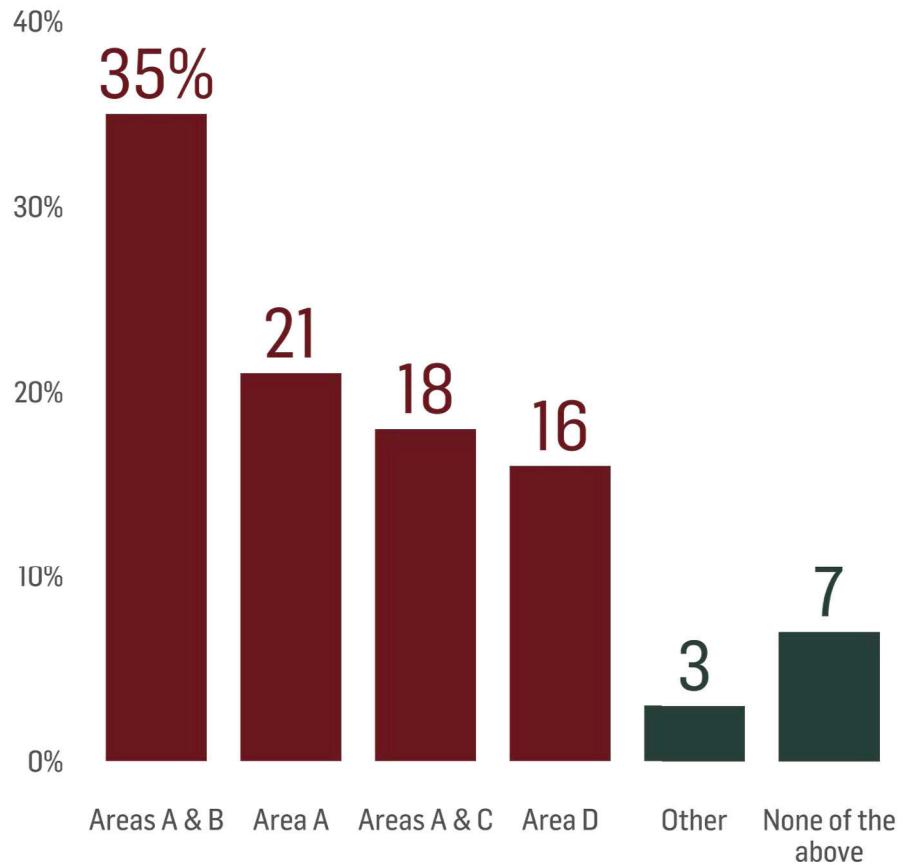
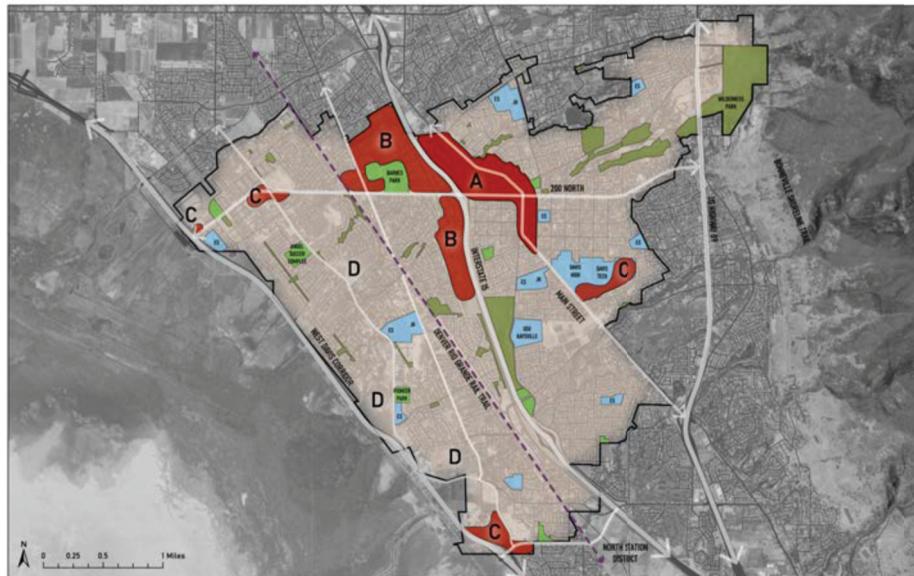


CURRENT COMMERCIAL AREAS CANDIDATES FOR GROWTH

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

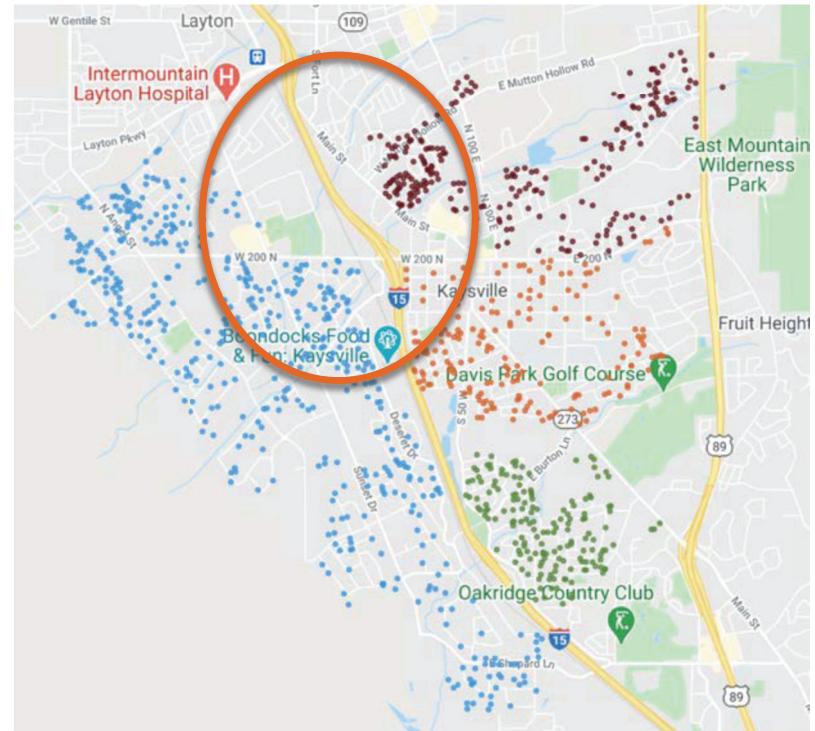
Area D: Concentrated on undeveloped land in West Kaysville

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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?



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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

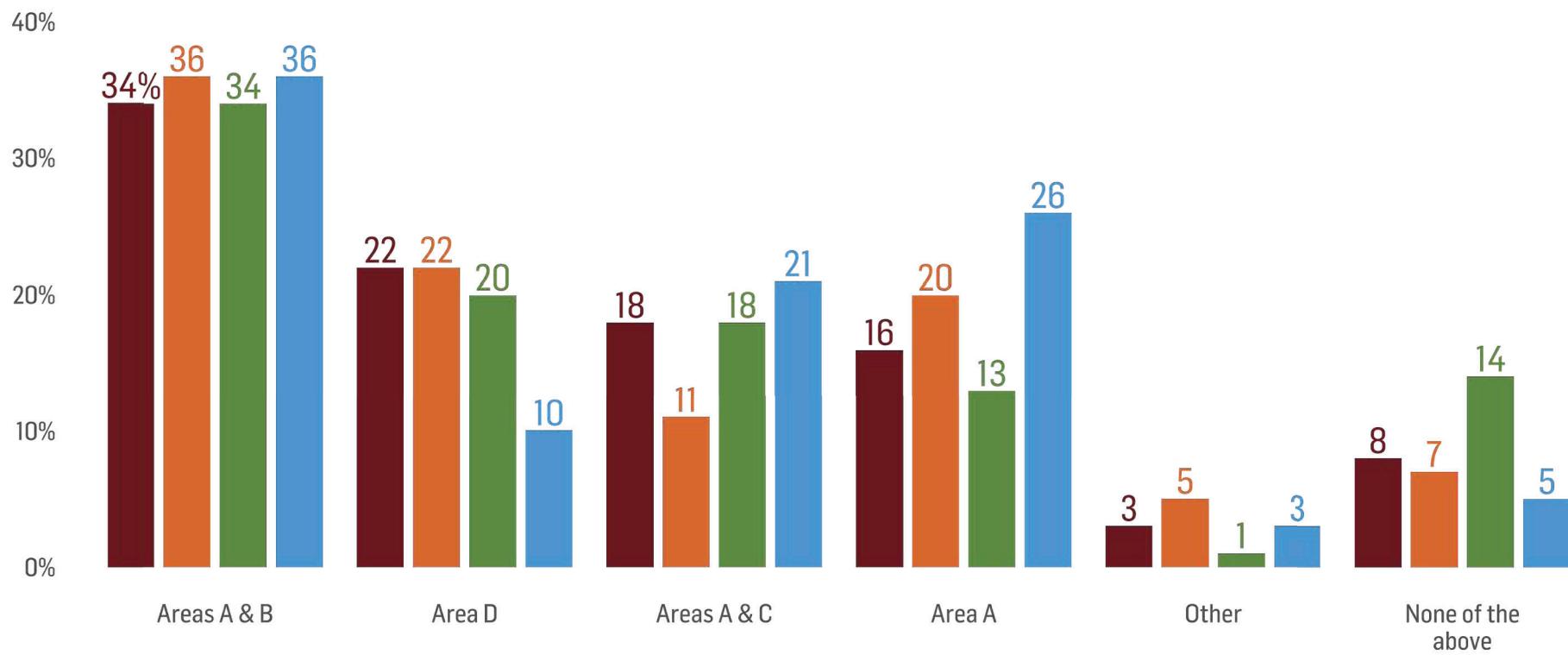
SUPPORT FOR FUTURE GROWTH FAIRLY CONSISTENT

Future growth in areas that are already commercial has widespread support. Those who live in West Kaysville would prefer to see development stay in Downtown and other commercial areas and show little support for developing undeveloped land in West Kaysville.



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

North Central South West



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

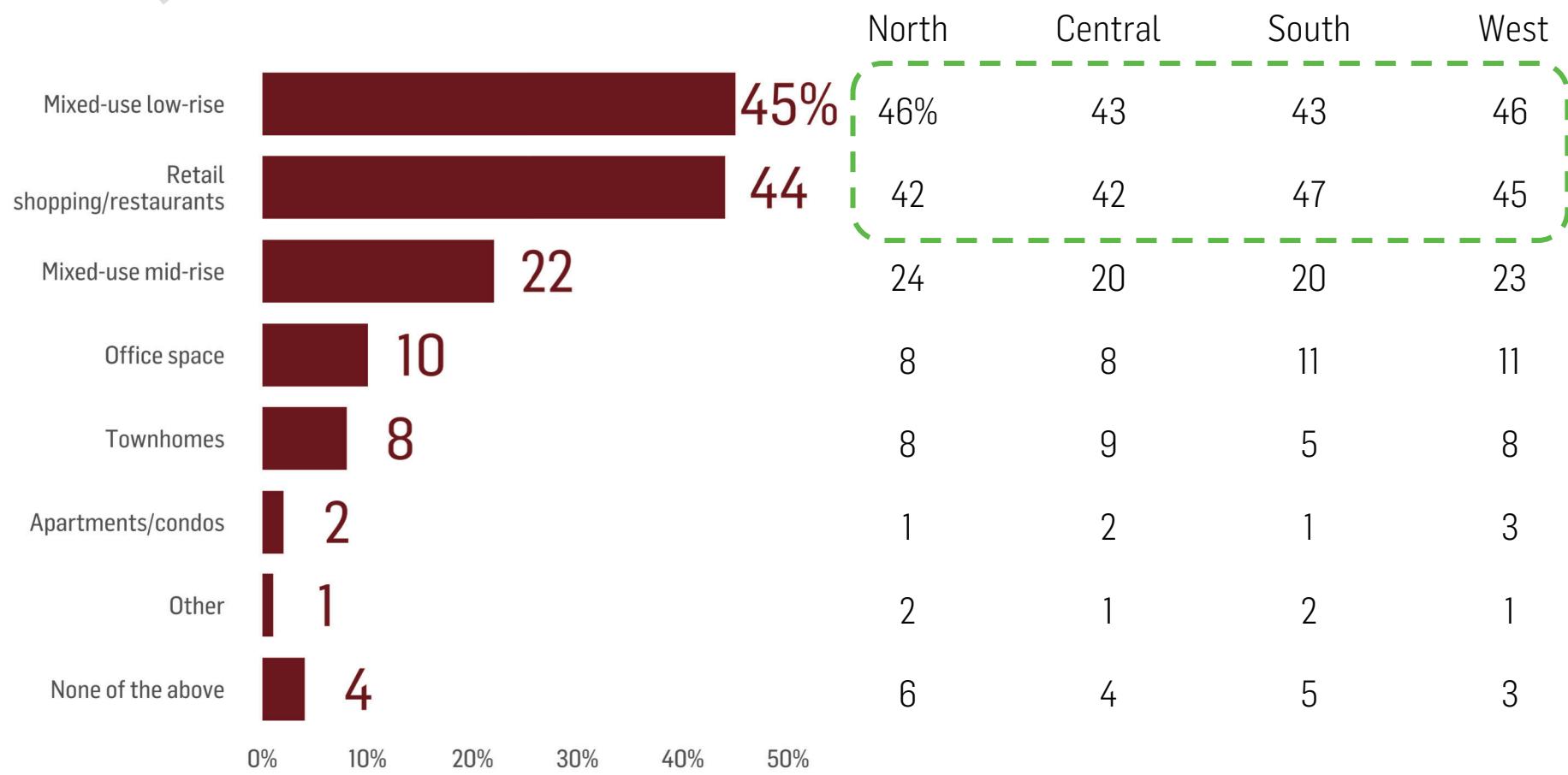
Area D: Concentrated on undeveloped land in West Kaysville

200 NORTH & MAIN STREET DEVELOPMENT

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



If existing commercial areas along 200 N and North Main Street were to redevelop, which of the following additions would you like to see? Select all that apply.

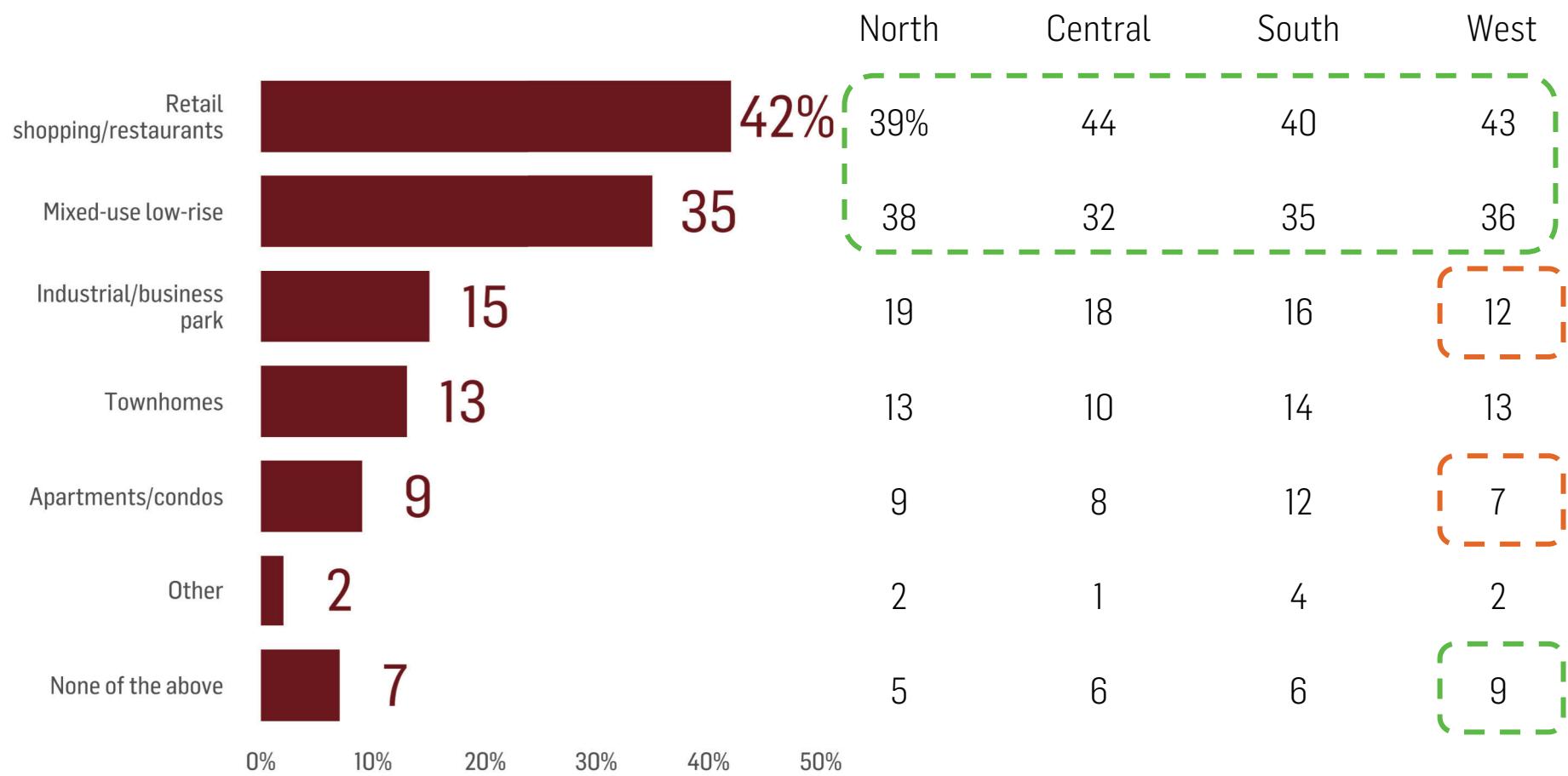


FLINT STREET & DESERET DRIVE DEVELOPMENT

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.



If areas near existing commercial developments along Flint Street and Deseret Drive were to redevelop, which of the following additions would you like to see? Select all that apply.

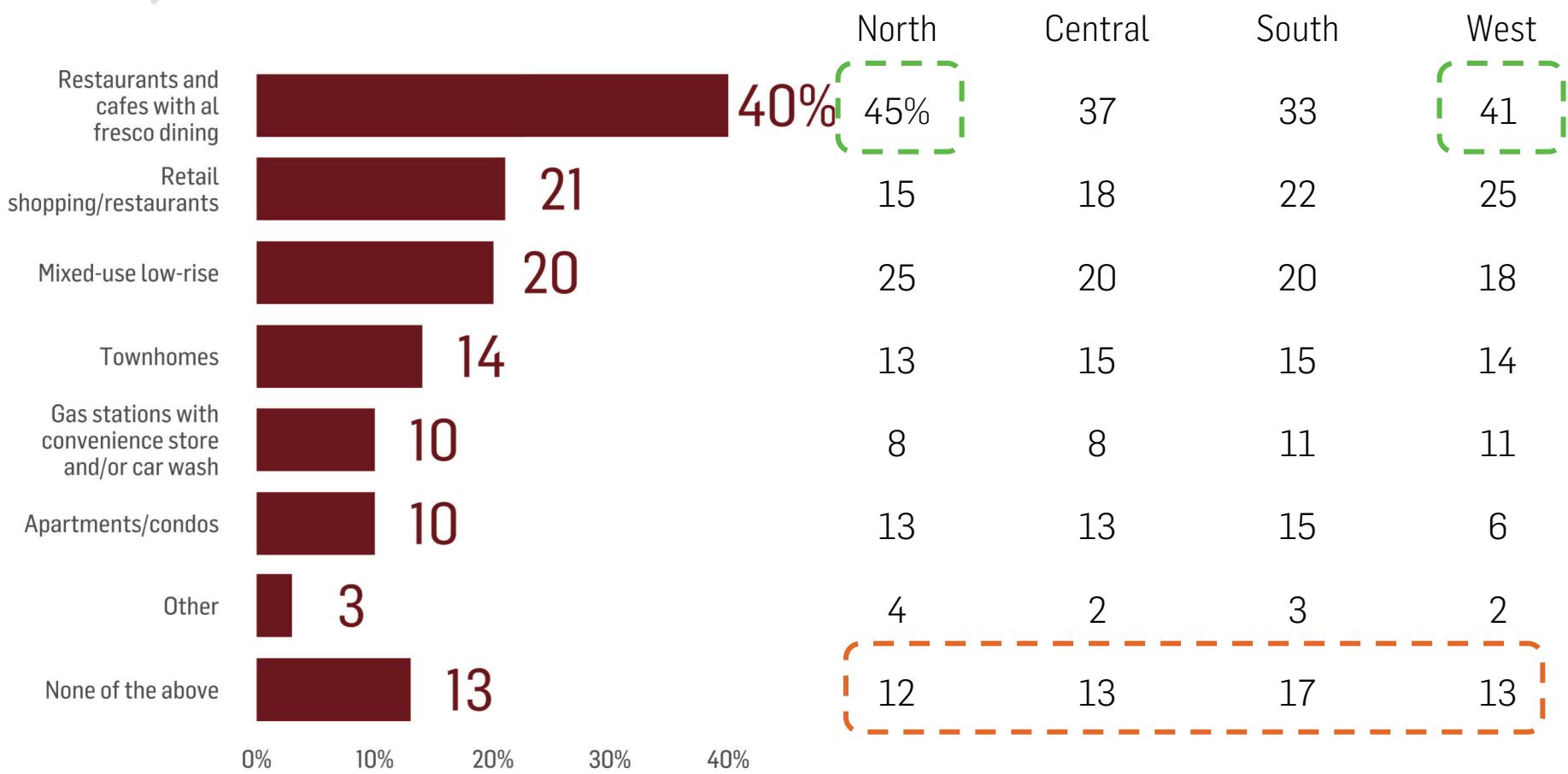


SMALL NEIGHBORHOOD CENTER DEVELOPMENT

Restaurants and cafes with al fresco dining in small neighborhood centers have the highest support, especially among respondents in North and West Kaysville. A higher percentage of respondents selected "None of the above," reinforcing a lack of support for development of small neighborhood centers.



*If **small neighborhood centers** were developed in residential neighborhoods, which of the following development would you like to see? Select all that apply.*

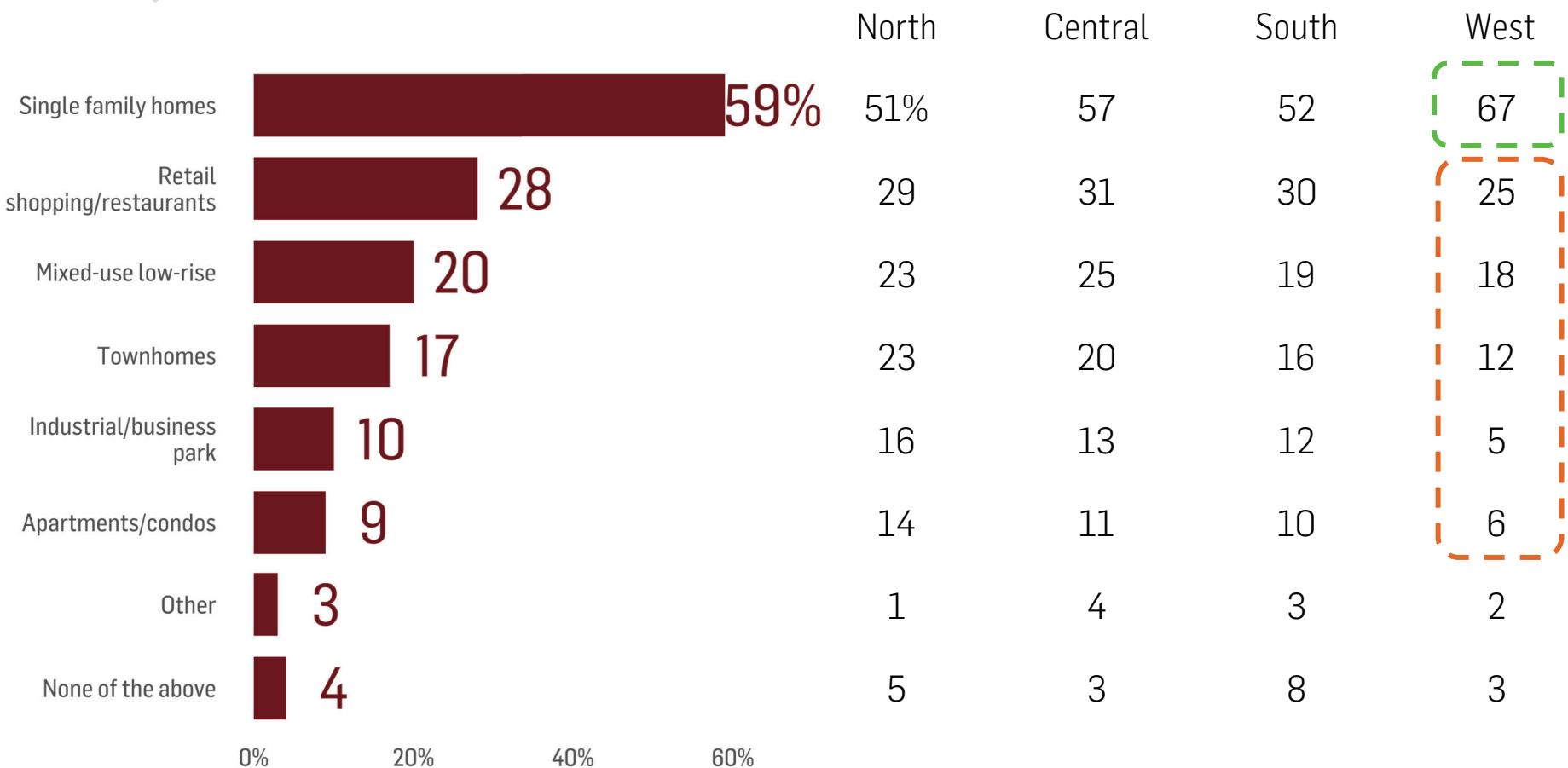


WEST KAYSVILLE DEVELOPMENT

Single family homes are the most in demand form of development for West Kaysville. Respondents who live in West Kaysville show lower levels of support for retail, mixed-use, multi-family housing, and industrial development.



If undeveloped land in West Kaysville were to develop, which of the following additions would you like to see? Select all that apply.

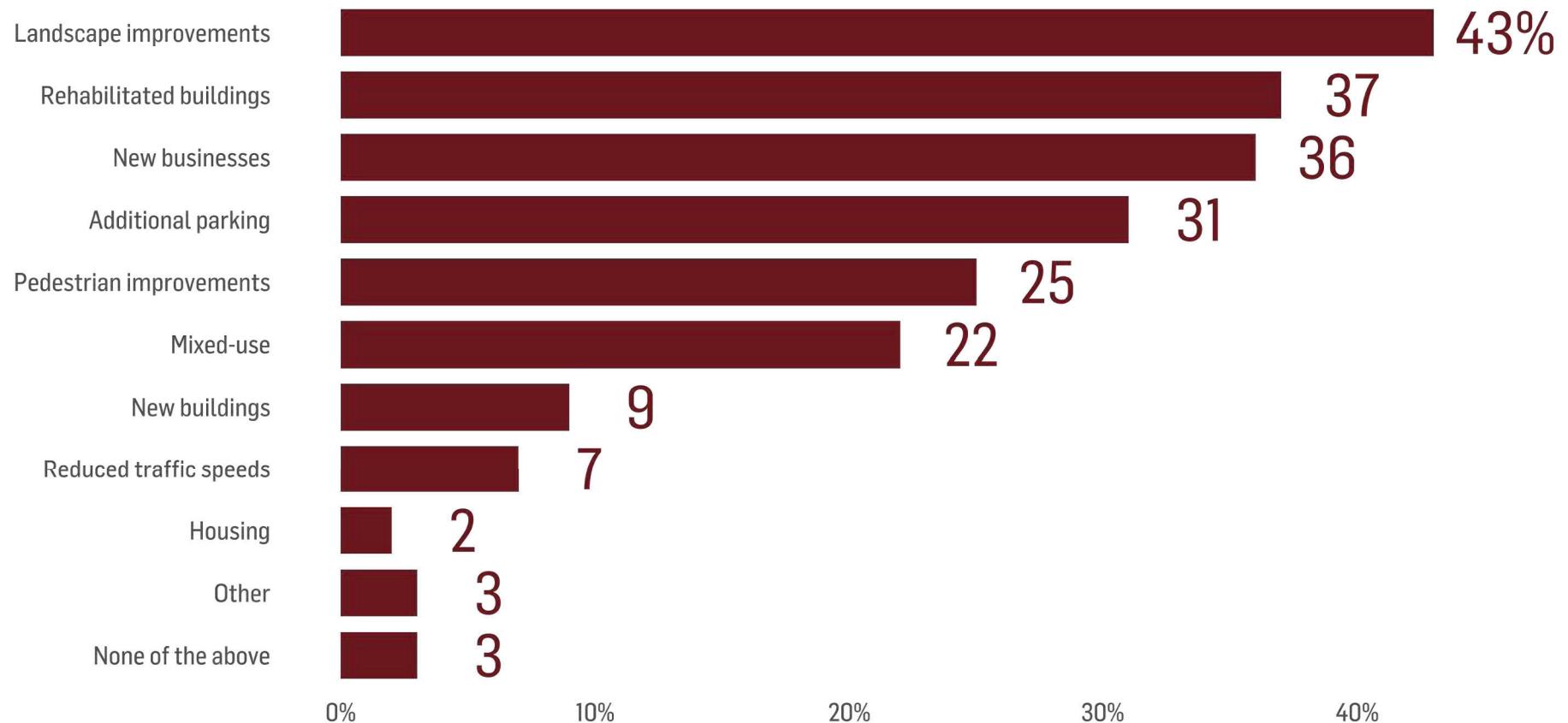


A FACELIFT WOULD IMPROVE DOWNTOWN

Landscaping improvements, rehabilitated buildings, and new businesses would go the farthest in making downtown Kaysville a better place to visit. Restaurants were a commonly requested business.



Which, if any, of the following potential changes would make historic downtown Kaysville a better place to visit? Select up to three.

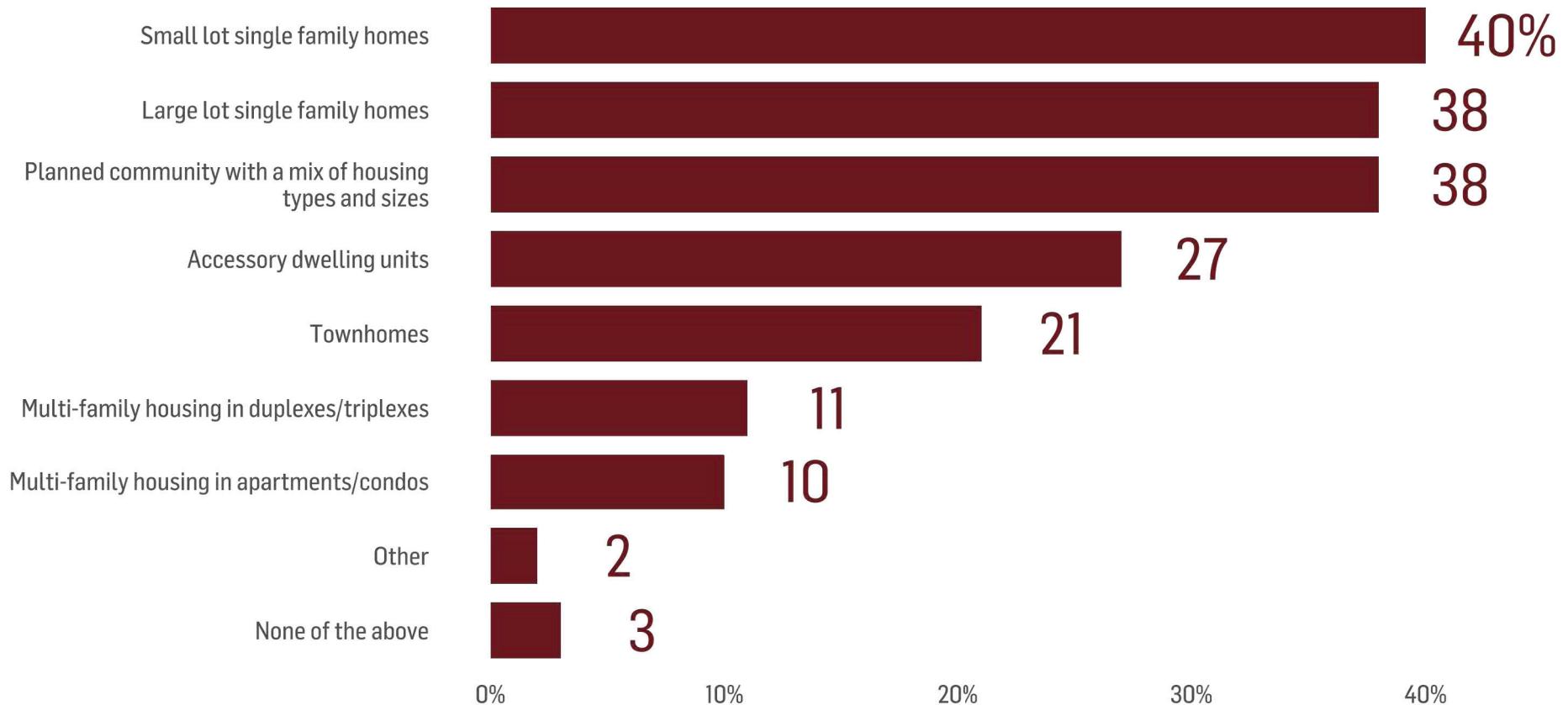


LOW SUPPORT FOR MULTI-FAMILY HOUSING

Single family homes and planned communities are respondent favorites for accommodating all residents. West Kaysville showed higher support for large lot single family homes. Multi-family housing has noticeably lower support across all geographic areas, with fewer than a third of respondents selecting any multi-family housing type.



Thinking about the future of Kaysville, what types of housing are needed to accommodate residents in various life stages? Select all that apply.

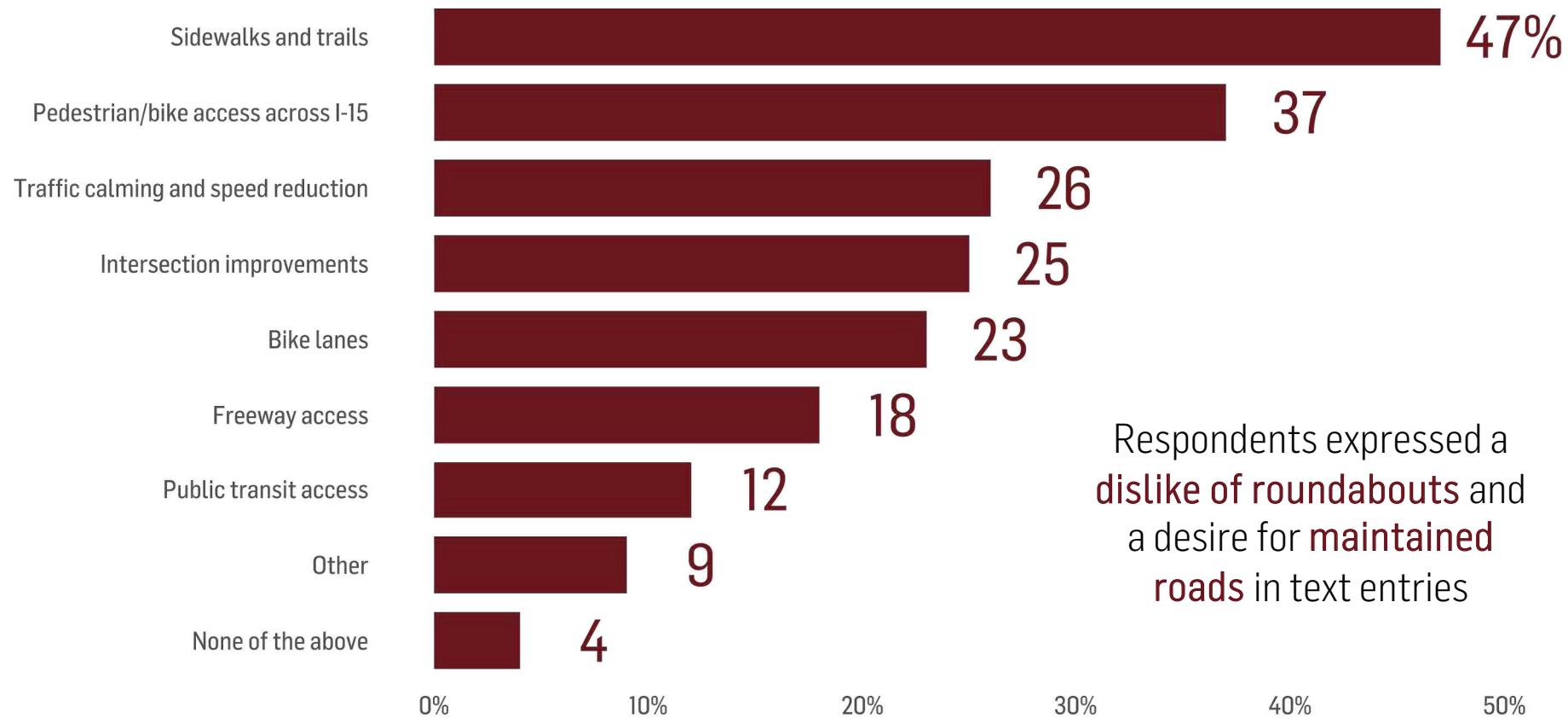


MORE DESIGNATED AREAS FOR PEDESTRIANS

Additional sidewalks & trails is the most requested transportation update, with particularly high support among respondents in North and Central Kaysville (56% and 48% respectively). West Kaysville showed a markedly higher demand for freeway access (24%), while North and Central Kaysville want better public transit access (17% and 15%).



*Which, if any, of the following types of transportation updates are needed in Kaysville?
Select all that apply.*



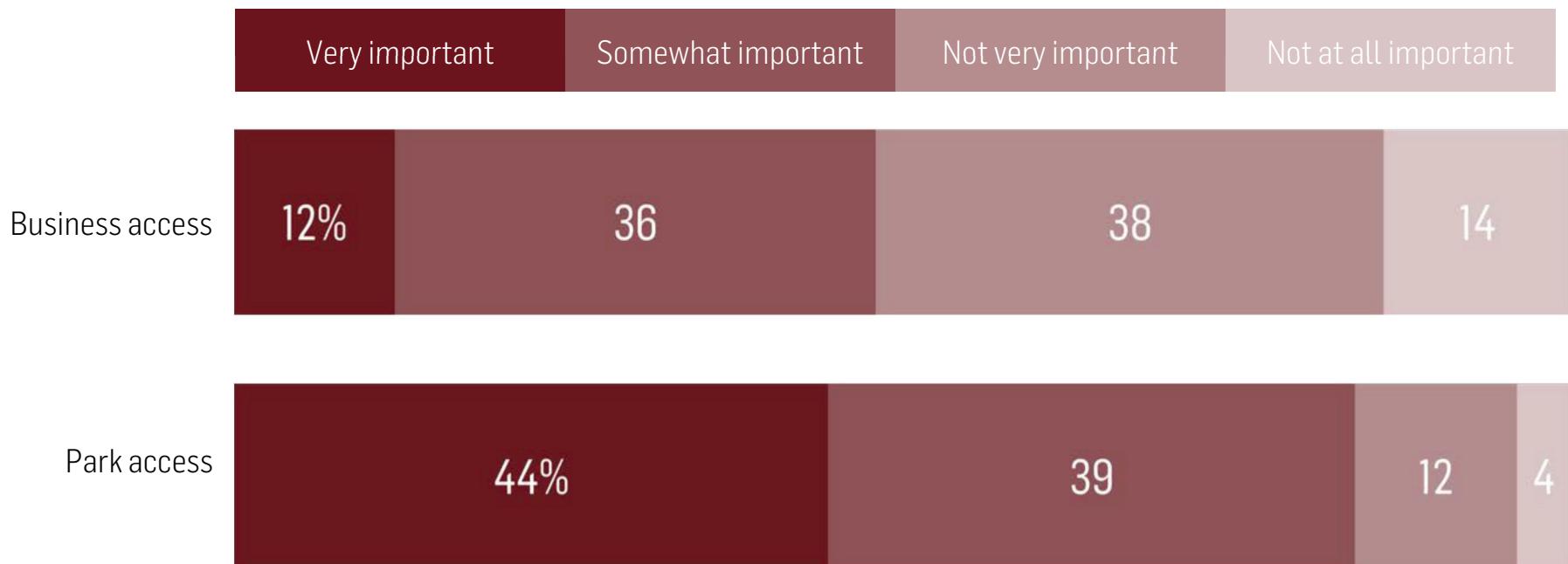
PEDESTRIAN ACCESS PRIORITIES

Over 50% of respondents said having business access within walking or biking distance from their home is not very or not at all important. Respondents from Central Kaysville consider it slightly more important, with 56% saying it's very or somewhat important.

Conversely, 4-in-5 residents say it is important to them to have parks within walking distance from their homes.

Q

How important to you is having access to [businesses and services/parks] within walking or biking distance from your home?



PARKS & TRAILS

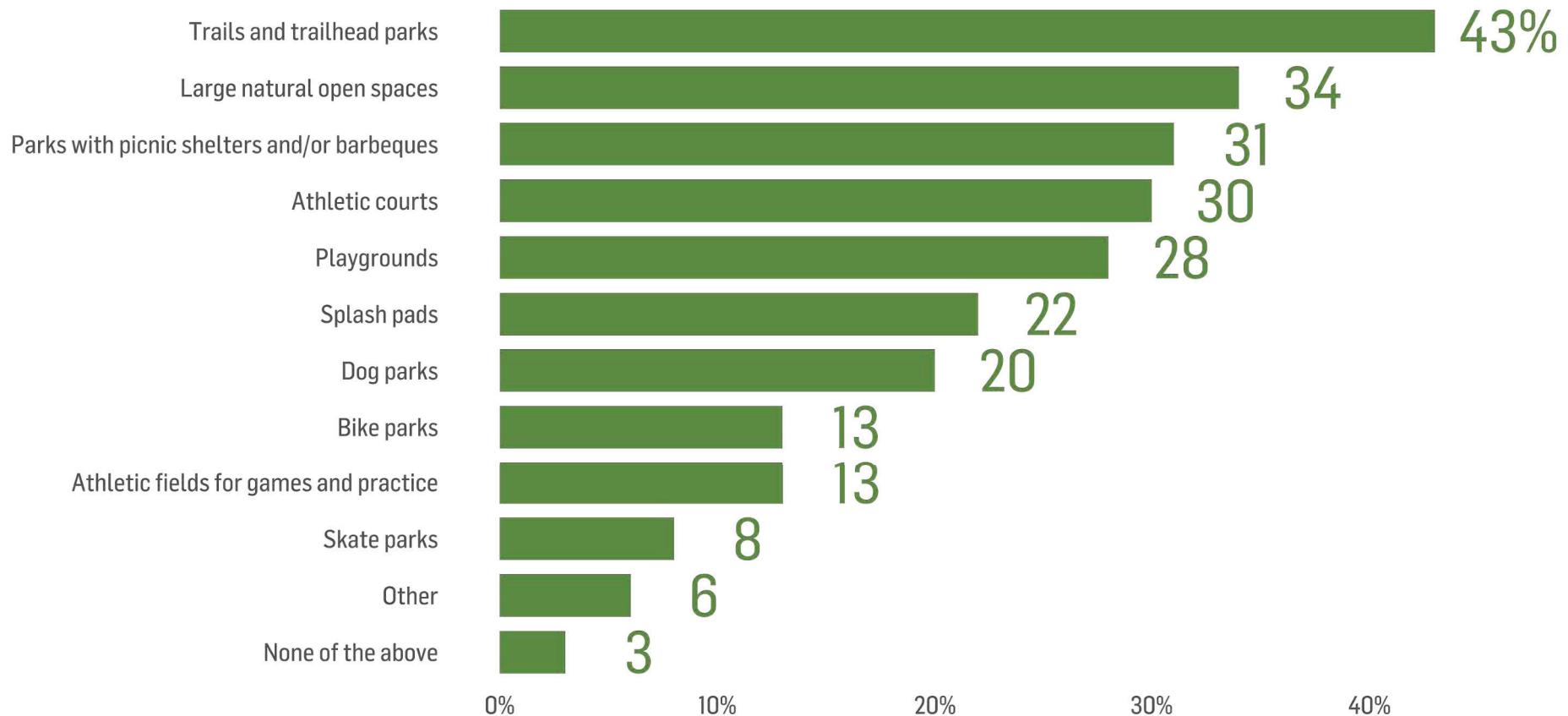
SATISFACTION, USE, AND FUTURE DEVELOPMENT

DEMAND FOR TRAILS AND OPEN SPACES

Increased trails and open spaces are the most popular potential park developments. Picnic areas, athletic courts, and playgrounds are other popular developments. There is low demand for skate parks, game/practice fields, and bike parks.



Thinking about existing parks as well as possible new parks that could be developed in Kaysville, what parks would you prefer to see in Kaysville?



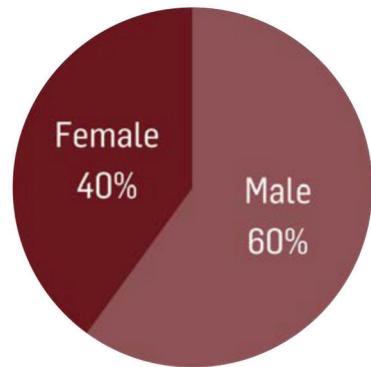
DEMOGRAPHICS

SAMPLE DEMOGRAPHICS

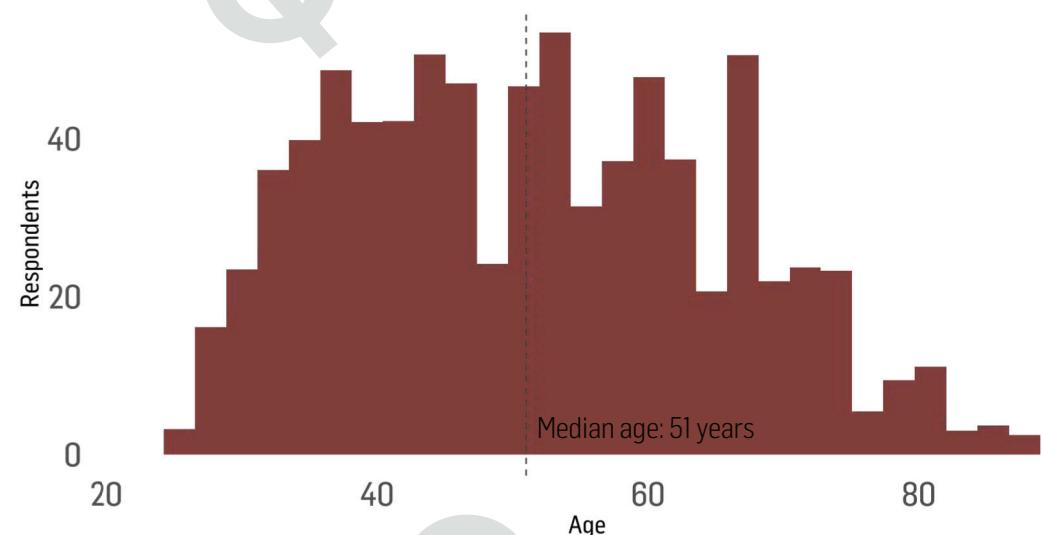
Very few respondents were young (ages 18-24). Median age of respondents is 51. Most respondents were white and married.



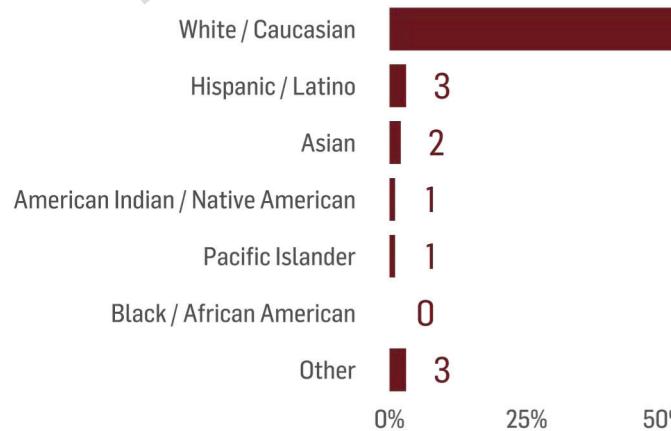
Which of the following best describes how you think of yourself:



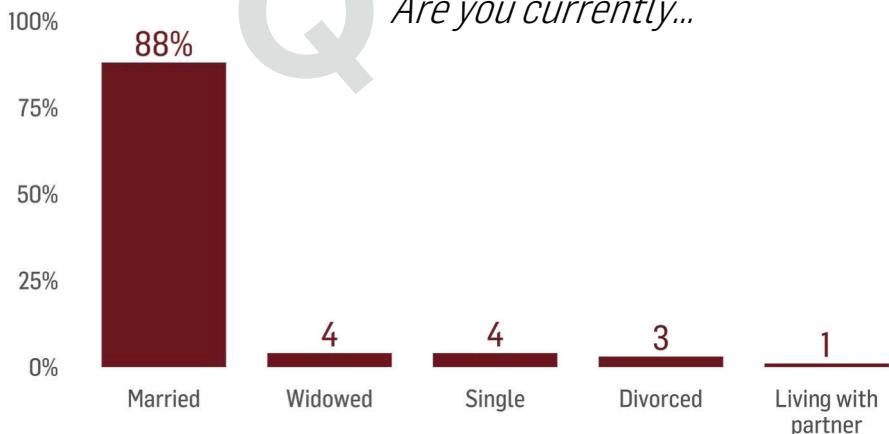
What year were you born:



Are you:



Are you currently...

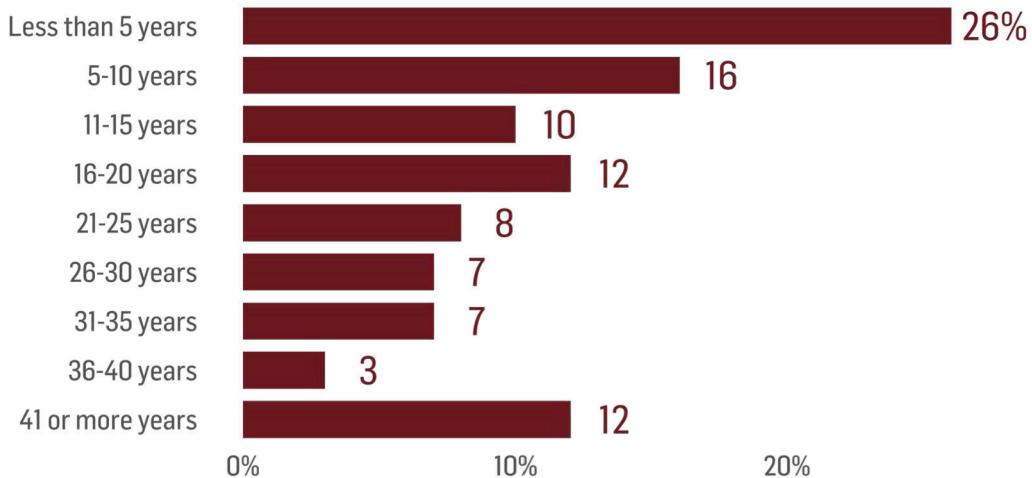


SAMPLE DEMOGRAPHICS

37% of respondents have lived in Kaysville for 21 years or more. 26% have moved to Kaysville in the last 5 years. The vast majority currently own their own home.



How long have you lived in Kaysville?

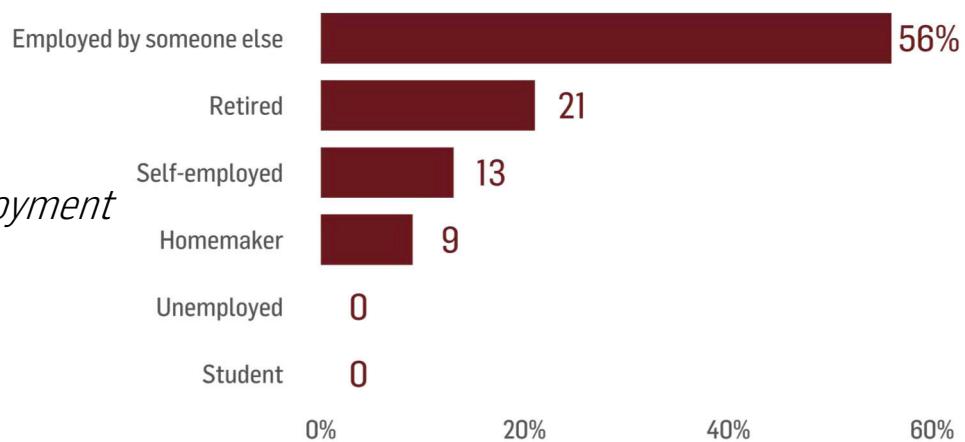


99%

of respondents currently own or are buying their own home

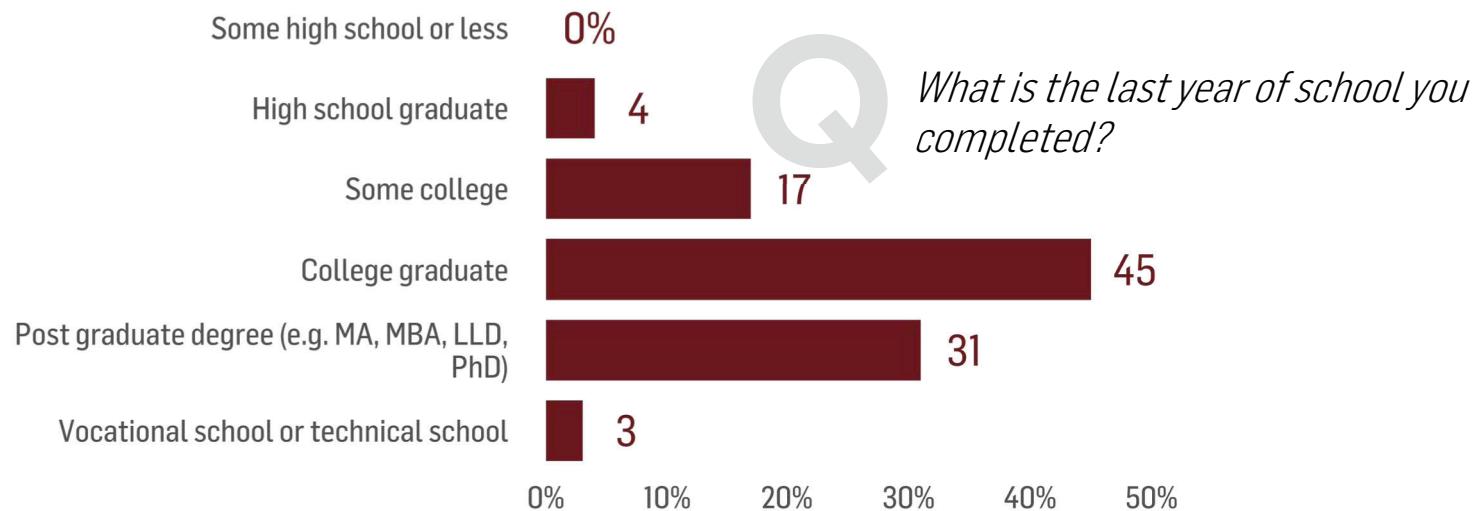


What is your current employment status?

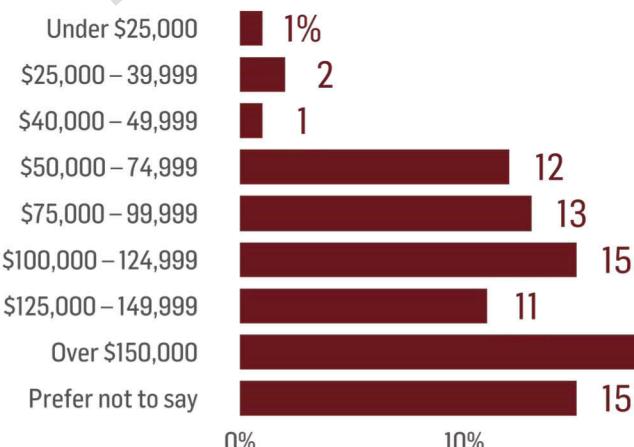


SAMPLE DEMOGRAPHICS

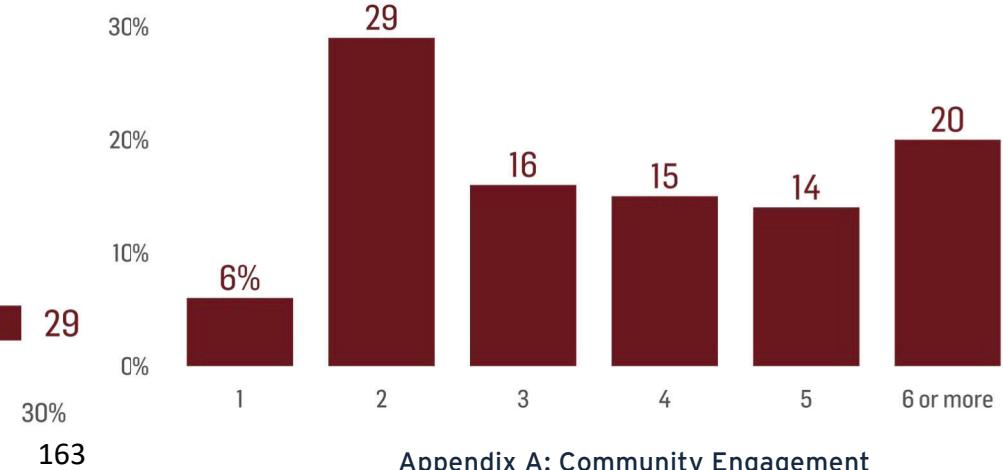
45% of respondents are college graduates, and 31% have a post graduate degree. 35% of respondents have one or two people in their household, compared to 65% who have more than two people.



What do you expect your 2021 family income to be?



How many people currently reside in your household?



B APPENDIX B: CITY CENTER CONCEPTS

CITY CENTER CONCEPTS

KAYSVILLE GENERAL PLAN

PLANNING COMMISSION – 10 JUNE 2021

PUBLIC FEEDBACK RECAP

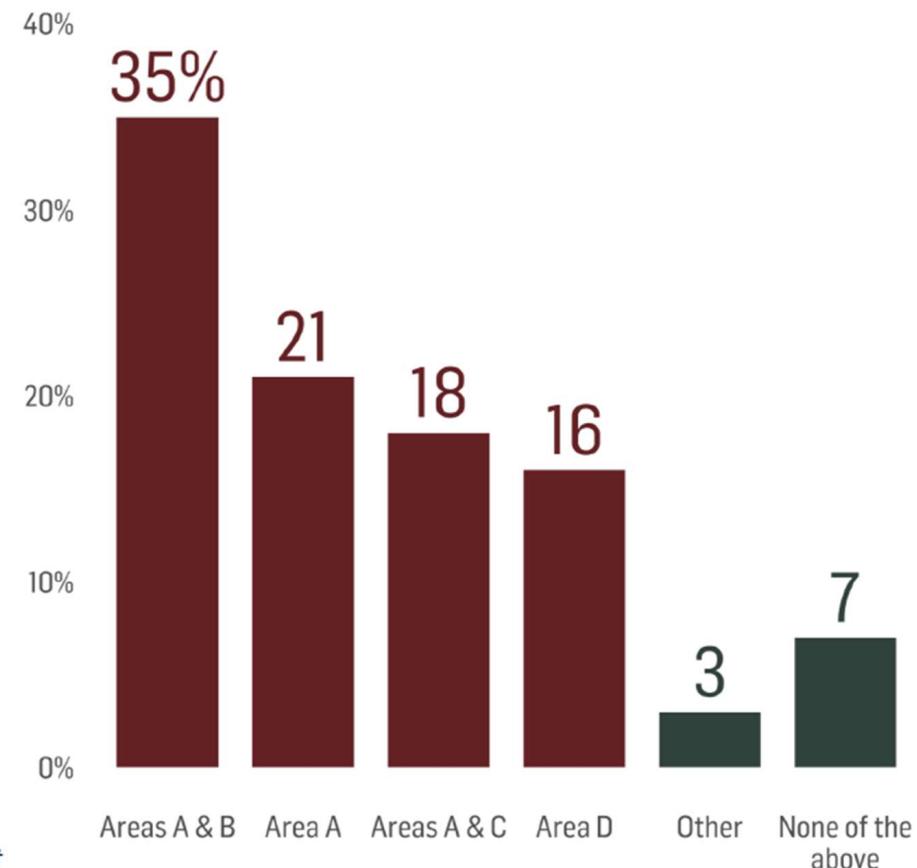
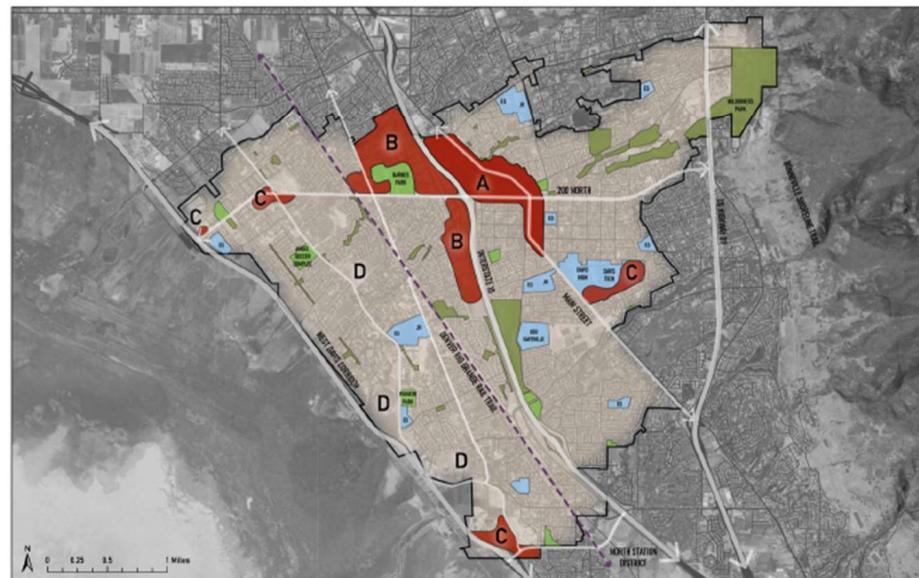
Y2 ANALYTICS SURVEY

CURRENT COMMERCIAL AREAS CANDIDATES FOR GROWTH

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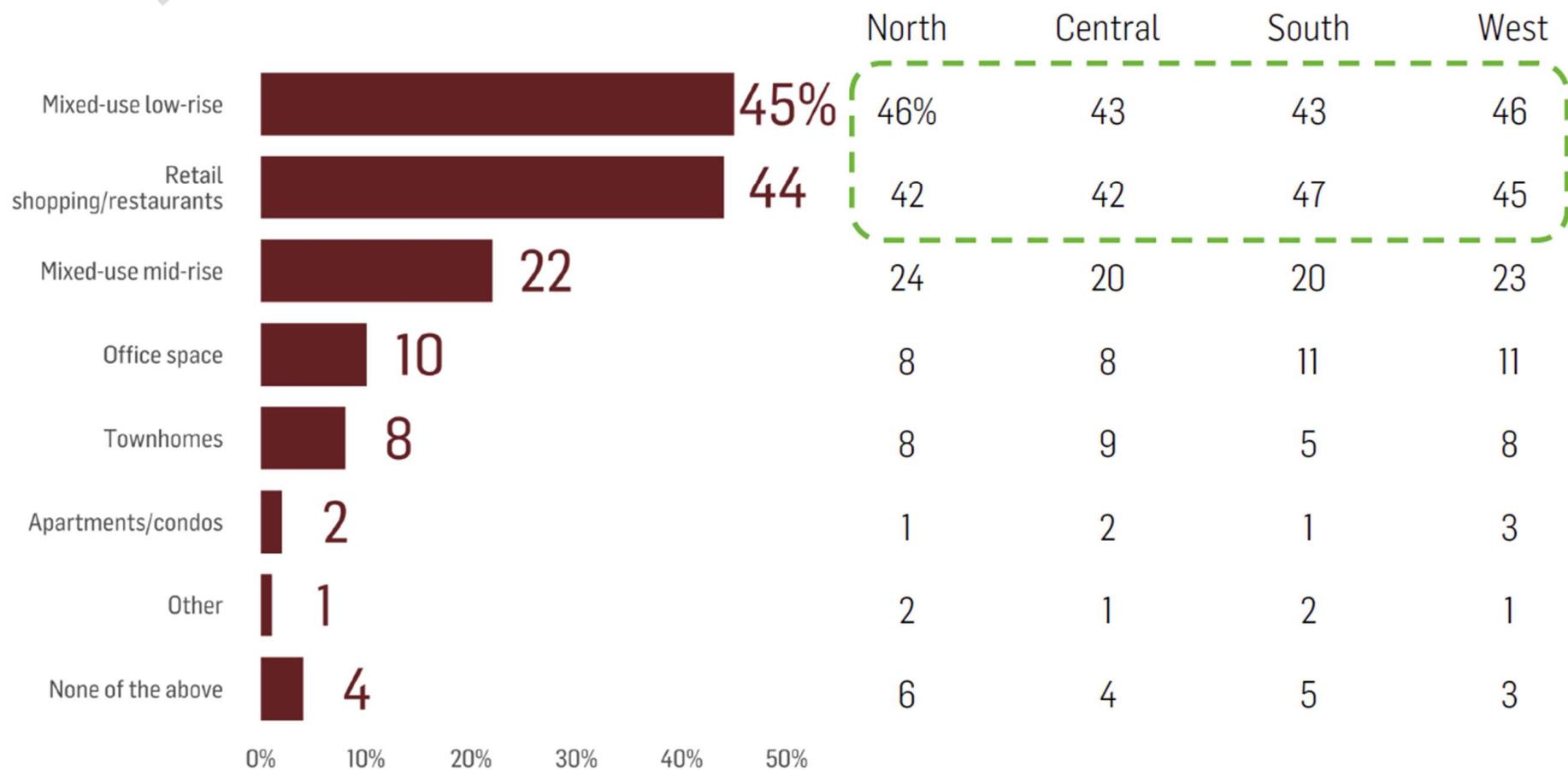
Area D: Concentrated on undeveloped land in West Kaysville

200 NORTH & MAIN STREET DEVELOPMENT

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If existing commercial areas along 200 N and North Main Street were to redevelop, which of the following additions would you like to see? Select all that apply.

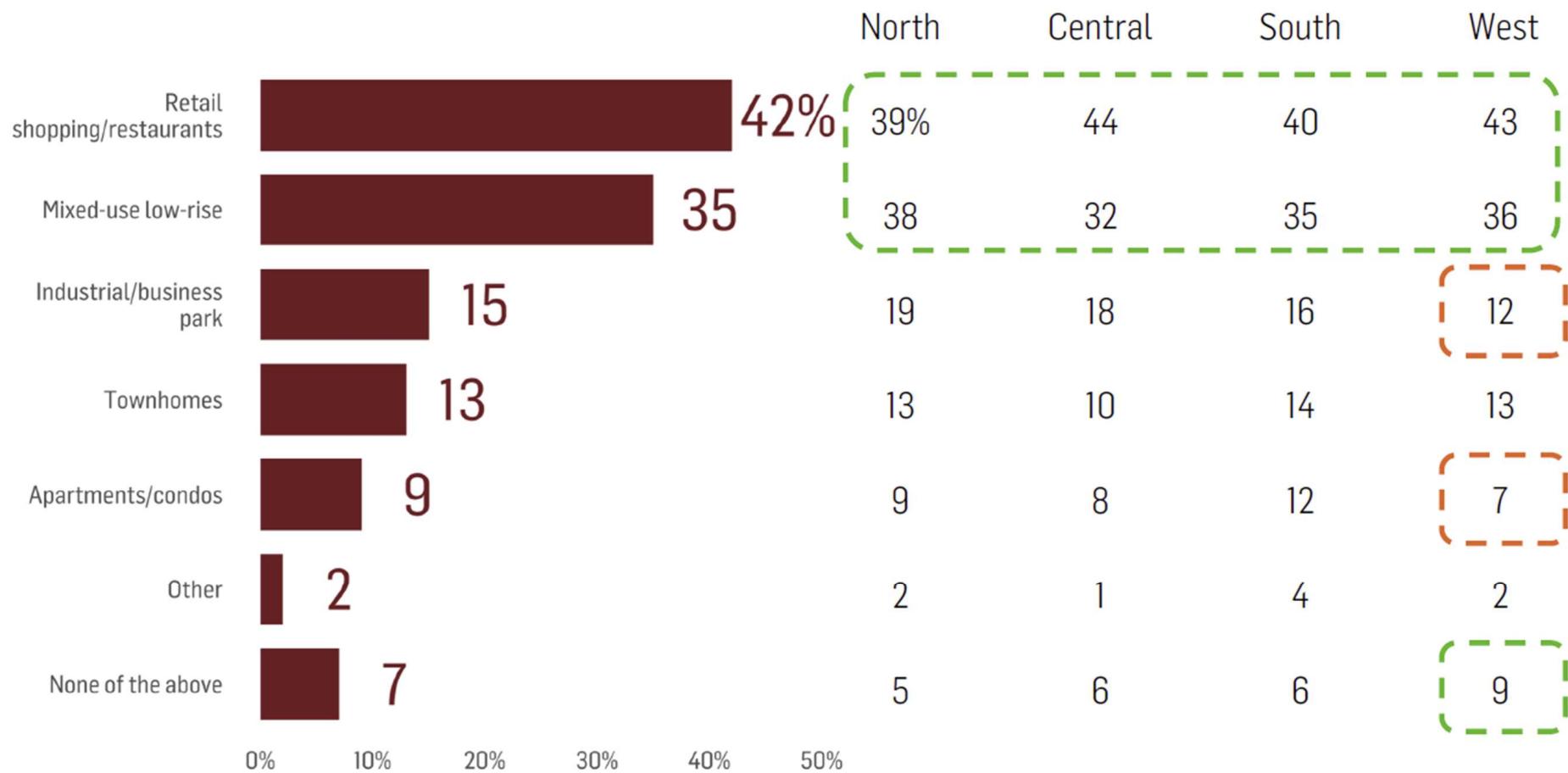


FLINT STREET & DESERET DRIVE DEVELOPMENT

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.

Q

If areas near existing commercial developments along Flint Street and Deseret Drive were to redevelop, which of the following additions would you like to see? Select all that apply.

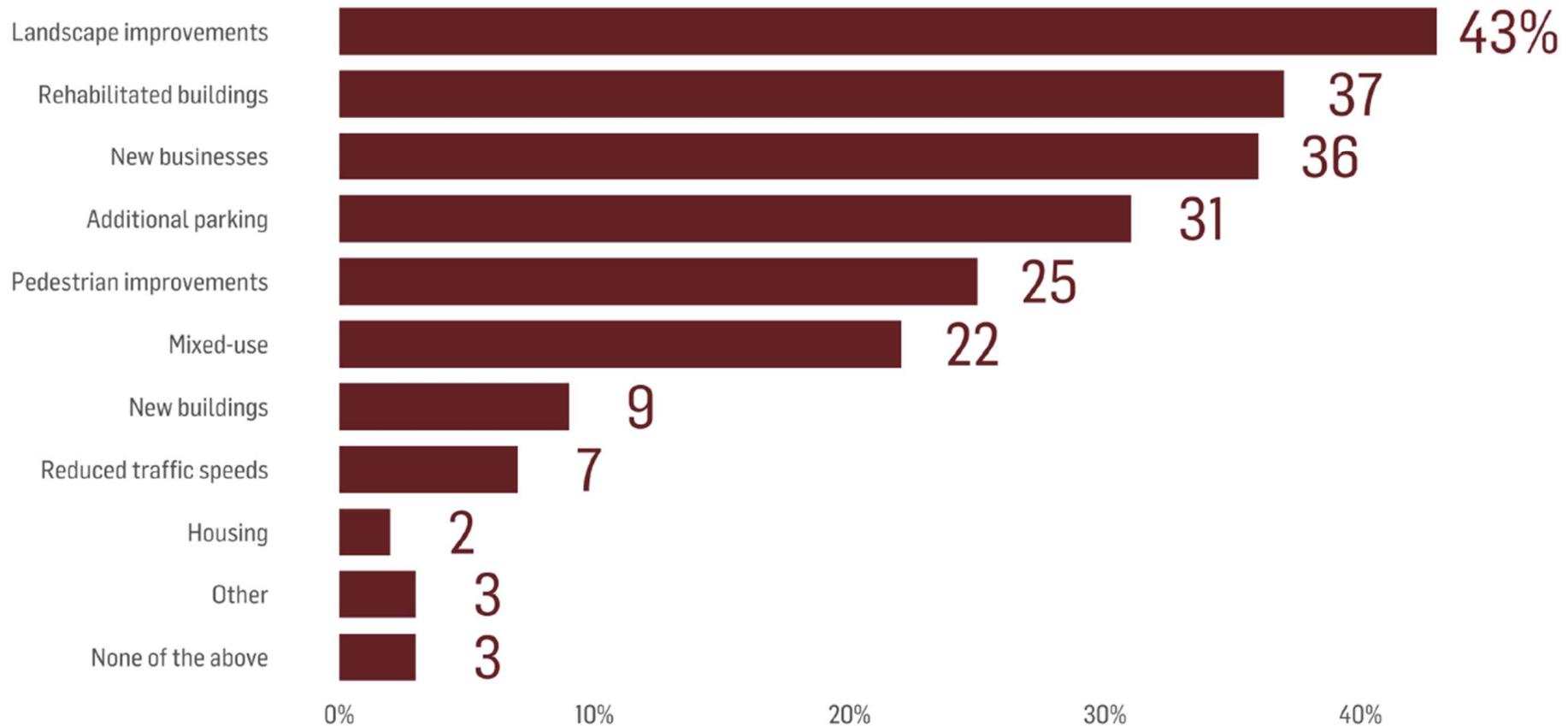


A FACELIFT WOULD IMPROVE DOWNTOWN

Landscaping improvements, rehabilitated buildings, and new businesses would go the farthest in making downtown Kaysville a better place to visit. Restaurants were a commonly requested business.



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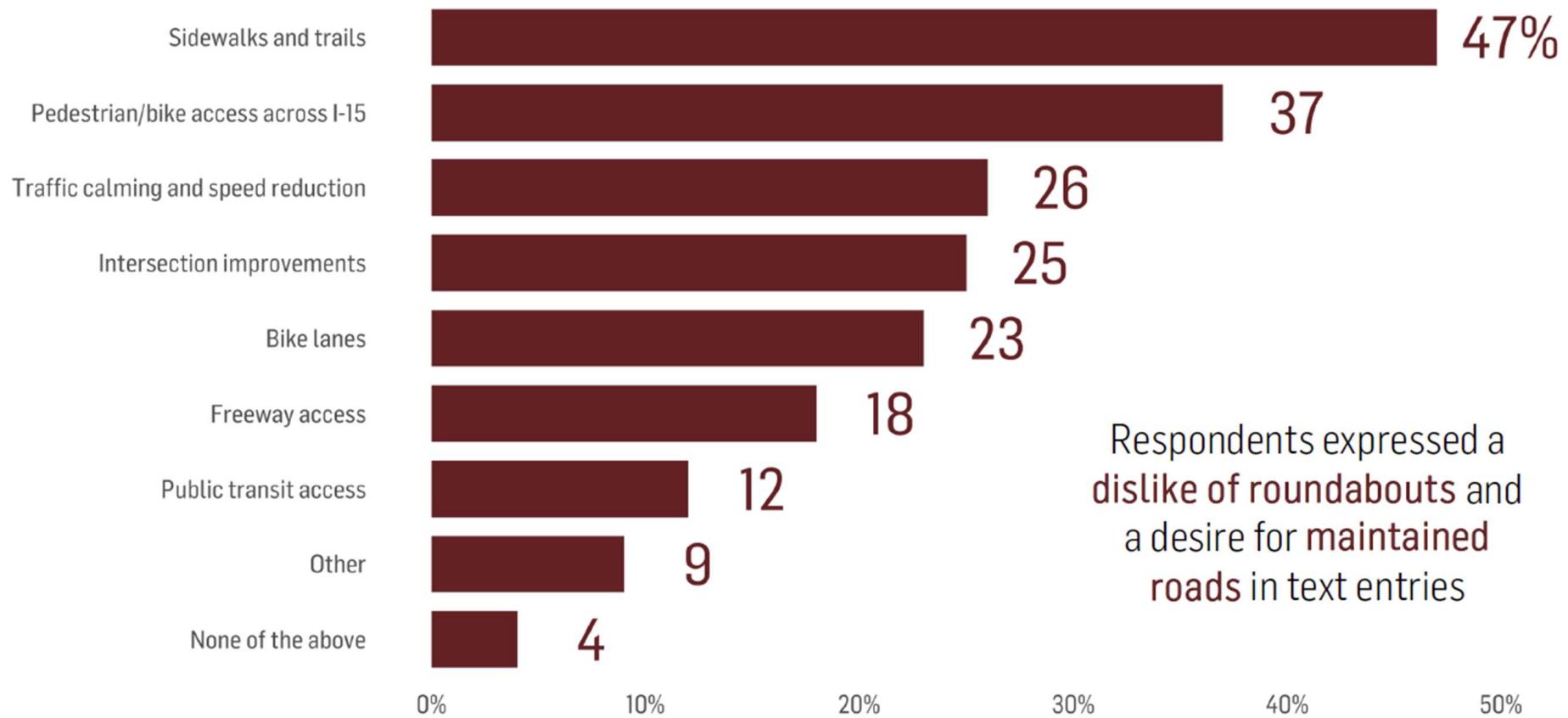


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*Which, if any, of the following types of transportation updates are needed in Kaysville?
Select all that apply.*



CITY CENTER CONCEPTS

DRAFT VISION FOR NORTH MAIN STREET, 200 NORTH, FLINT DRIVE AND DESERET DRIVE



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

MIXED USE DEVELOPMENT EXAMPLES





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

COMMERCIAL DEVELOPMENT EXAMPLES



0 500 1,000 2,000

1

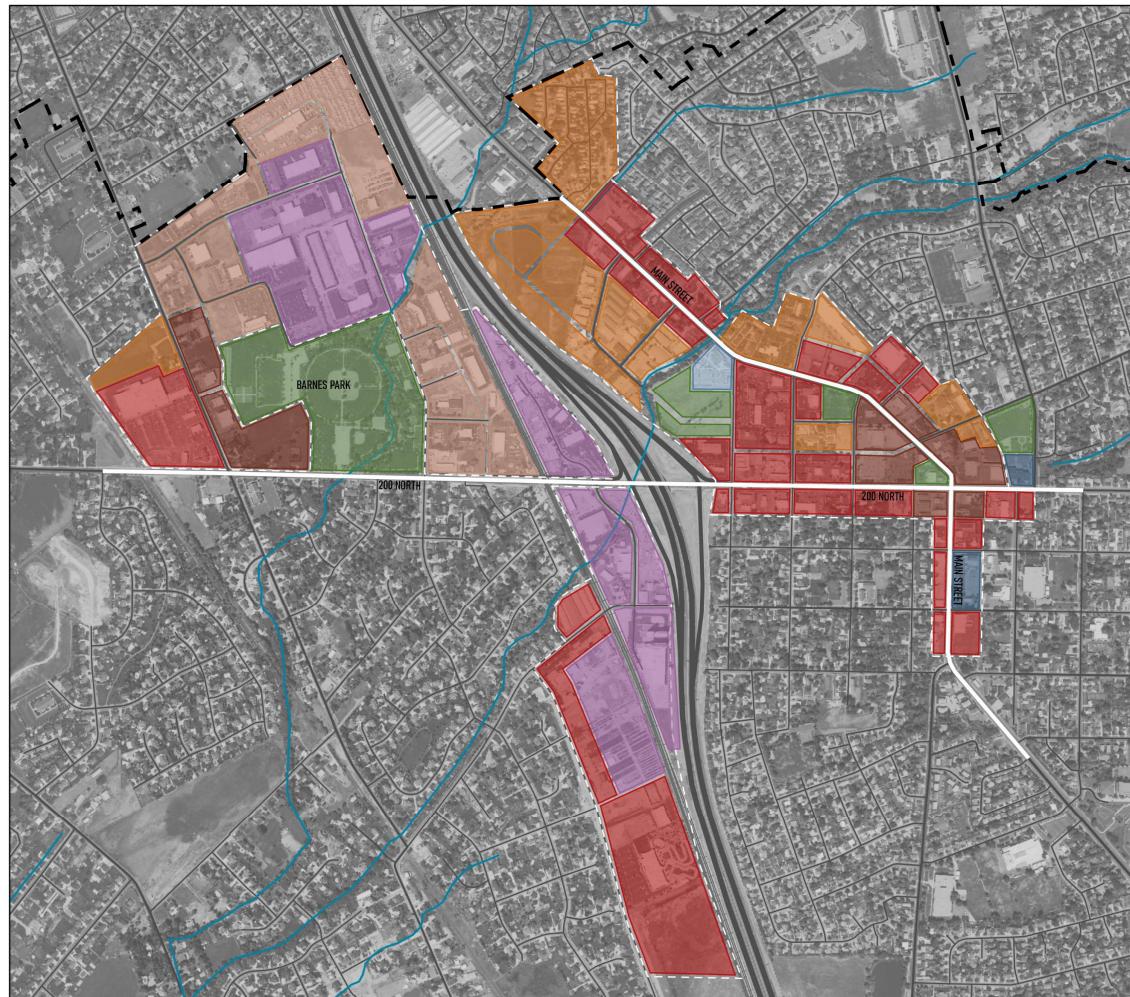


KAYSVILLE GENERAL PLAN
CITY CENTER FUTURE LAND USE CONCEPT A

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

RESIDENTIAL DEVELOPMENT EXAMPLES

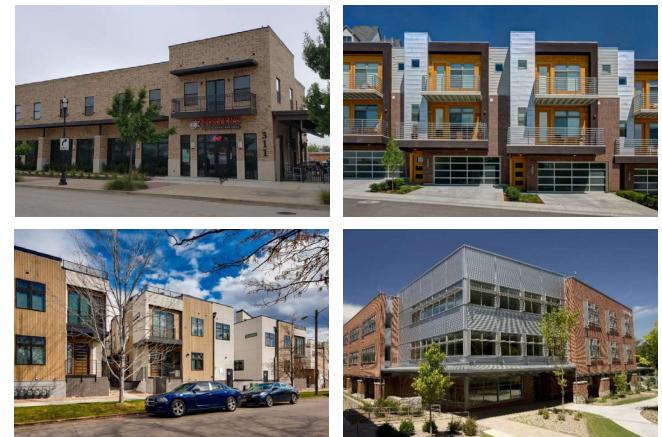


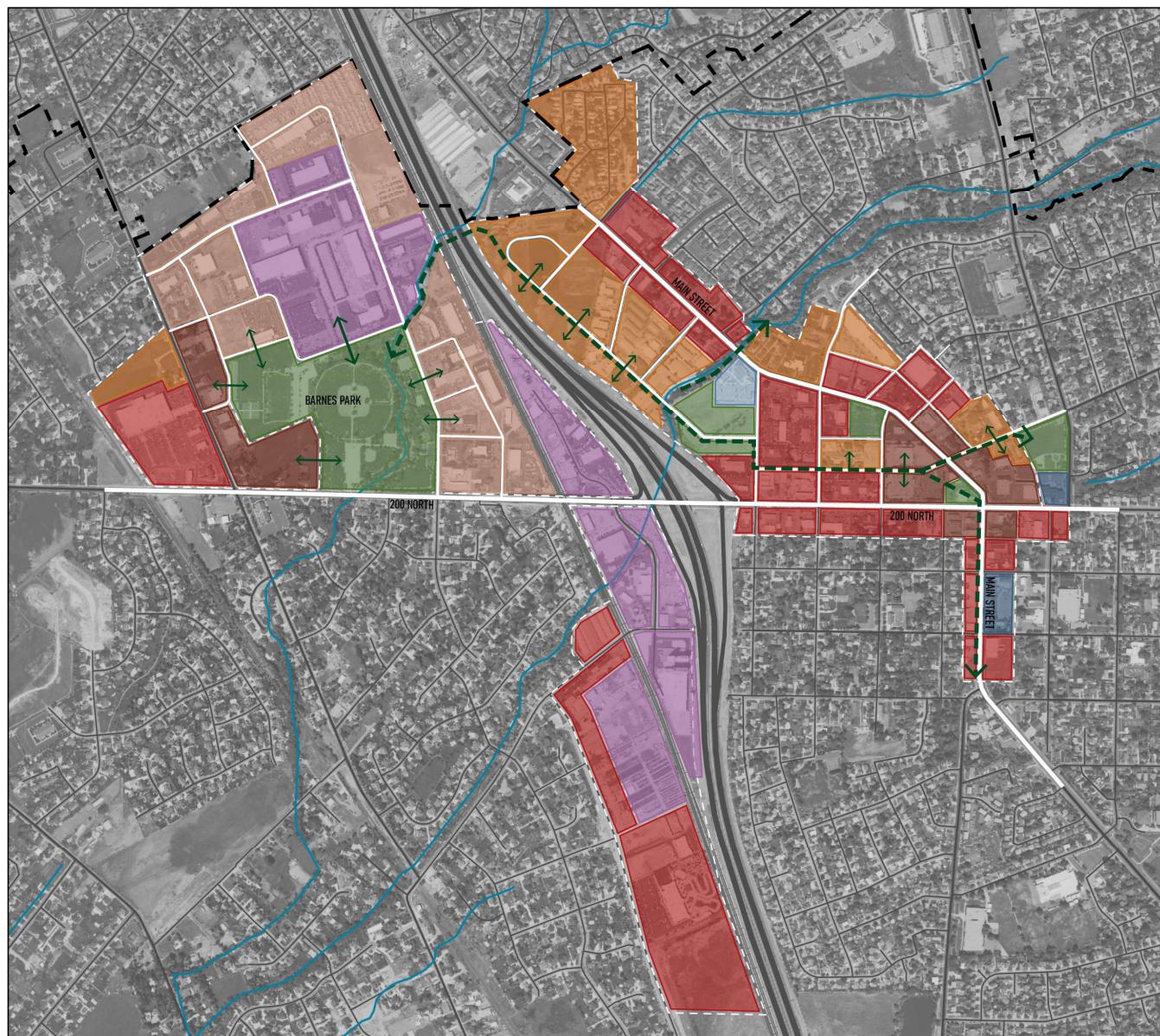


KAYSVILLE GENERAL PLAN
CITY CENTER FUTURE LAND USE CONCEPT A

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

INDUSTRIAL MIXED-USE DEVELOPMENT EXAMPLES



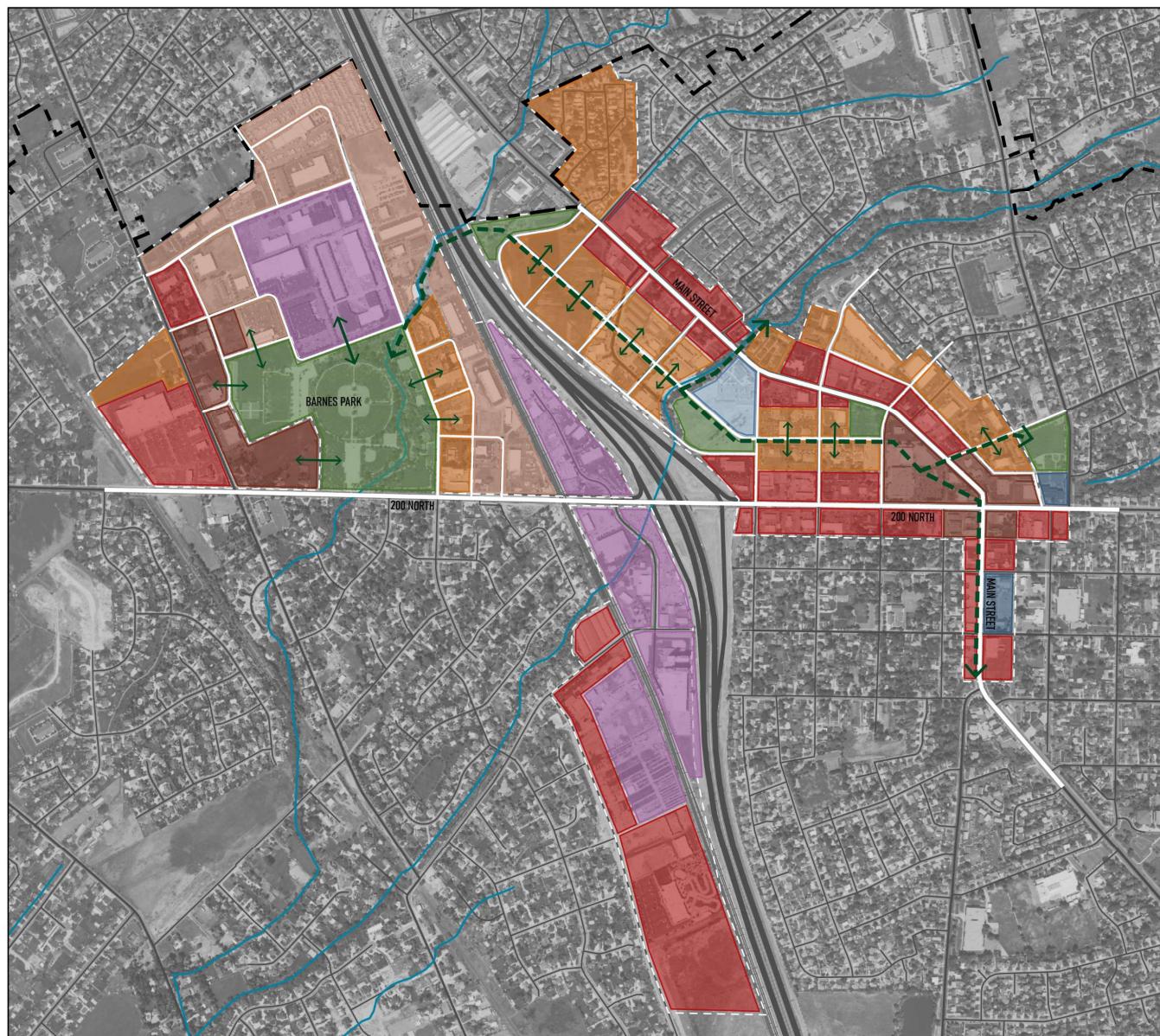


KAYSVILLE GENERAL PLAN
CITY CENTER FUTURE LAND USE CONCEPT A

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

0 500 1,000 2,000 3,000
Feet

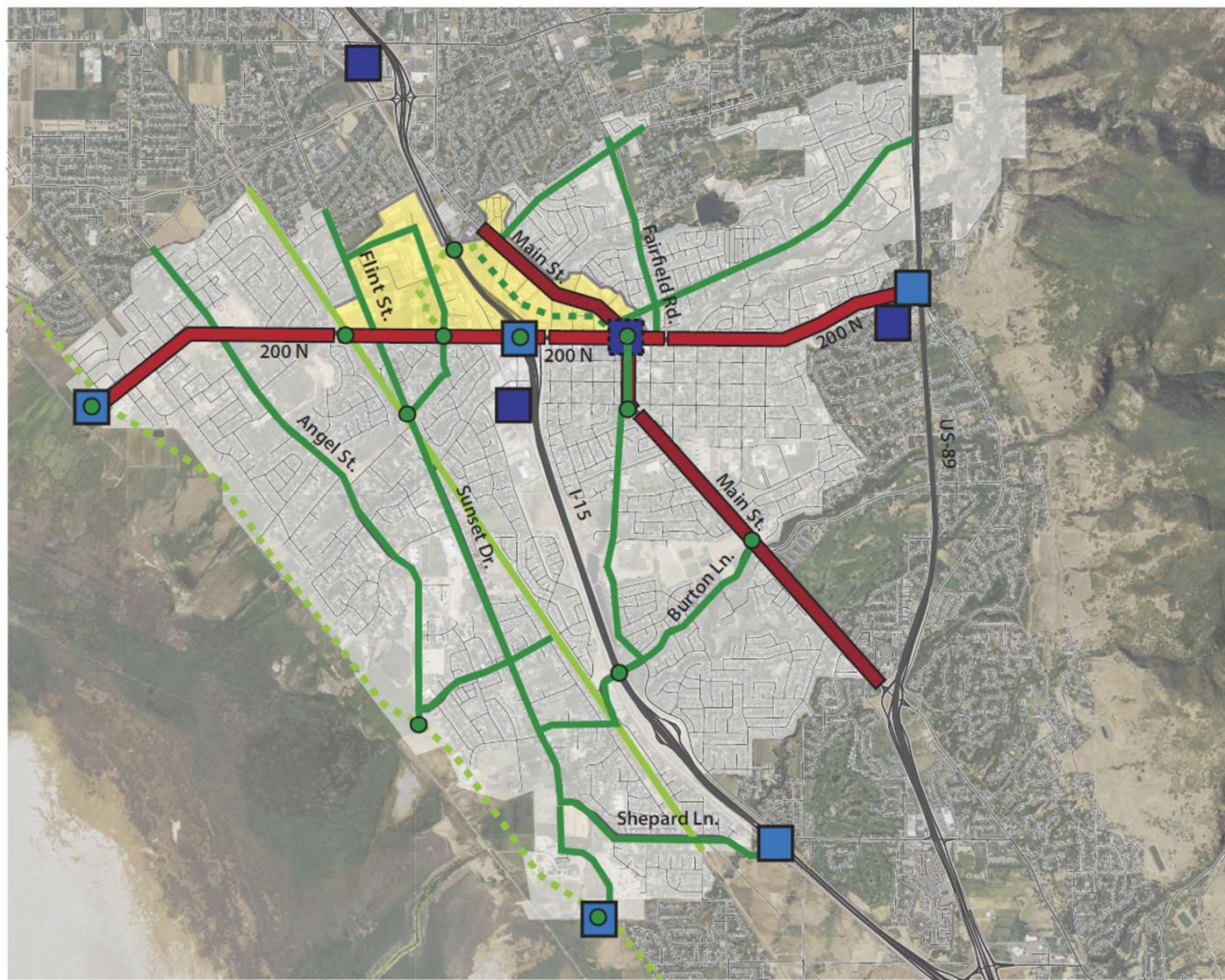




KAYSVILLE GENERAL PLAN
CITY CENTER FUTURE LAND USE CONCEPT B

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





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

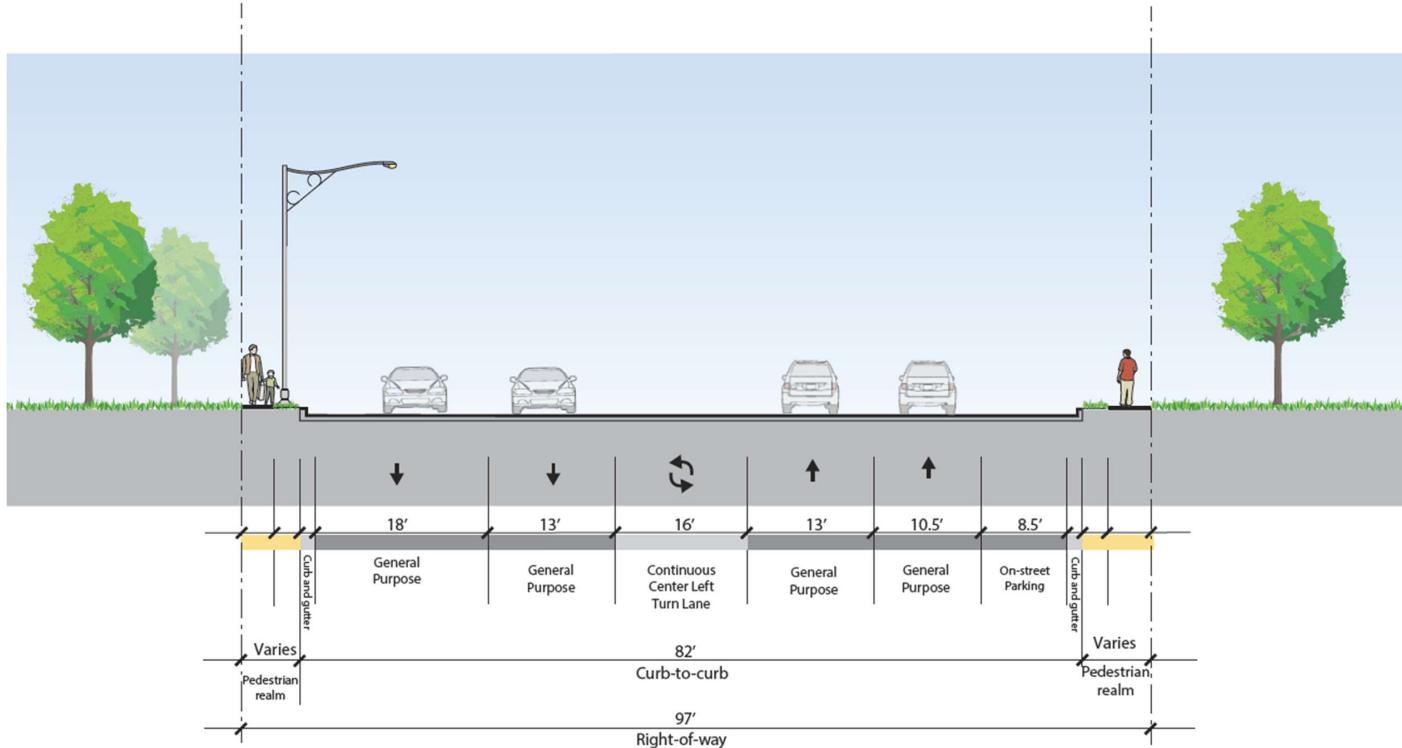
- Key community corridor
- Planned key community corridor
- Key community trail corridor
- Planned key community trail corridor
- Key community access point - barrier crossing or mobility hub

AREAS OF CHANGE

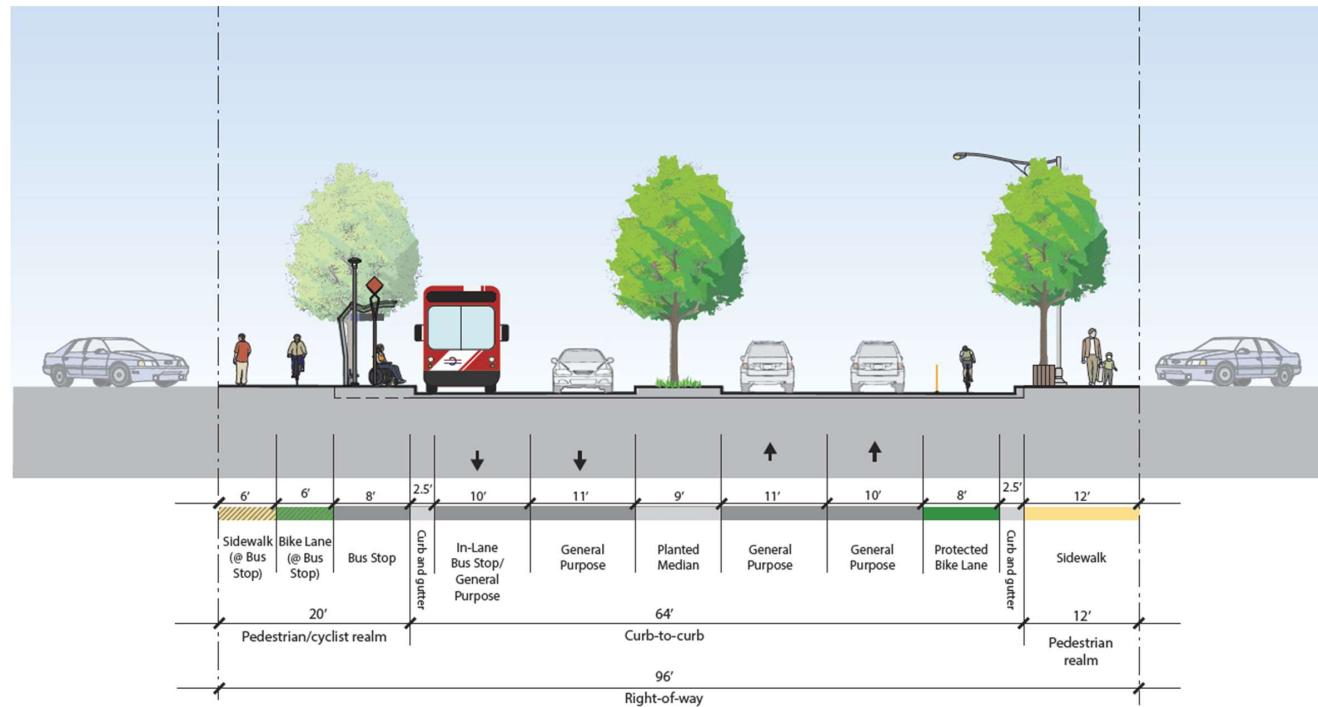
- Area planned for increased mix of uses and intensity

0 0.25 0.5 0.75 1 Miles

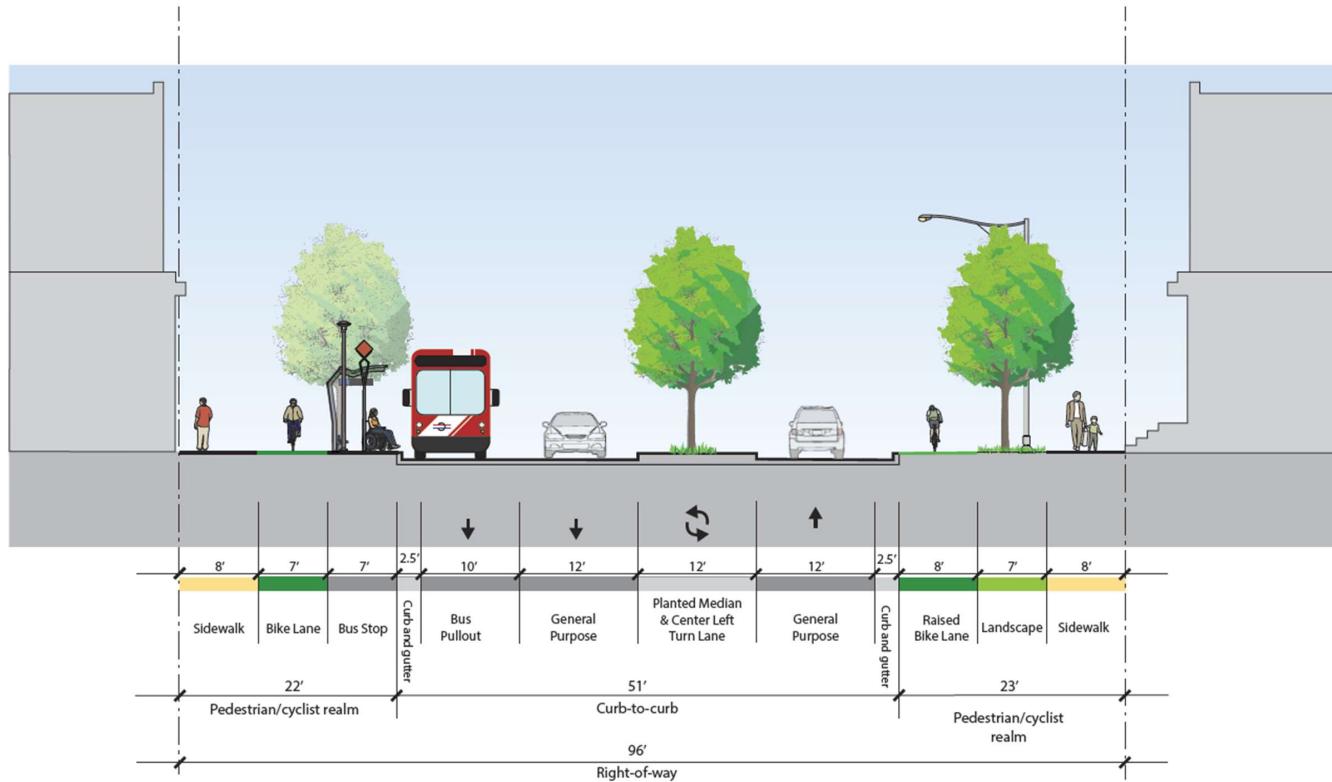




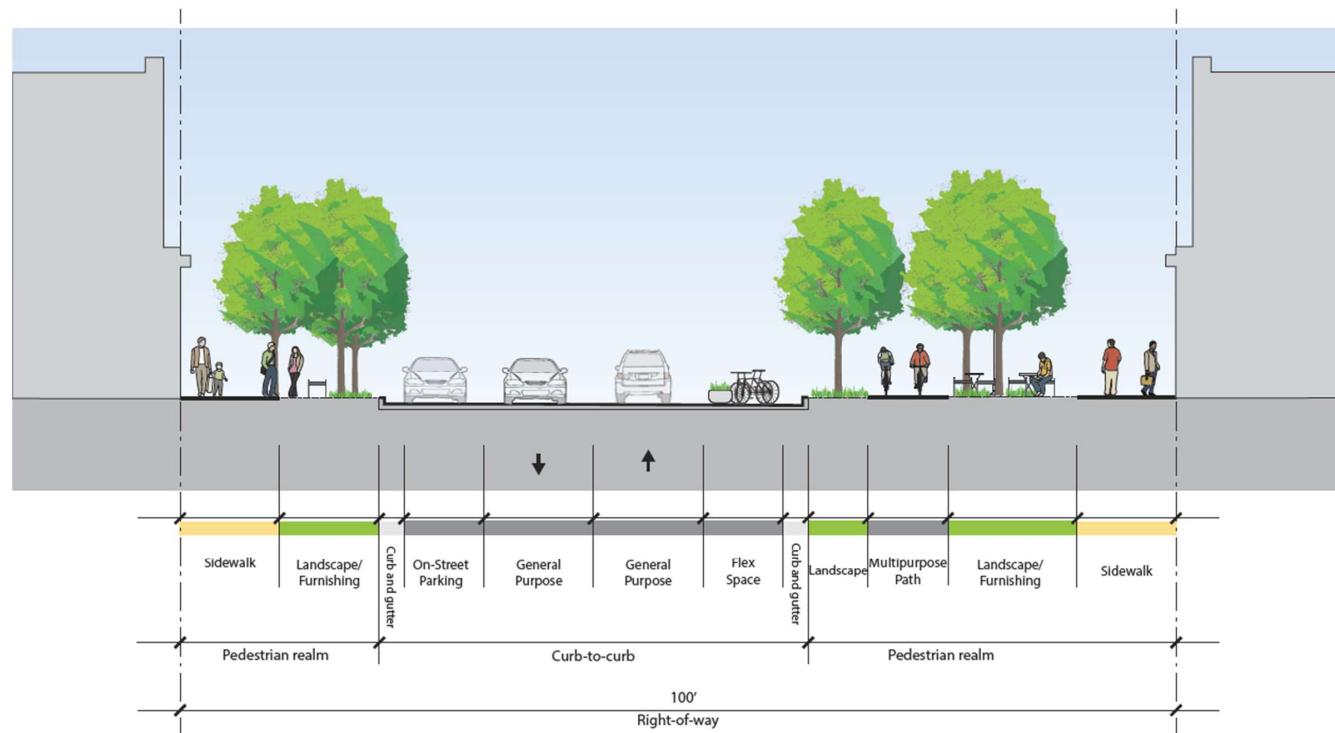
NORTH MAIN STREET – EXISTING CROSS SECTION



NORTH MAIN STREET - POTENTIAL SHORT-TERM CROSS SECTION

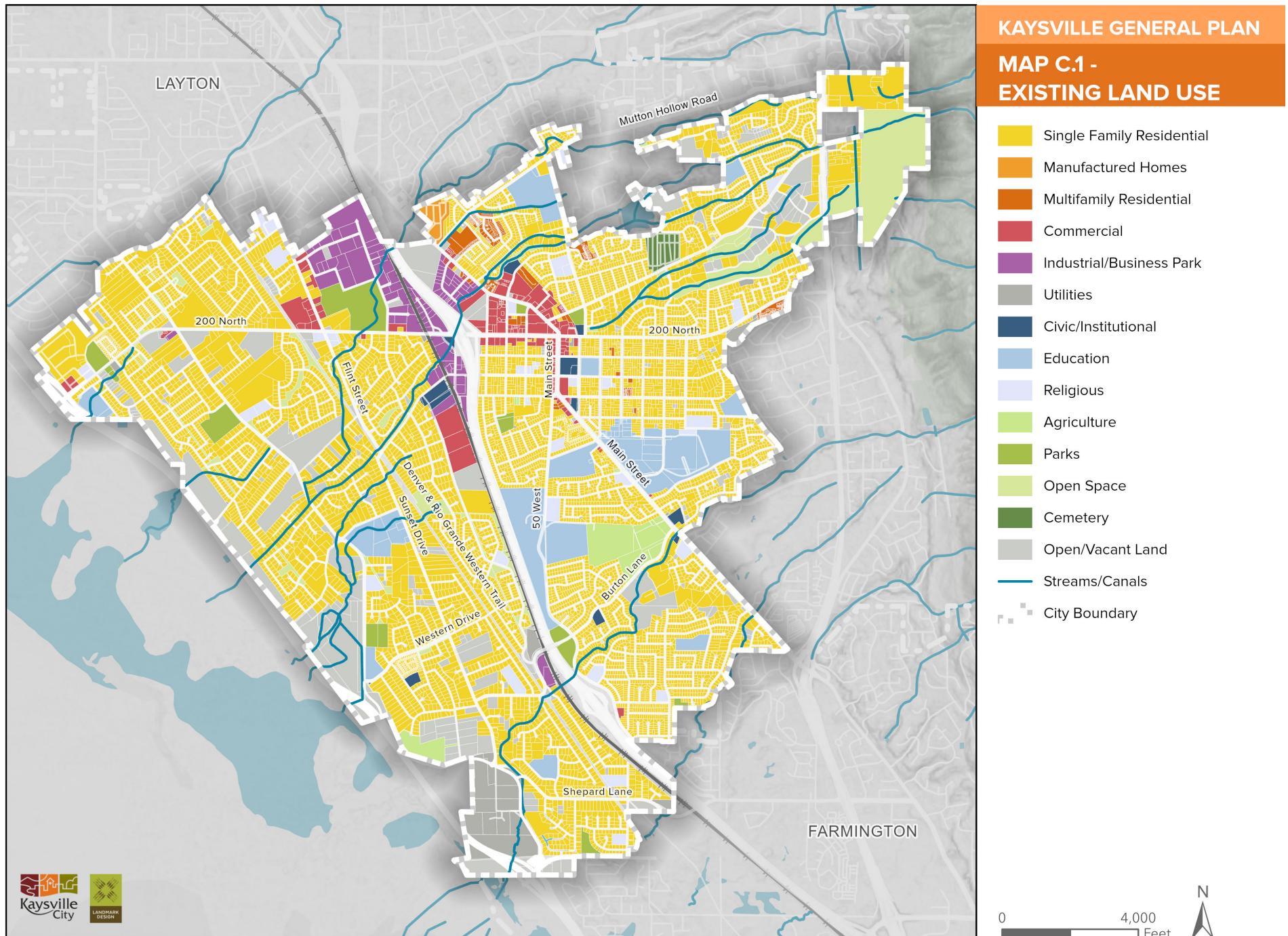


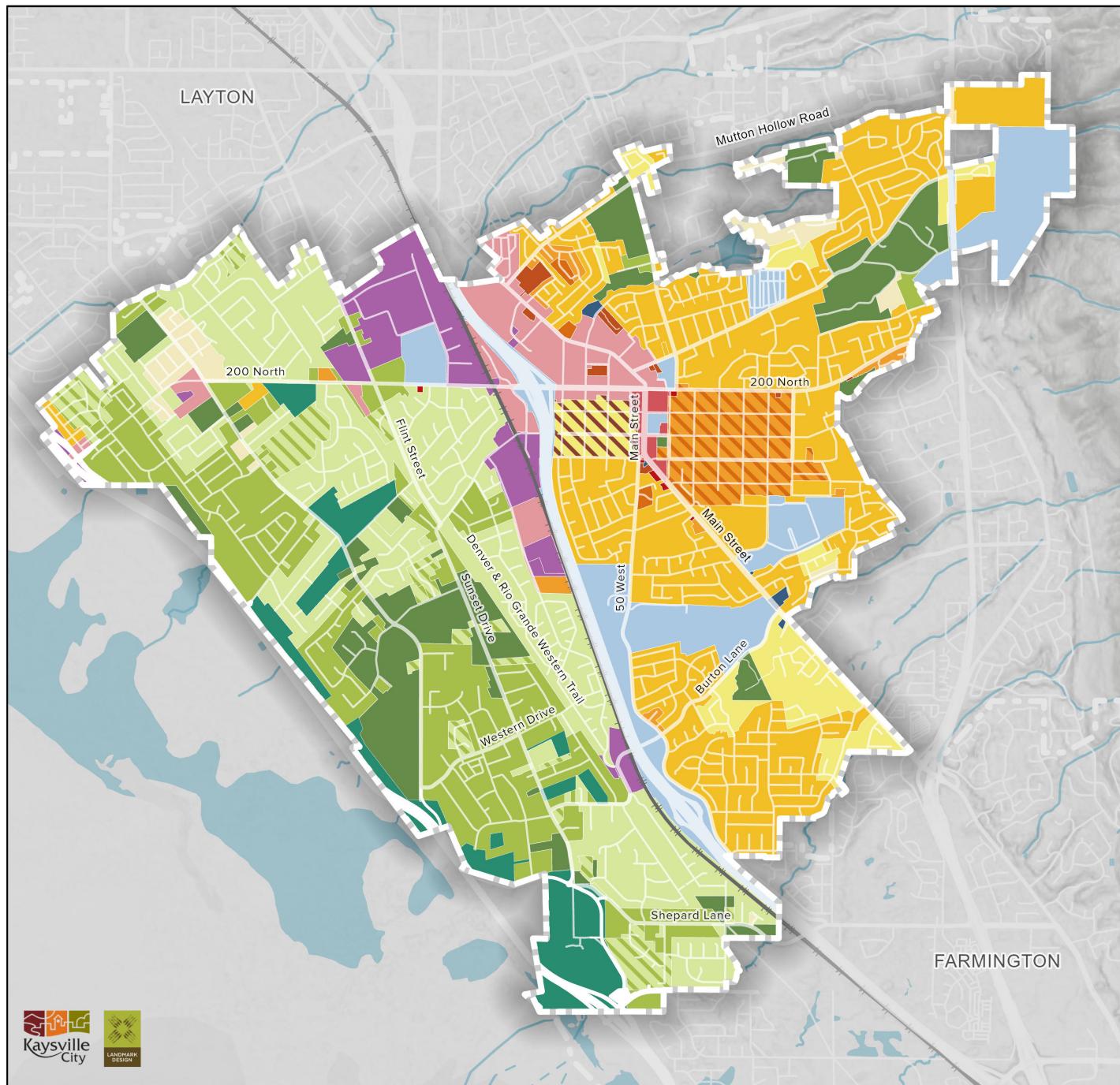
NORTH MAIN STREET - POTENTIAL SHORT CROSS SECTION

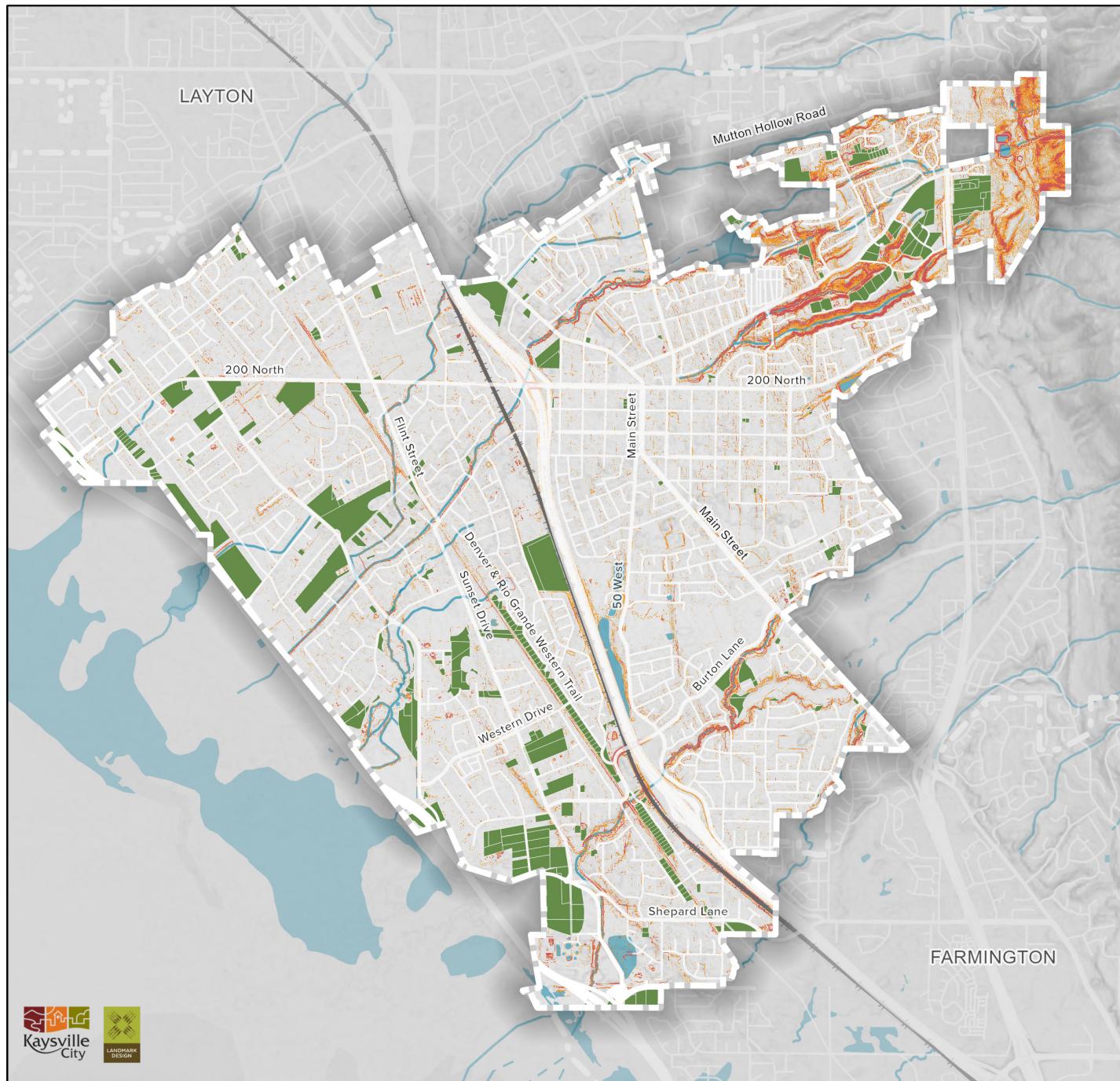


NORTH DOWNTOWN- POTENTIAL GREENWAY STREET

C APPENDIX C: EXISTING LAND USE MAPS







KAYSVILLE GENERAL PLAN
MAP C.3- REMAINING DEVELOPABLE LAND

Developable Land

Value

≤ 10% Slopes

11-20% Slopes

> 20% Slopes

City Boundary

Canal/Ditch

Stream/River

Lakes/Ponds



D APPENDIX D: EXISTING CONDITIONS - TRANSPORTATION

Preliminary Transportation Existing Conditions

This existing transportation conditions report is comprised of three sections: the various “layered” transportation mode networks; analysis of communitywide street and pathway connectivity; and analysis of the multimodal accessibility and characteristics of Kaysville’s activity centers.

Networks

MAJOR STREETS

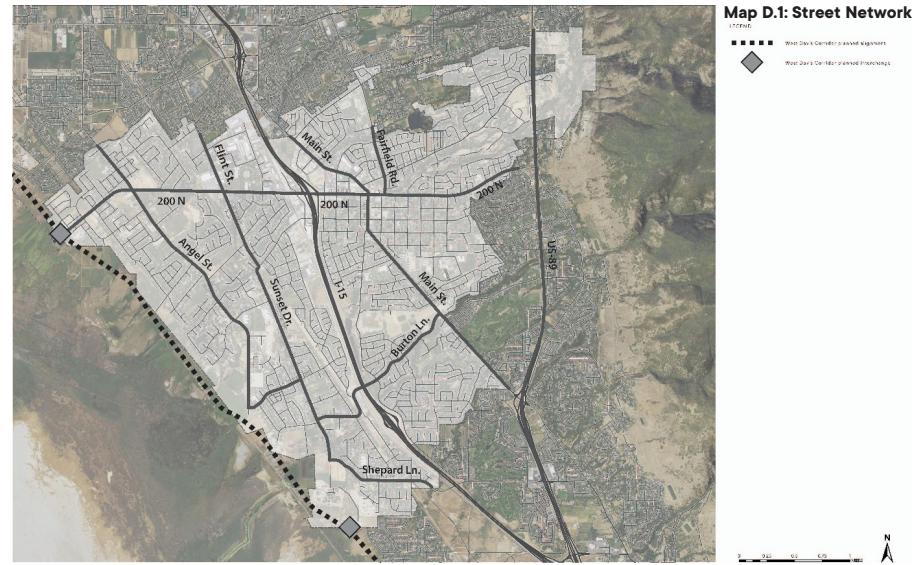
The Kaysville Major Streets Plan designates a network of major streets by functional classification. Streets designated as “Principal Arterial” include I-15, US 89; streets designated as “Minor Arterial” include Main Street and 200 North; and streets designated as “Collector” include Fairfield Drive, Burton Lane, Flint/Sunset, Angel Street, and Shepard Lane. In addition, several streets designated “Significant Local.” Webb Lane, Smith Lane, Old Mill, Deseret Drive, Western Drive, Seabiscuit Drive, 600 W. Street, 300 W./600 N. Street, Mutton Hollow, Laurelwood Drive, 50 W. Street, Frontage Road, Crestwood Road, Thornfield Road, and 500 E. Street. Map D.1 shows the major streets throughout Kaysville.

Kaysville is bisected by existing and planned regionally significant corridors. Existing corridors managed by the Utah Department of Transportation include:

- Interstate 15, which runs through the middle of the city and divides it east-west;
- US-89, which only runs through a small corner of the city in the east but serves the city’s eastern neighborhoods; and
- SR 273 (Main Street), which is one of the city’s only major surface streets and its main downtown north-south corridor.

The West Davis Corridor is a planned freeway at the western edge of Kaysville. Two exits are planned in/near Kaysville, at the end of 200 North/Schick Lane and at the far southern tip of the city near the end of Sunset Drive.

In addition, UDOT is constructing a new U.S. 89 interchange at 200 North, which is in Fruit Heights but will serve Kaysville.



Figures D.1 and D.2 show typical existing cross sections for the two most important surface streets in Kaysville: Main Street and 200 North. These corridors run the length of the city from north to south (Main Street) and east to west (200 North). In particular, 200 North provides the only street connection across town from east to west, and one of the only crossings of I-15. As such, their design helps to “set the tone” of the city.

These corridors, especially 200 North, change significantly over the course of their length, adding lanes as they approach downtown and the I-15 interchange and narrowing as they reach the edges of town.

However, they don’t always respond to their context. In downtown, for example, both Main Street and 200 North have more of a highway design than a walkable downtown street, with the vast majority of their width devoted to moving traffic and not people space. For example, on Main Street, only 21 percent or about one-fifth, of the total street right-of-way is devoted to person space. Meanwhile 60 percent of the right-of-way is devoted to moving traffic.

And, in general, for the unique citywide connection they provide, these corridors do not serve all modes to enough of a degree. Outside of the historic downtown area, the pedestrian realm is only 6 to 7 feet, even though these are still mixed-use activity centers in Kaysville.

Figure D.1: 200 N Cross Sections

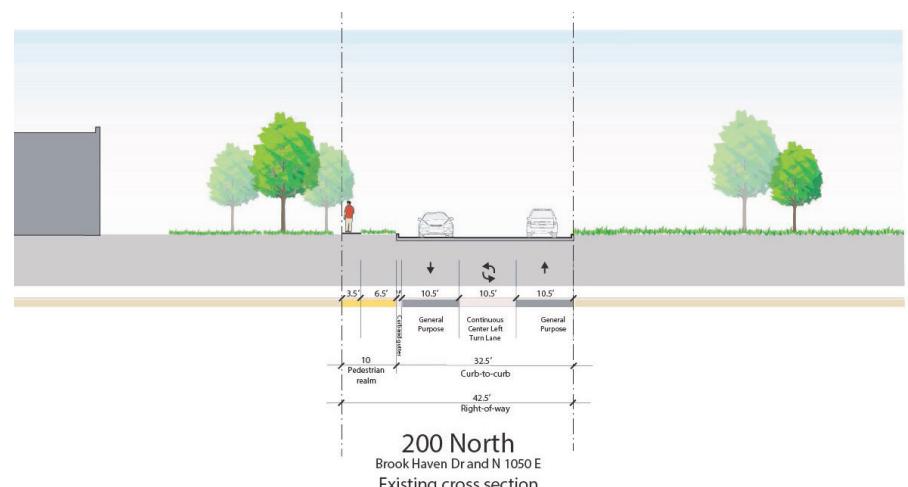
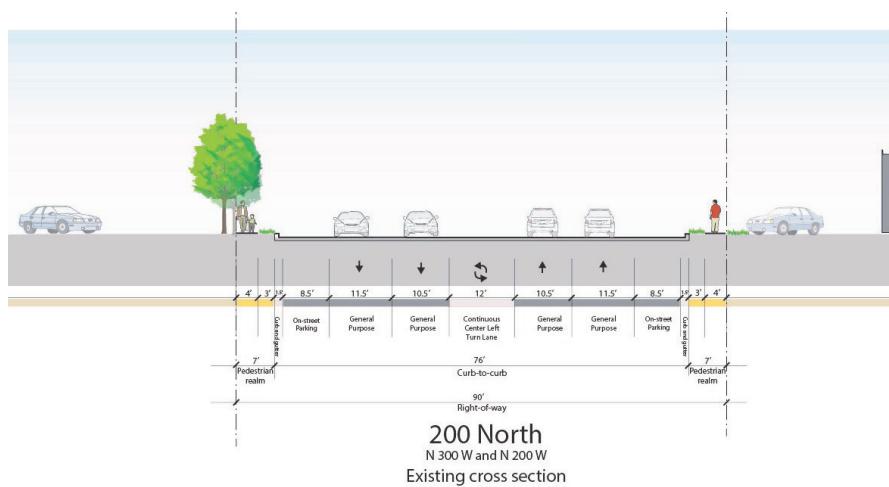
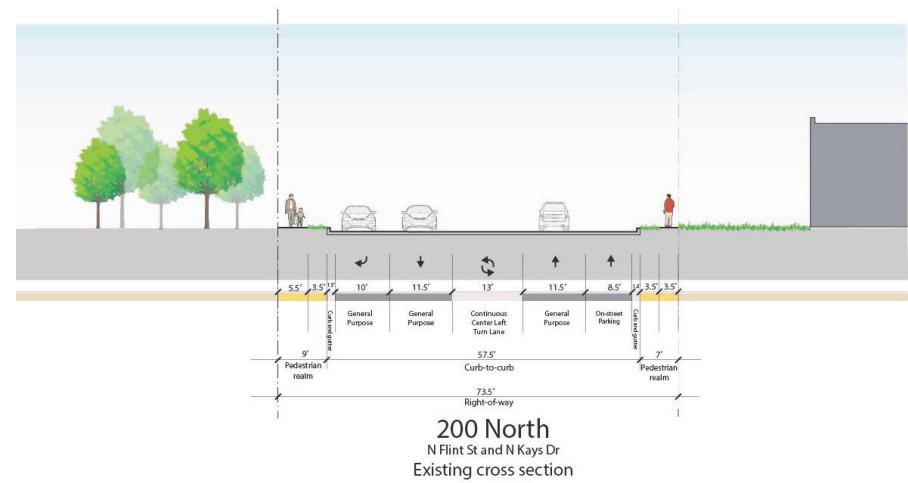
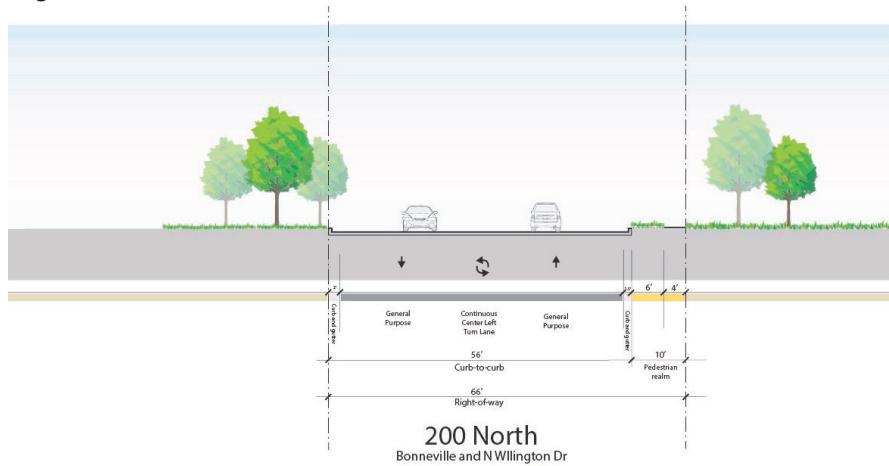
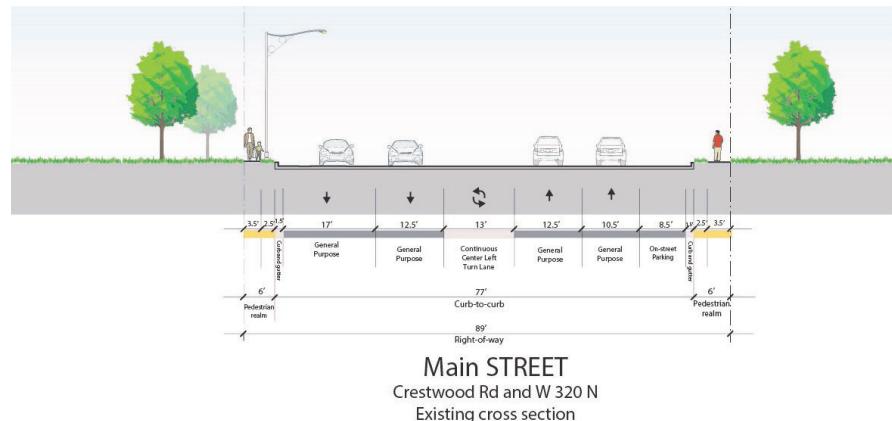
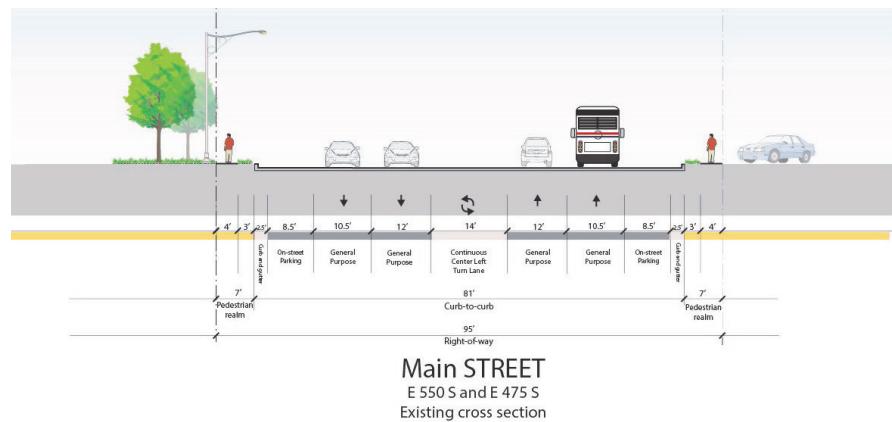
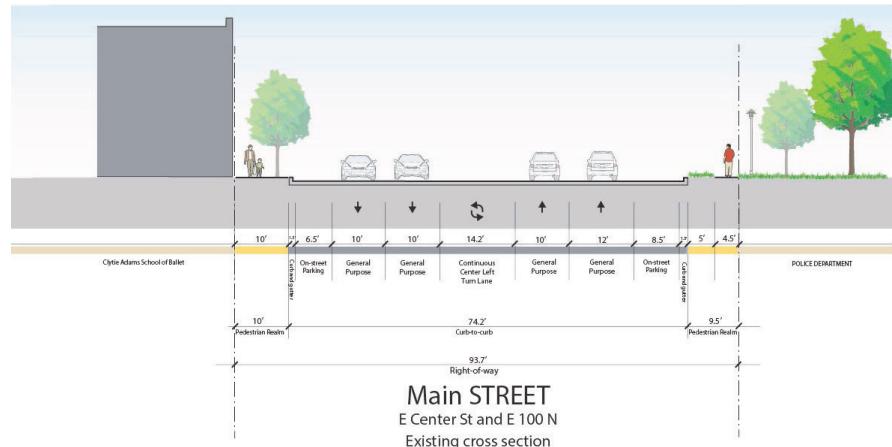


Figure D.2: Main Street Cross Sections

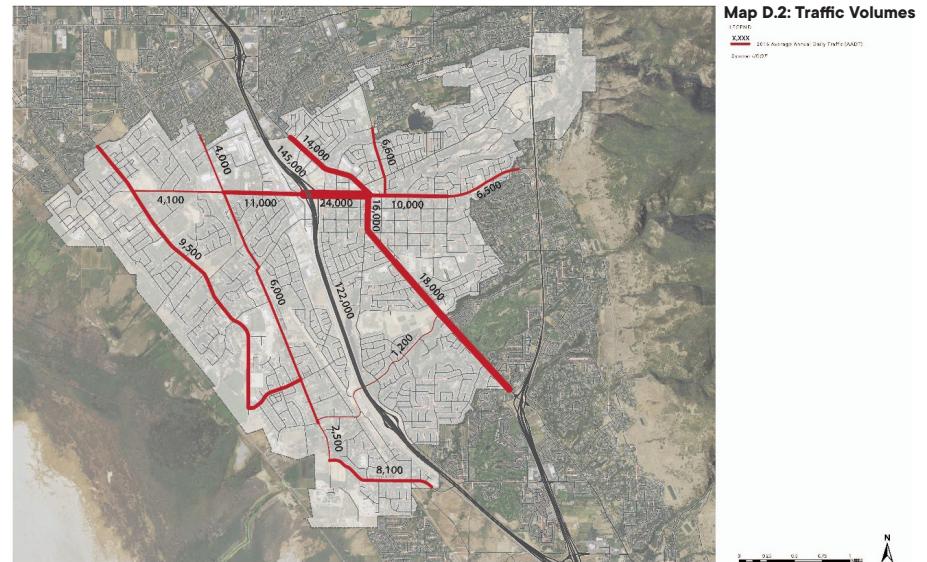


AUTO

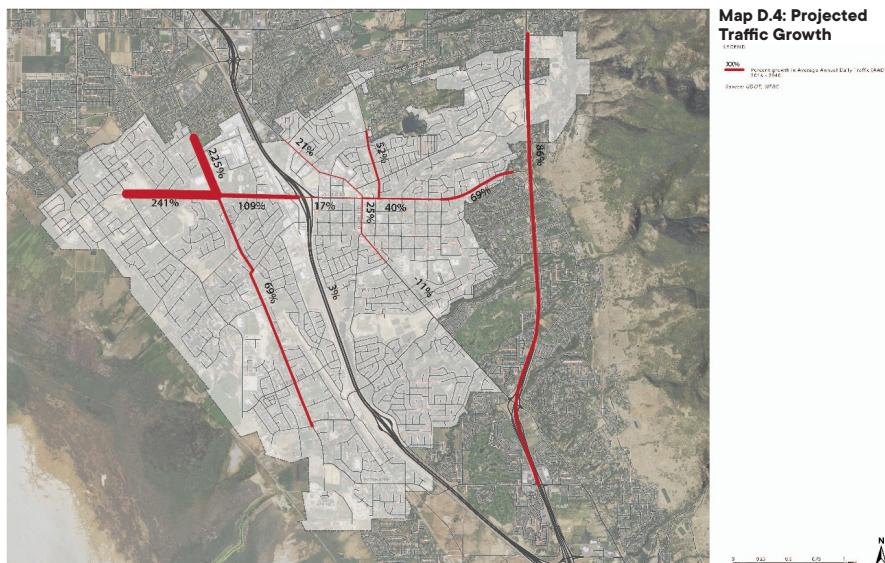
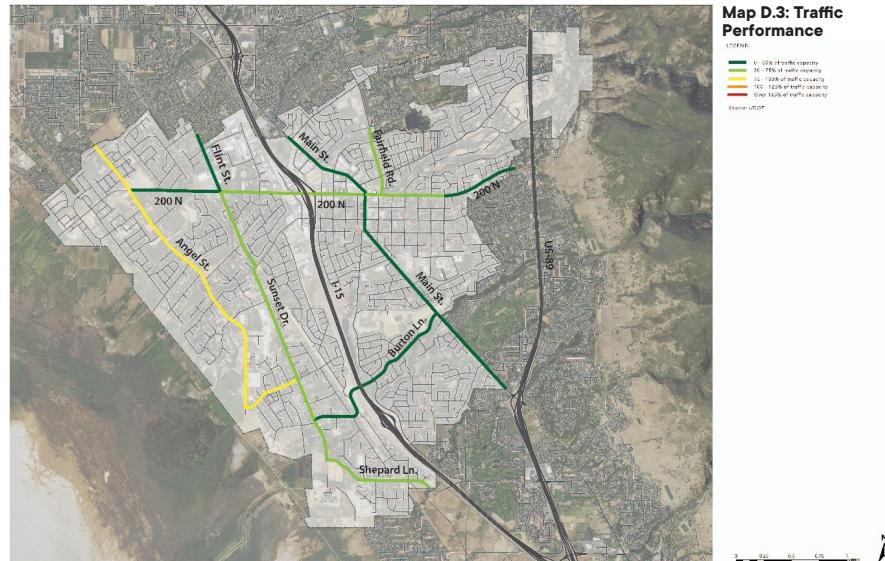
There are a few key points and corridors for traffic in Kaysville. These include 1) the regional highways that provide access to and from Kaysville to the Wasatch Front; 2) the interchanges that are the access points to these regional highways; and 3) major surface streets that are a mix of UDOT and locally managed.

The regional highways move people north and south. The primary regional highway is I-15, which bisects Kaysville, with US 89 at the community's far eastern end and the West Davis Corridor planned for the far western end. The key interchanges are at I-15 and 200 North; US 89 and 200 North (even though it is just outside Kaysville, in Fruit Heights); and the two planned West Davis Corridor interchanges at 200 North and near Sunset Lane.

For the surface streets, the primary traffic corridor is 200 North, which provides a rare east-west connection and links three of the highway interchanges. It will also likely shoulder traffic increases from the city's ongoing growth. Main Street is a secondary traffic corridor for the surface streets, the main north-south surface connection paralleling I-15. Several other collector-level corridors carry less traffic, such as Flint Street and Angel Street. Map D.2 shows recent data for traffic volumes on these highway and surface corridors.



At a high level, the volume data suggest that, generally, these corridors perform acceptably and, in some cases, very well for traffic. Map D.3 shows the volume per capacity for corridors for which data were available, for a level of service "D." I-15 is slightly over capacity at 104 percent for the north segment and just under capacity 88 percent for the south segment. US 89 appears to be well under capacity. All but one of the surface corridors are well under



capacity (0–75 percent of capacity). The exception is Angel Street, which is at approximately 85 percent of capacity.

We also assessed traffic growth and future traffic performance. Map D.4 shows the projected growth of traffic by 2040, according to the WFRC travel demand model.

Two areas emerge:

- The western end of the city, where the most population and housing growth is projected, and in conjunction with the opening of the West Davis Corridor; and
- The US 89 corridor.

Some areas, such as Main Street, are not projected to see much growth, or even are projected to lose traffic.

In order to assess future traffic performance, we also need to assess planned improvements for capacity and operations. The Regional Transportation Plan (RTP) (Map D.5) shows several projects that upgrade traffic capacity and operations. The only capacity increases are an additional lane each way along US 89 and the West Davis Corridor.



Taking into account the projected traffic volumes and the planned RTP projects, Map D.6 shows the projected V/C levels. Likely due to the traffic growth in the western part of Kaysville and the lack of other east-west links across town and to I-15 and West Davis, the 200 North corridor projects to be over capacity (112 – 120 percent). However, the planned operational improvements could improve traffic flow on this corridor.

Many corridors project to still be far under capacity in 2040 – most notably Main Street, which projects to be around 40 – 50 percent of capacity. The freeways all project to be under capacity, with West Davis and US 89 far under capacity.

TRANSIT

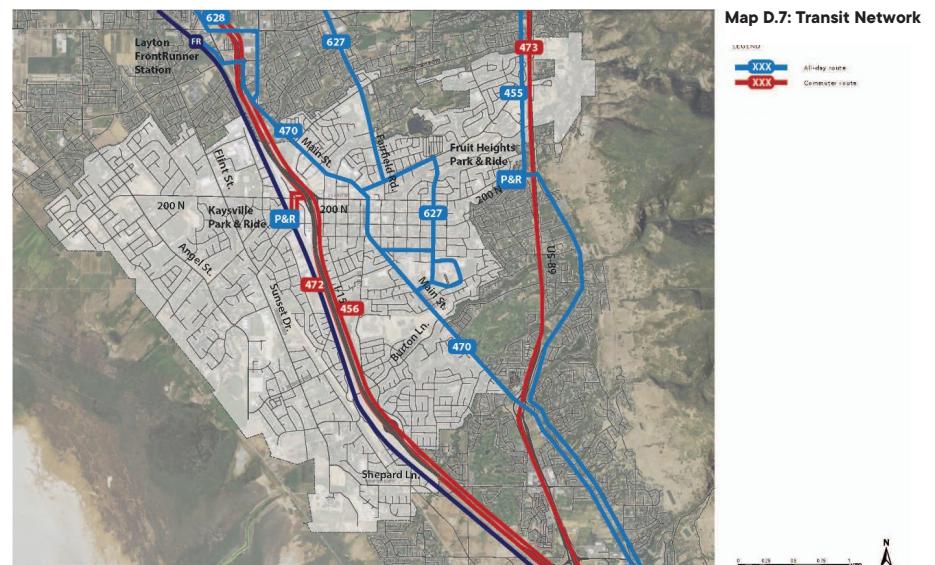
As a suburban community, Kaysville has moderate transit options that focus on connections to regional employment centers. Map D.7 demonstrates the existing transit network in Kaysville.

Bus: Kaysville is served by several Utah Transit Authority (UTA) routes, both commuter peak-hour routes and all-day routes. In general transit service runs north-south, in the interest of providing Kaysville residents with access to the Wasatch Front region. These routes are shown on Figure X. The routes can be broken down into three types:



- **470 & 455:** The “workhorses” of Weber and Davis Counties, these bus lines are the most important routes in town. They transport Kaysville residents to destinations throughout the county and region. The 470 runs on Main Street and, in addition to serving commuters, serves shorter local trips to and from Kaysville activity centers downtown and at Davis High/Davis Tech.
- **627:** The 627 is a circulator route between Kaysville and Layton, providing access to the central residential district/downtown and Davis Technical College/Davis High School.
- **Commuter routes:** There are three peak hour commuter routes linking Kaysville with regional destinations: the 472 (downtown), 473 (U of U), and 456 (Salt Lake City west side). These routes stop at one of the two park and ride facilities (see below).

FrontRunner rail: The closest FrontRunner commuter rail station to Kaysville is the Layton station, which is only about 2 miles from downtown Kaysville, and walking or bicycling distance from some parts of the city – although street connections from Kaysville to the station are limited, often not highly walkable, and could use improvement. The Farmington station is a few miles south of Kaysville. Access to the Farmington station is aided by the DRG&W trail linking to Park Lane/Clark Lane.



Park & Ride: Kaysville is served by two park and ride lots – one near 200 North and I-15 and one on the east end of town, just over the border into Fruit Heights, off US 89.

Service gaps: There is no transit service on the growing west side of Kaysville. One opportunity may be to look at some type of shuttle on 200 North linking the city's districts, neighborhoods and activity centers.

Future plans: There is not a lot of new transit service planned for Kaysville. The Regional Transportation Plan does identify four future transit projects:

- Core service route on Main Street in Needs Phase 1/Financially Constrained Phase 2, connecting Clearfield with Woods Cross FrontRunner stations.
- East Davis Express Bus: Needs Phase 3/Unfunded in Financially Constrained.
- Midtown Trolley Upgrade: Needs Phase 3/Unfunded in Financially Constrained.
- Double-tracking FrontRunner

That said, UTA may be open to re-thinking some of the local service, potentially moving from a fixed route model to a core flex service or “microtransit” model, such as the VIA pilot in southern Salt Lake County.

Ridership: In general, transit ridership in Kaysville is low. The vast majority of stops have less than 10 boardings per day, according to UTA data. The main exception is the Kaysville Park and Ride, which has 102 boardings per day.

ACTIVE TRANSPORTATION

Active transportation is primarily walking and bicycling but also includes scooting, skating and other human-powered transportation modes. Kaysville has both active transportation benefits and challenges. The City developed an Active Transportation Plan in 2015 and has begun to implement it.

* A note that this analysis is more heavily focused on bicycling. Walking is addressed more in the mixed-use activity centers and connectivity sections as well.

Assets

Kaysville's primary active transportation advantage is that it has few major street barriers. Only I-15, Main Street, and 200 North present major barriers to walking and bicycling.

In addition, the primary bicycle facility asset is the Denver Rio Grande & Western rail trail, which provides a spine for active transportation users in the west side of Kaysville. The City has added pedestrian activated crossings to this corridor.

In addition, it has built bicycle facilities on several collector-level supporting corridors throughout the city, such as 100 East, Crestwood Road, and Shepard Lane.

Challenges

The downside is that the barrier presented by I-15 is massive and nearly impenetrable. 200 North and Shepard Lane are the only major streets that cross I-15. Shepard Lane is at the far southern end of Kaysville (the crossing is actually out of Kaysville), while 200 North is relatively centrally located but has an I-15 interchange. The only other crossing is Burton Lane, which is a quiet street which has a non-interchange underpass at I-15 and links the key north-south corridors on the west and east sides of Kaysville.

In addition, the active transportation network suffers from lack of connectivity in neighborhoods. Many of Kaysville's neighborhoods lack internal and external connectivity, which increase reliance on larger streets and increase distances for people on foot, bike, and other active modes.

Finally, the city's main transportation corridors do not have active transportation infrastructure that they need – especially 200 North and Main Street.

Map D.8 shows existing facilities, the Active Transportation Plan's recommended network, and pieces of the network that the city has completed since the plan.

We look at the network in terms of key corridors and connections:

200 North: 200 North is the most important connection in the city and will become more important when the West Davis Corridor opens due to the

interchange with West Davis. Despite the high levels of traffic and the I-15 interchange, it is still important for active transportation because it links the whole city east to west. At the onset of the Active Transportation Plan effort, it had no bike facilities; the Plan recommended a bike lane for most of the corridor, with a shared roadway at the west end. In the years since the city has added one of the segments of bike lane and sharrows in the Barnes Park segment.

Main Street: Main Street is the best north-south opportunity for travel among neighborhoods and districts in the central part of the city, as well as for connecting to Layton and Farmington. There is very little bike infrastructure on Main Street – the AT Plan recommends a bike lane for most of the corridor, a small piece of which has been implemented.

DRG&W Rail Trail: This corridor runs through the whole city on the west side. In addition to the rail trial, there are several pathway connections that provide access from adjacent neighborhoods. One important recent improvement by the City is pedestrian-activated crossings at key street crossings.

Burton Lane: Burton Lane presents perhaps the best active transportation opportunity. It is a non-interchange link between the two sides of the freeway and links to the DRG&W trail.

Downtown circulation: Downtown serves as a nexus for many of these corridors. In general, the downtown street network is well-connected. But it could still better serve pedestrians and cyclists and the AT Plan provides a plan for how to do that – for example, the planned Bicycle Boulevard on Center Street. Main Street and 200 North are the fulcrum of a walkable, bikeable downtown, and currently they present barriers and unfriendly environments.

100 East and Crestwood Road: These both provide relatively low stress connections from central and north Kaysville to Layton to the north. The City has added bike lanes to these corridors.

50 West: 50 West is a combination of a downtown street and a version of the rail trail on the east side of I-15. It is a great connection from the southeast part of the city to downtown.

Flint Street/Sunset Drive/Shepard Lane: These three streets form the primary bicycling street corridor on the east side of Kaysville. In some sense, the function of the corridor for active travelers is redundant with the rail trail, but there are neighborhoods that are only connected to Flint/Sunset, and in the south end of the city, Shepard Lane connects across I-15 and then across US 89. Much of this corridor has an existing bike lane.

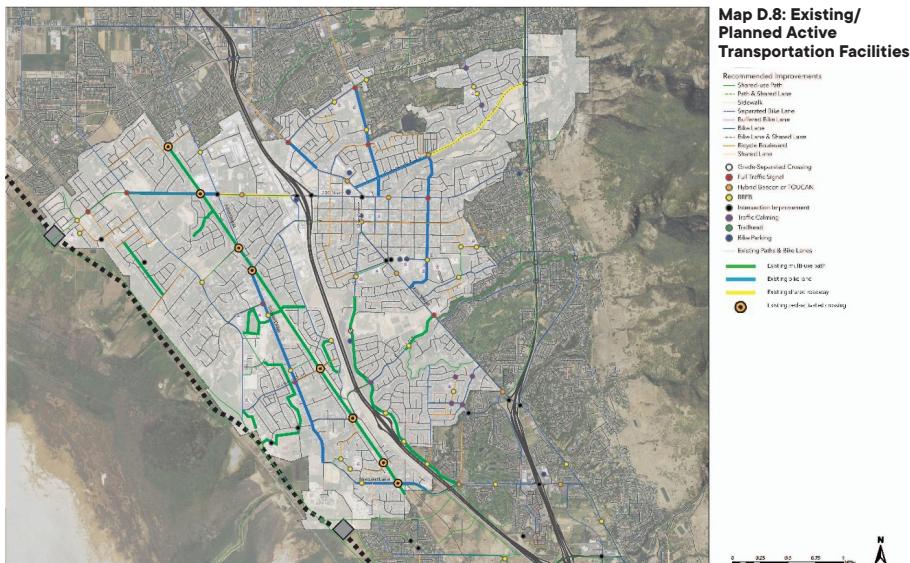
Angel Street: This is the other major north-south corridor in the east side of the city. It will become more important as more growth occurs in this part of the city and the West Davis Corridor is built.

West Davis Corridor: The freeway will have a multi-use path, which will be a great addition to the active transportation network. It is critical that there are safe, comfortable connections on and off it. The 200 North interchange should be designed in a way to provide low stress connection between the 200 North corridor and the freeway's multi-use path.

Street and pathway connectivity

The connectivity of Kaysville's street network is a "mixed bag." On one hand, it features one major, almost impenetrable, barrier in I-15. And most of the city's neighborhoods have street patterns that are disconnected internally and externally.

But, as a whole, the city does not present very many large streets for people to cross, which is a major asset. It also has a well-connected downtown area and some key longer active transportation corridors like the DRG&W rail trail.



Especially on the west side of Kaysville, if new developments can develop good connectivity, the city can be on the road to a more well-connected network.

KEY ISSUES

East-west connections: Moving east to west in Kaysville is one of the largest connectivity challenges, especially with respect to crossing I-15. 200 North is an important connection for all modes for this reason, and Burton Lane is critical for active transportation. Shepard Lane is the other east-west connection. The development of the West Davis Corridor may alleviate some of the need for those in west Kaysville to get to the eastern part of Kaysville, but as population grows in west Kaysville, it will remain important for them to access the downtown and Davis High/Davis Tech areas. However, looked at another way, it is also important to reconsider the land use patterns to reduce needed travel between the different sides of I-15, by considering the addition of one or more neighborhood activity centers on the west side of Kaysville – likely leveraging the West Davis Corridor.

Development connectivity: Many of Kaysville's more recently developed neighborhoods have a very disconnected street pattern. Map D.9 compares sample street networks in west Kaysville and downtown Kaysville. The gridded downtown network has a much higher connectivity index and more intersections per square mile than the cul-de-sac-focused west Kaysville



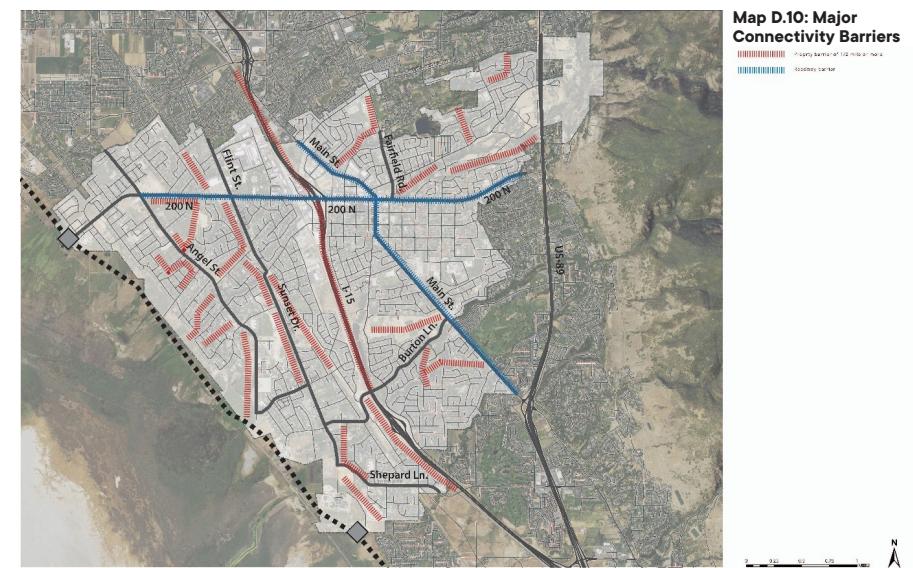
network. Lower connectivity for these measures reduces the ability for residents to walk to neighborhood destinations like schools, parks, and places of worship. And, if new developments aren't better connected, the traffic buildup in the west side of the city will make corridors like Sunset/Flint and Angel unpleasant.

Active transportation connectivity: Due in large part to the east-west connections issue (see above) there is a challenge to people on foot and bikes connecting across the city, especially on 200 North, with its growing traffic and I-15 interchange. However, there are a number of collector-level streets that provide relatively long connections between neighborhoods and to destinations.

Large property barriers: Map D.10 shows connectivity barriers throughout Kaysville. Most of these are stretches where there is no street connection – there are dozens of places where there is over $\frac{1}{2}$ mile without a street connection.

Multi-modal activity centers

The project team identified three primary mixed-use activity centers in Kaysville – Downtown; the Barnes Park area; and the Davis High/Davis Tech area. These areas are important because they contain the majority of the



community's destinations and it is vital that they are accessible to the community. They are also places for potential multi-modal improvement and potential infill development. These centers all work off Kaysville's framework of Main Street and 200 North.

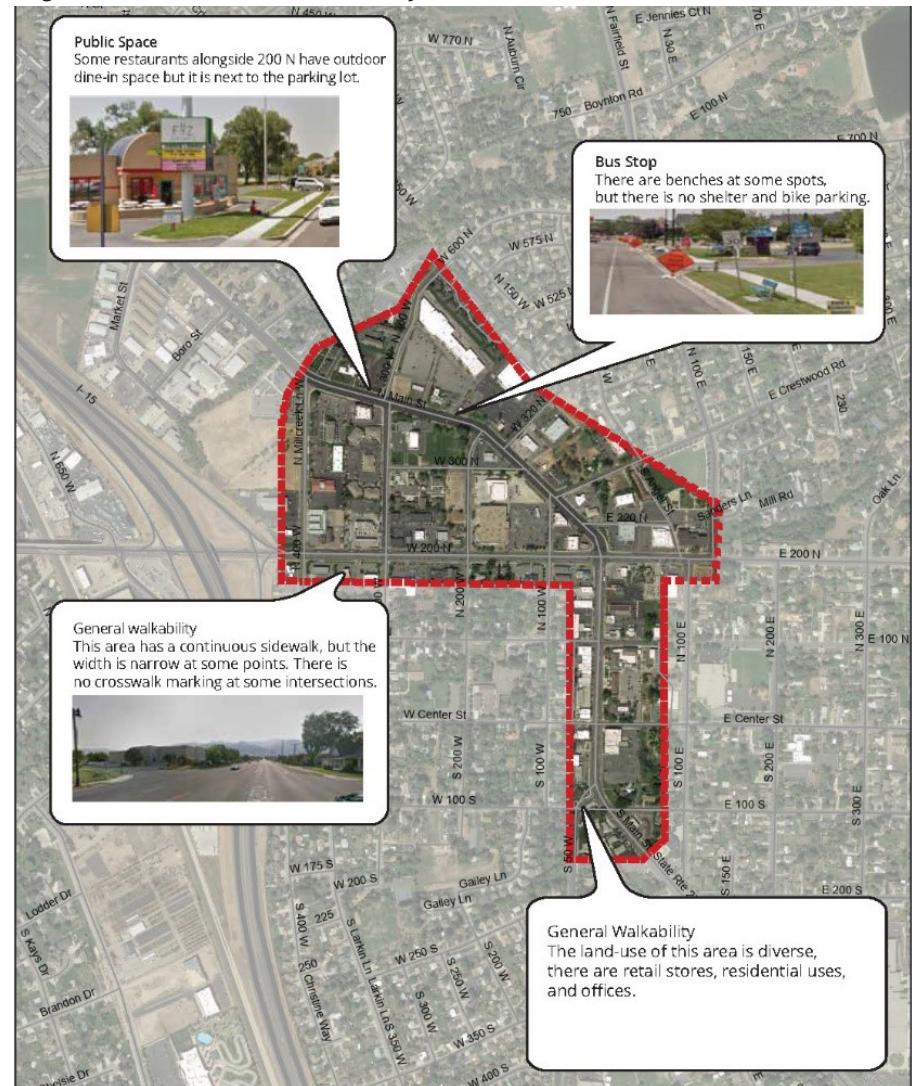
As part of the transportation analysis, the team studied how well people using the full range of transportation modes can access and move around Kaysville's activity centers. We looked at major corridors, local streets, vehicle access, transit, active transportation, relationships to surrounding neighborhoods, and redevelopment potential.

DOWNTOWN

Downtown Kaysville centers on the community's historic Main Street just south of 200 North but also extends a block or two in either direction and into a larger commercial area north of 200 North. Downtown is home to the City offices and police station, Kaysville Parks and Recreation Center, Kaysville Library, local businesses such as Kaysville Theater and Orlando's, offices, and other businesses. While the stretch of Main Street between 100 North and Center Street has a traditional Main Street building orientation to the sidewalk, the rest of the district is suburban, with vehicular areas fronting the street.

- Major corridors:** Downtown centers on the intersection of the two major corridors in Kaysville, Main Street and 200 North. Neither of these corridors are designed as a downtown type street – they are designed more as suburban highways, with narrow sidewalks little landscaping. Main Street does have some streetscape improvements such as street trees and pedestrian-activated crossings in the short historic stretch, but overall the design is like a highway. Lane reconfigurations, refuge islands, curb-extensions, and raised crosswalks could help mitigate the effects of these wide roadways and provide more person space.
- Local streets:** Local streets have a lot of potential in downtown Kaysville because they form a connected network and many are walkable, with a nice scale. The neckdown/bulbout project on Center Street at Main is a great example.
- Vehicle access:** Downtown Kaysville has generally easy vehicle access, with plenty of vehicle capacity (away from the I-15 interchange) and lots of vehicular driveway access to businesses. The combination of

Figure D.3: Downtown Activity Center



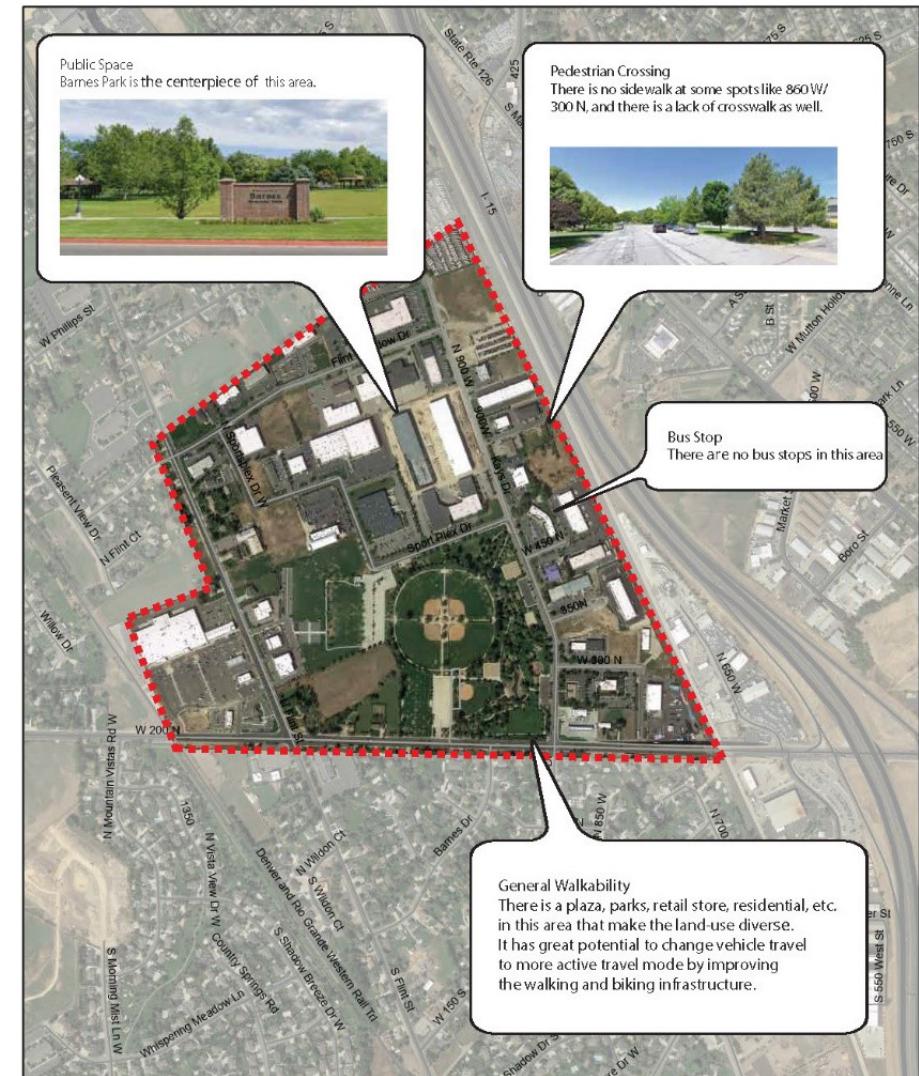
highway design and frequent curb cuts create safety issues on the major corridors. Main Street has an interesting alley, which provides the primary access to some of the Main Street businesses. Access could be managed much better in downtown Kaysville because of the connected street network. One concern of the City's is a good shared parking solution for events on Main Street/the City complex.

- Transit:** Main Street is Kaysville's primary transit corridor – served by the 470 Route. Stops could be improved – there is no shelter and bike parking at bus stops. There also may be an opportunity for a community mobility hub providing connection along 200 North and to other citywide destinations.
- Active transportation:** Because of the diversity of these land uses, downtown Kaysville has a significant opportunity for improving active transportation. Much of downtown has active transportation facilities planned but not yet built. The two key corridors, Main Street and 200 North, need appropriate active transportation environments. However, many of the segments of Main Street and 200 North do not yet have high-quality active transportation infrastructure. For example, 200 North is heavily auto oriented, with four through lanes and one median lane. This type of wide street is less desirable for walking or biking alongside the corridor and, more importantly, for crossing. Only 10–20 percent of the right of way is dedicated to pedestrians on these major streets. In downtown, the best active transportation treatment is likely to create an overall human scale to the street environment. In addition, the active transportation plan recommends a series of pedestrian crossing improvements on Main Street and 200 North in downtown.
- Relationships to surrounding neighborhoods:** Especially south of 200 North, downtown blends into the residential areas around it that have the same connected street grid. However, all of Kaysville should be accessible to the downtown.
- Redevelopment potential:** Much of downtown appears to have some redevelopment potential. The City has been active in rebuilding its city offices block, where connections and public spaces through the block are continuing opportunities. North of 200 North, there are many vacant parcels. A vast amount of land in this area is dedicated to parking lots, which have excellent development potential. One benefit of mixed-use development is changing the type of trips from auto trips to more walking and cycling that consequently will lead to less demand for parking and releasing the land for other uses. Streetscape elements such as benches, raised sidewalks, street trees, and lights can be added to create a more appealing place. The downtown grid, while connected, also has relatively large blocks that could be bisected by streets or pathways to create more fine-grained connections.

FLINT STREET/200 N./BARNES PARK

This activity center is a combination of the commercial (restaurants and grocery store), recreational (Barnes Park), and office/industrial.

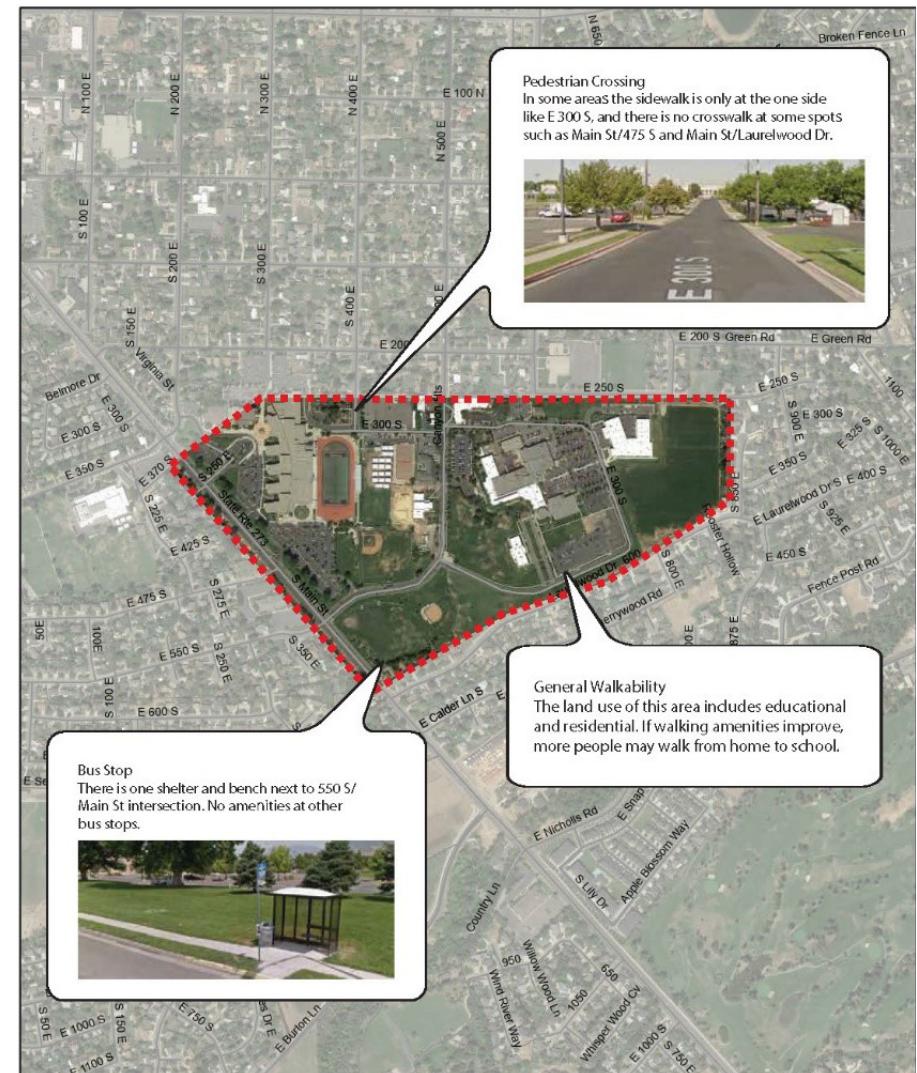
Figure D.4: Flint Street/200 North Activity Center



- **Major corridors:** 200 North is the major corridor accessing this center. This segment of 200 North, immediately adjacent to the I-15 interchange, lacks traffic calming and pedestrian crossings.
- **Local streets:** This center is primarily oriented to local streets, which is an advantage because they can be made walkable, but they are currently arranged in a relatively disconnected pattern.
- **Vehicle access:** Vehicle access in this center depends on the major 200 North intersections. Secondary access is through Flint Street. Opportunities should be sought to reduce dependence on 200 North for this center.
- **Transit:** The major transit amenity is the Kaysville Park & Ride, to which pedestrian connections could be improved. 200 North is an opportunity for community-level transit.
- **Active transportation:** The area has spotty sidewalks (there is no sidewalk at some spots like 860 W and 300 N) and little bike infrastructure. There is a lack of crosswalk in some intersections. 200 North should be continually pursued as a bicycle corridor. In general, there is great access to Barnes Park from the north, east, and south.
- **Relationships to surrounding neighborhoods:** This is one of the weaknesses of this area – it lacks good connections to the surrounding neighborhoods – but in redevelopment there are opportunities to fix that.
- **Redevelopment potential:** The area provides a high potential for mixed-use development, with vacant land, employment, amenities, and access to transit. This area is in the middle of redevelopment, with some old rural properties likely to turn over in coming decades. Streetscape elements such as benches, plants, street lights, etc. can be added to change these parking lots to the spaces for gathering. Placing grocery stores and restaurants at the same place is the potential of this area to design a significant plaza.

reason, the transportation planning and street design of this area should serve and complement the educational institutions.

Figure D.5: Davis High School/ Technical College Activity Center



DAVIS HIGH SCHOOL/DAVIS TECHNICAL COLLEGE

This center focuses on two major educational institutions, Davis High School and Davis Technical College, which are side-by-side just south of downtown. The land use of this area is a bit different compared to the downtown and the Barnes Park area due to the dominance of the educational institutions. For this

- **Major corridors:** Main Street runs along the edge of the center as the major corridor and provides a seam between the center and the residential neighborhood to the west. The Main Street right-of-way here

is 91 feet, which is wide enough for improvements like bike lanes and increase the sidewalk width.

- **Local streets:** Due to the size of the land uses, this area has a coarse street grid. 500 East is the key internal corridor – it provides access to both schools and it is one of the only connections to the surrounding neighborhoods. One interesting aspect of the street network is that Laurelwood Drive, in the neighborhood, is not connected to the Davis Tech streets, even though it is only 50 feet or so away.
- **Vehicle access:** Primary vehicle access to Davis High is off Main Street – keeping traffic running smoothly during peak access times are an important aspect of this segment of Main Street. Access to Davis Tech is more spread out among the other streets.
- Transit: 470 runs along Main Street providing an important connection for the high school and college. In addition, the 627 provides circulator access. There are few amenities such as benches, shelter, and bike parking at bus stops.
- **Active transportation:** The primary active transportation corridor is 500 East, which provides a bike lane from Main Street north through central Kaysville to Crestwood Road. Crossing, walking, and bicycling on Main Street here is critical as well. The internal streets could be made more walkable. In some areas, the sidewalk is only on one side like E 300 South. There is no crosswalk at some spot such as Main St, E 475 South, and Main Street, Laurelwood Drive. Traffic calming could be considered here as well.
- **Relationships to surrounding neighborhoods:** Are there any benefits to increasing the connections to surrounding neighborhoods, or infilling land uses that could be neighborhood amenities?
- **Redevelopment potential:** There does seem to be some infill potential in this area, especially with regard to property on the outer edges of the area, in the transition area to the neighborhoods.

Summary of themes and opportunities

The following are overarching themes of our analysis and themes of opportunities we see for the Kaysville General Plan:

- The two main corridors – 200 North and Main Street – could benefit from being more multi-modal and balancing different transportation and community needs. For 200 North, this will be a challenge to balance with projected traffic growth.
- The west side will transform with the addition of the West Davis Corridor, and the transportation network needs to be ready to sustainably accommodate the growth in a way consistent with the community's vision.
- Continuing to develop the connected network of lower stress, collector-level active transportation corridors that the City has begun – such as Crestwood Road, 500 East, 100 East, and Sunset Drive.
- Main Street opportunities: There are a number of opportunities to improve walkability and urban design in the City's historic core of downtown.
- The three activity centers we identified are places for more mixed use, amenities, residential intensity.
- Burton Lane is a major opportunity for overcoming the I-15 barrier for those bicycling, walking and using other active modes.
- The DGR&W rail trail is an active transportation spine for the west side – continue connecting the surrounding neighborhoods to it.
- Think about ways to use what appears to be unused roadway capacity on many of the city's major streets.
- Explore ways to shape more connected subdivisions, especially externally, to one another.
- There is potential for new activity center(s) on the west side of Kaysville, especially leveraging the West Davis Corridor interchanges.
- Allow ourselves to think creatively and more broadly about shared mobility and transit, and potential for a new model especially with regard to community mobility – look to microtransit models especially.
- Explore opportunity for a community mobility hub.

E APPENDIX

E: Supplemental Information

APPENDIX

Introduction

Table 1.1 - Historic Population

CITY	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2010-2019 AAGR
Clearfield	30,112	29,904	30,086	30,278	30,361	30,299	30,483	30,683	31,016	32,118	0.72%
Farmington	18,275	17,723	18,722	19,600	20,440	21,223	21,983	22,616	23,208	25,339	3.70%
Kaysville	27,300	26,728	27,353	27,928	28,480	29,213	29,799	30,328	30,961	31,494	1.60%
Roy	36,884	36,416	36,854	37,194	37,472	37,670	37,853	38,013	38,238	39,613	0.80%
South Ogden	15,970	16,251	16,447	16,612	16,702	16,805	16,893	16,918	17,010	17,199	0.83%
Syracuse	24,331	22,911	23,914	24,715	25,374	25,977	26,668	27,444	28,342	31,458	2.90%
Davis County	294,532	301,124	306,664	311,886	317,646	323,374	329,292	334,977	340,621	355,481	2.11%
State of Utah	2,763,885	2,809,828	2,856,535	2,904,018	2,952,290	3,001,365	3,051,255	2,993,941	3,043,708	3,205,958	1.66%

Chapter 3: Housing & Neighborhoods

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

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

Chapter 5: Economic Development

Table 5.7 - Taxable Sales Capture Rates Comparison

POPULATION	ROY		FARMINGTON		SYRACUSE		CLEARFIELD		SOUTH OGDEN	
	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%

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

Figure 5.2 - Historic Total Property Tax Rate for Kaysville

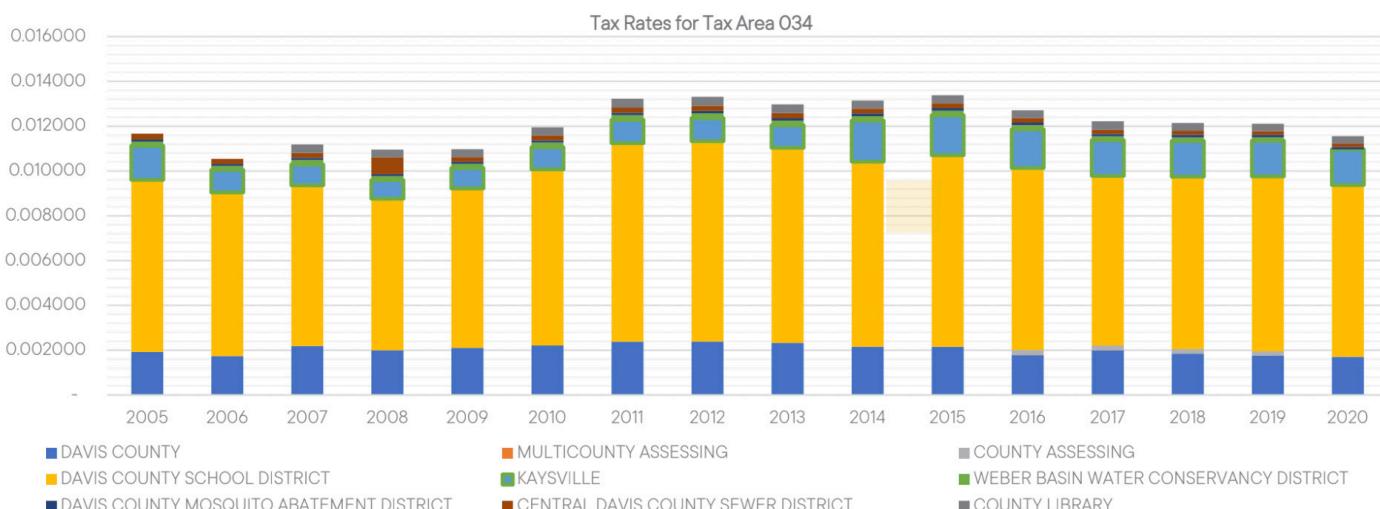


Figure 5.3 - Kaysville Property Tax Rate as a Percent of Total Tax Rate

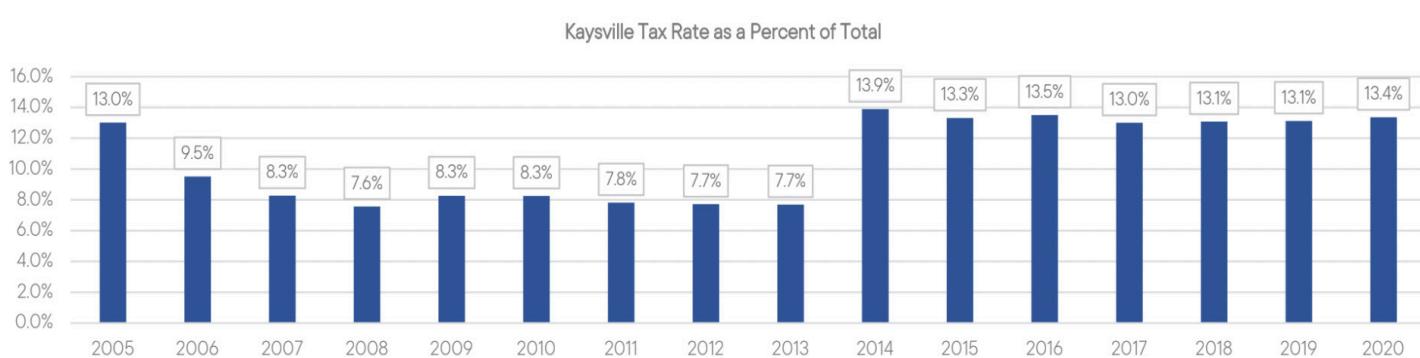


Table 5.10 – Davis County Population Projection

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	20,784	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%

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

Utah Secondary Water Use Form

Data Year: 2024

System Name: Davis & Weber CCC (Kaysville/Layton)
(Secondary Water System ID: 11742)

Supervisor: Rick Smith

Address: 138 West 1300 North
Sunset, UT, 84015

County: Davis

Operational Days: April 15 to October 15, (2024)

I. Summary Information

Contact Person: Rick Smith

Email Address: ricks@davisweber.org

Contact Number: (801) 774-6373

II. Water Service Area Boundary

Does your Water Service Area Boundary need to be updated? **No**

If YES, or you are not sure, and would like to see your Service Area Boundary Map,

PLEASE CONTACT BRANDON MELLOR at (801) 927-7433 or bmellor@utah.gov.

III. Water Use Breakdown

<u>Percentages:</u>	<u>Number of Active Connections:</u>
Residential: 97.27 %	5,381
Commercial: 1.88 %	104
Industrial: 0.00 %	0
Institutional: 0.78 %	43
Agriculture: 0.07 %	4
Total (Not to exceed 100%): 100.00 %	5,532
(Acres) Agriculture Irrigation: 6.00	Lawn & Garden: 1,167.00

Metering Information:

Does your system have any customer meters? [X]Yes []No

If YES, in accordance with 73-10-34, you are required to report your total number of connections and the amount of water delivered to your metered customers.

Units of Measurement: Acre Feet (Values below shown in Acre Feet)

<u>Metered Annual Quantity:</u>	<u>Metered Active Connections:</u>
Residential: 448.81	4,663
Commercial: 1.28	68
Industrial: 0.00	0
Institutional: 21.20	19
Agriculture: 18.44	2
Totals: 489.73	4,752

IV. Comments

V. Source Inventory

Source Name: Church Street Reservoir

USE TYPE: [Irrigation]
LOCATION: [S 1144 ft W 1332 ft from NE cor Sec 16 T4N R1W SL]
WATER RIGHT(s): [35-8044, 35-8048, 35-8058, 35-8068, 35-8389, 35-8400]
UNITS OF MEASUREMENT: [Acre Feet]
METHOD OF MEASUREMENT: [Master Meter]
ANNUAL USE: [3,108.10]
SOURCE STATUS: [Active]

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
0.00	0.00	0.00	74.50	315.60	608.00	649.50	602.80	564.20	293.50	0.00	0.00

Source Name: Holmes Creek Diversion

USE TYPE: [Irrigation]
LOCATION: [S 1786 ft W 327 ft from N4 cor Sec 25 T4N R1W SL]
WATER RIGHT(s): []
UNITS OF MEASUREMENT: [Acre Feet]
METHOD OF MEASUREMENT: [Estimated]
ANNUAL USE: [1,189.10]
SOURCE STATUS: [Active]

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
0.00	0.00	0.00	58.00	183.00	300.60	279.80	180.30	128.80	58.60	0.00	0.00

Source Name: Kaysville Irrigation Reservoir

USE TYPE: [Irrigation]
LOCATION: [N 1028 ft W 315 ft from SE cor Sec 27 T4N R1W SL]
WATER RIGHT(s): [31-4795]
UNITS OF MEASUREMENT: [Acre Feet]
METHOD OF MEASUREMENT: [Master Meter]
ANNUAL USE: [603.40]
SOURCE STATUS: [Active]

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
0.00	0.00	0.00	0.00	0.00	87.75	279.29	154.56	72.13	9.67	0.00	0.00

VI. Purchase Inventory

Purchase Name: Purchased from Weber Basin WCD (Irr)

USE TYPE: [Irrigation]
LOCATION: [Sec T R]
WATER RIGHT(s): []
UNITS OF MEASUREMENT: [Acre Feet]
METHOD OF MEASUREMENT: [Master Meter]
ANNUAL USE: [1,492.90]
SOURCE STATUS: [Active]

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
0.00	0.00	0.00	0.00	0.00	43.80	439.30	481.60	396.10	132.10	0.00	0.00

VII. Wholesale Source Inventory

VIII. Return Location Inventory

Utah Secondary Water Use Form

Data Year: 2024

System Name: Hights Creek Irrigation
(Secondary Water System ID: 11802)

Supervisor: Rodney Hill

Address: 820 East 200 North
Kaysville, UT, 84037

County: Davis

Operational Days: April 19 to October 13, (2024)

I. Summary Information

Contact Person: Daniel Robinson

Email Address: rodneyg3@comcast.net

Contact Number: (801) 546-4242

II. Water Service Area Boundary

Does your Water Service Area Boundary need to be updated? **No**

If YES, or you are not sure, and would like to see your Service Area Boundary Map,

PLEASE CONTACT BRANDON MELLOR at (801) 927-7433 or bmellor@utah.gov.

III. Water Use Breakdown

<u>Percentages:</u>	<u>Number of Active Connections:</u>
Residential: <u>70.00 %</u>	<u>4,319</u>
Commercial: <u>2.00 %</u>	<u>6</u>
Industrial: <u>0.00 %</u>	<u>0</u>
Institutional: <u>15.00 %</u>	<u>50</u>
Agriculture: <u>13.00 %</u>	<u>51</u>
Total (Not to exceed 100%): <u>100.00 %</u>	<u>4,426</u>
(Acres) Agriculture Irrigation: <u>604.00</u>	Lawn & Garden: <u>2,697.00</u>

Metering Information:

Does your system have any customer meters? []Yes [X]No

If YES, in accordance with 73-10-34, you are required to report your total number of connections and the amount of water delivered to your metered customers.

Units of Measurement: (Values below shown in)

<u>Metered Annual Quantity:</u>	<u>Metered Active Connections:</u>
Residential: <u>0.00</u>	<u>0</u>
Commercial: <u>0.00</u>	<u>0</u>
Industrial: <u>0.00</u>	<u>0</u>
Institutional: <u>0.00</u>	<u>0</u>
Agriculture: <u>0.00</u>	<u>0</u>
Totals: <u>0.00</u>	<u>0</u>

IV. Comments

Meters are actively being installed but at this time usage is not being metered

V. Source Inventory

Source Name: Hights Creek

USE TYPE: [Irrigation]
LOCATION: [S 45 ft E 1682 ft from N4 cor Sec 01 T3N R1W SL]
WATER RIGHT(s): [31-4632]
UNITS OF MEASUREMENT: [Acre Feet]
METHOD OF MEASUREMENT: [Weir]
ANNUAL USE: [1,325.00]
SOURCE STATUS: [Active]

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
0.00	0.00	0.00	450.00	350.00	250.00	125.00	100.00	50.00	0.00	0.00	0.00

VI. Purchase Inventory

Purchase Name: Purchased from Weber Basin WCD (Irr)

USE TYPE: [Irrigation]
LOCATION: [Sec T R]
WATER RIGHT(s): []
UNITS OF MEASUREMENT: [Acre Feet]
METHOD OF MEASUREMENT: [Master Meter]
ANNUAL USE: [3,200.00]
SOURCE STATUS: [Active]

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
0.00	0.00	0.00	50.00	450.00	500.00	700.00	750.00	600.00	150.00	0.00	0.00

VII. Wholesale Source Inventory

VIII. Return Location Inventory

Utah Secondary Water Use Form

Data Year: 2024

System Name: Benchland Water District
(Secondary Water System ID: 11798)

Supervisor: Scott Parsell

Address: 485 East Shepard Lane
Kaysville, UT, 84037

County: Davis

Operational Days: April 15 to October 15, (2024)

I. Summary Information

Contact Person: Scott Parsell

Email Address: sparsell@benchlandwater.com

Contact Number: (801) 451-2105

II. Water Service Area Boundary

Does your Water Service Area Boundary need to be updated? **No**

If YES, or you are not sure, and would like to see your Service Area Boundary Map,

PLEASE CONTACT BRANDON MELLOR at (801) 927-7433 or bmellor@utah.gov.

III. Water Use Breakdown

	<u>Percentages:</u>	<u>Number of Active Connections:</u>
Residential:	<u>97.46 %</u>	<u>6,025</u>
Commercial:	<u>0.78 %</u>	<u>48</u>
Industrial:	<u>0.03 %</u>	<u>2</u>
Institutional:	<u>1.18 %</u>	<u>73</u>
Agriculture:	<u>0.55 %</u>	<u>34</u>
 Total (Not to exceed 100%):	<u>100.00 %</u>	<u>6,182</u>
 (Acres) Agriculture Irrigation:	<u>212.43</u>	<u>Lawn & Garden:</u> <u>2,480.60</u>

Metering Information:

Does your system have any customer meters? []Yes []No

If YES, in accordance with 73-10-34, you are required to report your total number of connections and the amount of water delivered to your metered customers.

Units of Measurement: Gallons (Values below shown in Gallons)

	<u>Metered Annual Quantity:</u>	<u>Metered Active Connections:</u>
Residential:	<u>1,271,081,520.</u>	<u>3,863</u>
Commercial:	<u>0.00</u>	<u>0</u>
Industrial:	<u>0.00</u>	<u>0</u>
Institutional:	<u>0.00</u>	<u>0</u>
Agriculture:	<u>0.00</u>	<u>0</u>
 Totals:	<u>1,271,081,520.</u>	<u>3,863</u>

IV. Comments

V. Source Inventory

Source Name: Davis Creek

USE TYPE: [Irrigation]
LOCATION: [N 330 ft E 203 ft from W4 cor Sec 29 T3N R1E SL]
WATER RIGHT(s): [31-450, 31-451, 31-452, 31-453, 31-454, 31-456, 31-2807,]
[31-2808, 31-2809, 31-2810, 31-2811, 31-2812, 31-2813,]
[31-2814, 31-2816, 31-2817, 31-2818, 31-2819, 31-2820,]
[31-4917, 31-5200, 35-9016]
UNITS OF MEASUREMENT: [Acre Feet]
METHOD OF MEASUREMENT: [Other]
ANNUAL USE: [759.95]
SOURCE STATUS: [Active]

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
0.00	0.00	0.00	16.23	55.37	157.41	172.15	178.48	162.12	18.19	0.00	0.00

Source Name: Farmington Creek

USE TYPE: [Irrigation]
LOCATION: [S 515 ft E 1000 ft from N4 cor Sec 18 T3N R1E SL]
WATER RIGHT(s): [31-450, 31-451, 31-452, 31-453, 31-456, 31-2807, 31-2808,]
[31-2809, 31-2810, 31-2811, 31-2812, 31-2813, 31-2814,]
[31-2816, 31-2817, 31-2818, 31-2819, 31-2820, 31-4917,]
[31-5200, 35-9016, 41-454]
UNITS OF MEASUREMENT: [Acre Feet]
METHOD OF MEASUREMENT: [Other]
ANNUAL USE: [5,448.00]
SOURCE STATUS: [Active]

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
0.00	0.00	0.00	118.00	330.00	1,100.00	1,230.00	1,270.00	1,100.00	300.00	0.00	0.00

Source Name: Shepard Creek

USE TYPE: [Irrigation]
LOCATION: [S 650 ft W 90 ft from NE cor Sec 12 T3N R1W SL]
WATER RIGHT(s): [31-450, 31-451, 31-452, 31-453, 31-454, 31-456, 31-2807,]
[31-2808, 31-2809, 31-2810, 31-2811, 31-2812, 31-2813,]
[31-2814, 31-2814, 31-2816, 31-2817, 31-2818, 31-2819,]
[31-2820, 31-4917, 31-5200, 35-9016]
UNITS OF MEASUREMENT: [Acre Feet]
METHOD OF MEASUREMENT: [Other]
ANNUAL USE: [1,522.18]
SOURCE STATUS: [Active]

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
0.00	0.00	0.00	36.74	105.67	315.24	366.27	347.23	318.69	32.34	0.00	0.00

Source Name: Steed Creek

USE TYPE: [Irrigation]
LOCATION: [N 457 ft E 535 ft from SW cor Sec 20 T3N R1E SL]
WATER RIGHT(s): [31-450, 31-451, 31-452, 31-453, 31-454, 31-456, 31-2807,]
[31-2808, 31-2809, 31-2810, 31-2811, 31-2812, 31-2813,]
[31-2814, 31-2816, 31-2817, 31-2818, 31-2819, 31-2820,]
[31-4917, 31-5200, 35-9016]
UNITS OF MEASUREMENT: [Acre Feet]
METHOD OF MEASUREMENT: [Other]
ANNUAL USE: [190.00]
SOURCE STATUS: [Active]

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
0.00	0.00	0.00	0.00	0.00	0.00	84.00	46.00	40.00	20.00	0.00	0.00

VI. Purchase Inventory

Purchase Name: Purchased from Weber Basin WCD (Irr)

USE TYPE: [Irrigation]
LOCATION: [Sec T R]
WATER RIGHT(s): []
UNITS OF MEASUREMENT: [Acre Feet]
METHOD OF MEASUREMENT: [Individual Meter]
ANNUAL USE: [2,315.50]
SOURCE STATUS: [Active]

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
0.00	0.00	0.00	0.00	0.00	88.80	595.80	745.40	559.80	325.70	0.00	0.00

VII. Wholesale Source Inventory

VIII. Return Location Inventory
