





STATE OF UTAH )

SS:

COUNTY OF DAVIS )

I, **Kimberly S Read**, do hereby certify that I am the duly qualified and acting **City Recorder** of Layton City Corporation, a municipal corporation located in Davis County, State of Utah. I further certify that on the **22nd day of July, 2024**, I posted **Ordinance 24-23** to which this certificate is attached, by posting a full, true and correct copy thereof, in each of the following three public places within the corporate limits of Layton City, to wit:

**One copy at Layton City Municipal Building**

**One copy at Davis County Library, Layton Branch**

**One copy at Layton City Surf'n Swim Bulletin Board**

IN WITNESS WHEREOF, I have hereunto subscribed my official signature and affixed the corporate seal of Layton City this **22nd day of July, 2024**.



SEAL

  
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KIMBERLY S READ, City Recorder

# EXHIBIT A



## Layton City Moderate-Income Housing Plan Addendum 2024

Adopted | July 18, 2024

## Goals and Strategies to Meet the Affordable Housing Need

To fulfill the requirements of State Code 10-9a-403(2), Layton City will conduct a thorough annual review of the City's moderate-income housing element and its implementation plan. Beginning in 2023, an annual analysis will be conducted to review progress made each year towards accomplishing these goals. The review is to include a report to the Housing and Community Development Division (HCD) of the Utah Department of Workforce Services (DWS) -, prepared with the findings of the review, which will include the following:

- A revised estimate of the need for moderate-income housing in the next 5 years.
- Description of how the city is using the moderate-income housing set-aside from reinvestment, redevelopment and/or renewal initiatives.
- Report the findings of the annual review to HCD of the Utah Department of Workforce Services and the association of government in which the municipality is located.
- Post the findings report on Layton City's website.
- Provide attractive housing options that are affordable to families that earn 80% or less than the median family income.
- Any plan updates to integrate median income households into the fabric of the community by mixing into appropriately designated areas, including town centers and mixed-use areas/corridors.
- Description of how the city is implementing its strategies and the action being taken to meet the timeline set to achieve the requirements related to moderate-income housing as described in Utah State Code 10-9a-403(2)(b)(iii).

The following strategies in support of moderate and workforce housing in Layton fit under 6 goal categories: 1) ownership opportunities, 2) rental opportunities, 3) rehabilitation and reinvestment of existing housing, 4) collaborative regional transportation planning, 5) exploration of new strategies and 6) increase density near transit.

Layton City has selected thirteen strategies that include the 5 required strategies for municipalities with a fixed guideway public transit station and 1 additional strategies to qualify for transportation project funding prioritization for Transportation Investment Fund (TIF) and Transit Transportation Investment Fund (TTIF). All of the strategies listed under Goals and Strategies are included in the implementation plan with an action and timeline to accomplish each strategy. The letter associated with the strategy listed below matches the specific strategy listed in Utah State Code 10-9a-403(2)(b)(iii).

## Goals and Strategies

### Goal 1: Increase Opportunities for Low and Moderate-Income Households to Purchase Affordable Housing.

**Strategy 1.1 (A)** – Rezone for densities necessary to facilitate the production of moderate-income housing.

**Strategy 1.2 (C)** – Demonstrate investment in the rehabilitation of existing uninhabitable housing stock into moderate-income housing.

**Strategy 1.3** – Continue working with the Davis Community Housing Authority and support their affordable housing programs. Such programs may include the Family Self-Sufficiency Program and the Down Payment Assistance for First Time Home Buyers Program, which would assist low-income households to purchase homes.

### Goal 2: Increase Affordable Rental Opportunities for Low and Moderate-Income Households.

**Strategy 2.1 (E)** – Create or allow for, and reduce regulations related to, internal or detached accessory dwelling units in residential zones.

**Strategy 2.2 (H)** – Amend land use regulations to eliminate or reduce parking requirements for residential development where a resident is less likely to rely on the resident's own vehicle, such as residential development near major transit investment corridors or senior living facilities.

### Goal 3: Rehabilitate Existing Housing to Increase Rental Opportunities, Homeownership, Retention, and Reinvestment in Layton City.

**Strategy 3.1** – Promote the use of a Home Repair Program (supported by CDBG funds) to extremely low and moderate-income households. This program could offer grants for maintaining and rehabilitating housing.

### Goal 4: Continue planning collaboration and engagement with regional transportation partners, including the WFRC Regional Metropolitan Planning Organization, UDOT and UTA.

**Strategy 4.1** – Coordinate with WFRC by providing any updates to the General Plan, Moderate-Income Housing Plan element, zoning map, Transportation and Parks and Trails Master Plans, while considering multi-jurisdictional land use and transportation strategies resulting from on-going regional collaboration and partnerships.

**Strategy 4.2** – Explore opportunities to apply or partner with entities technical planning assistance for housing variety related to public transportation and alternative transportation strategies administered by WFRC.

**Strategy 4.3** – Coordinate regularly with UDOT and UTA, by providing updates to land use and transportation plans and studies, while considering regional transportation facility planning and design associated with regional collaboration and partnerships.

**Strategy 4.4** – Explore opportunities to engage in public/private partnerships between private development, Layton City and regional partners, particularly where planned infrastructure improvements will support compact housing within mixed-use and transit-oriented development areas.

**Goal 5: Explore new strategies in support of low to moderate-income housing.**

**Strategy 5.1** – Explore feasibility, appropriate locations, and implementation of various low to moderate-income housing strategies; including those listed Under Utah Code 10-9a-403(2)(b)(iii) - (I) single room occupancy developments, zoning incentives for inclusion in new developments, funding strategies for long-term preservation, and community land trust program options.

**Goal 6: Increase density near transit and encourage land use regulations that facilitate the construction of higher density housing in these areas.**

**Strategy 6.1 (G)** – Amend land use regulations to allow for higher density or new moderate-income residential development in commercial or mixed-use zones near major transit investment corridors.

**Strategy 6.2 (W)** – Develop and adopt a station area plan in accordance with Section 10-9a-403.1.

**Implementation Plan for Strategies**

Strategy	Action	Timeline
<p><b>Strategy 1.1 (A)</b> – Rezone for densities necessary to facilitate the production of moderate-income housing.</p>	<ul style="list-style-type: none"> <li>Encourage rezoning of properties within the General Plan’s Urban Districts, Town Centers and Mixed-Use Corridors to allow medium to high density residential housing. Layton adopted a General Plan in 2019 that provided for increased densities in Urban Districts and Town Centers to facilitate the production of moderate-income housing. Layton City recently amended its General Plan in October of 2021 to facilitate a 568 unit master-planned community with single-family homes, townhomes, and multi-family units on a 38-acre site that</li> </ul>	<ul style="list-style-type: none"> <li>The City will support individual applications that comply with the higher densities allowed in the General Plan and will report on these applications annually. .</li> <li>Incorporate zoning amendments identified, years 2-5.</li> </ul>

	<p>was previously planned for manufacturing. The property was also rezoned from M-2 (Heavy Manufacturing) to R-H (PRUD) high-density residential by the Land Use Authority in October of 2021. The preliminary plat was approved in April of 2022 and the developer is working toward final plat approval.</p> <ul style="list-style-type: none"> <li>Identify any changes from the previous year to the current zoning designations and future land use categories that allow for higher density and/or moderate-income housing development, where these designations are used, and their proximity to the mixed-use downtown, transit station, and commercial and employment centers.</li> </ul>	
<p><b>Strategy 1.2 (C)</b> – Demonstrate investment in the rehabilitation of existing uninhabitable housing stock into moderate-income housing.</p>	<p>CDBG grants are available for households that are considered low to moderate-income. These grants are available for homes that need reroofing, HVAC, utility lines, etc., to make a home habitable. The number of CDBG grants available annually will depend on CDBG funds available for the given year.</p>	<p>Grants will be awarded annually to qualified households.</p>
<p><b>Strategy 1.3</b> – Continue working with the Davis Community Housing Authority and support their affordable housing programs. Such programs may include the Family Self-Sufficiency Program and the Down Payment Assistance for First Time Home Buyers Program, which would assist low-income households to purchase homes.</p>	<p>Adopt CDBG annual action plan budget that includes funding for down payment assistance to provide first-time homebuyers with additional funding to pay for housing.</p>	<p>The annual action plan budget approval will include funding for housing programs such as down payment assistance for first-time homebuyers.</p>
<p><b>Strategy 2.1 (E)</b> – Create or allow for, and reduce regulations related to, internal or detached accessory dwelling units in residential zones.</p>	<p>Layton City adopted an accessory dwelling unit (ADU) ordinance on October 1, 2021. The ADU Ordinance addresses internal, attached and detached ADU.</p> <ul style="list-style-type: none"> <li>Planning Staff will determine ways to promote and educate residents about the option to add</li> </ul>	<p>The City will track the total number of ADU’s approved annually, and report to the State in the annual Moderate-Income Housing Report.</p>



	<p>an accessory dwelling unit to their property.</p> <ul style="list-style-type: none"> <li>• Annually track submitted ADU approvals.</li> </ul>	
<p><b>Strategy 2.2 (H)</b> – Amend land use regulations to eliminate or reduce parking requirements for residential development where a resident is less likely to rely on the resident's own vehicle, such as residential development near major transit investment corridors or senior living facilities.</p>	<p>The off-street parking ordinance was adopted on Sept.17, 2020 that reduced the parking demand for multi-family residential development based on location and proximity to transit. The ordinance further allows decreased parking standards for properties within mixed-use zones. Several residential projects have been approved since the off-street parking ordinance was adopted.</p>	<p>Layton City staff will track the number of developments utilizing the reduced parking standard and report the number annually.</p>
<p><b>Strategy 3.1</b> – Promote the use of a Home Repair Grant Program (supported by CDBG funds) to extremely low and moderate-income households. This program could offer grants for maintaining and rehabilitating housing.</p>	<p>Layton City offers grants of \$3,000 (emergency repair) and \$5,000 (rehab) through the CDBG program and provides information regarding these grants on its website.</p>	<p>Grants will be awarded annually to qualified households.</p>
<p><b>Strategy 4.1</b> – Coordinate with WFRC by providing any updates to the General Plan, Moderate Income Housing Plan element, zoning map, Transportation and Parks and Trails Master Plans, while considering multi-jurisdictional land use and transportation strategies resulting from on-going regional collaboration and partnerships.</p>	<p>Layton City works closely with WFRC by attending quarterly Regional Growth Committee (RGC) Technical Advisory Committee (TAC) meetings and participating in workshops. Layton City's Planning and Engineering Staff review and update local and regional plans to accomplish similar goals. Layton City staff shared the results of Layton City's Active Transportation Plan (ATP) with WFRC in the fall of 2022, so they can update their regional ATP to match Layton City's ATP.</p>	<p>Layton City staff will continue to attend RGC TAC, and coordinate efforts to implement regional plans on a local level.</p>
<p><b>Strategy 4.2</b> – Explore opportunities to apply or partner with entities technical planning assistance for housing variety related to public transportation and alternative transportation strategies administered by WFRC.</p>	<p>Apply for a Transportation and Land Use Connection (TLC) grant to hire a consultant to help develop a Station Area Plan (SAP).</p>	<p>By September of 2023, Layton City will provide a letter of intent and will apply for the TLC grant by December 2023.</p>
<p><b>Strategy 4.3</b> – Coordinate regularly with UDOT and UTA, by providing updates to land use and transportation plans and studies,</p>	<p>Layton City is working with UDOT to approve an agreement for SR-126 (Main Street). UDOT and UTA have both been informed of the multiple</p>	<p>Layton City staff will continue to meet regularly with UDOT and UTA to discuss planning around transit and state roads.</p>

<p>while considering regional transportation facility planning and design associated with regional collaboration and partnerships.</p>	<p>projects that are being built or are planned in Layton’s TOD area.</p>	
<p><b>Strategy 4.4</b> – Explore opportunities to engage in public/private partnerships between private development, Layton City and regional partners, particularly where planned infrastructure improvements will support compact housing within mixed-use and transit-oriented development areas.</p>	<p>Layton City and UTA have an agreement to construct a parking structure near the UTA Frontrunner Station. This will support more compact housing near the station.</p>	<p>The structure is planned to be completed within the 5 year planning period</p>
<p><b>Strategy 5.1</b> – Explore feasibility, appropriate locations, and implementation of various low to moderate-income housing strategies, including those listed Under Utah Code 10-9a-403(2)(b)(iii) - (I) single room occupancy developments, zoning incentives for inclusion in new developments, funding strategies for long-term preservation, and community land trust program options.</p>	<p>Layton City will explore the feasibility of areas within a half-mile of the UTA Frontrunner Station that are appropriate for inclusionary housing. The feasibility study will be part of the adoption of Layton City’s Station Area Plan (SAP).</p>	<p>The feasibility study will be adopted prior to 2025.</p>
<p><b>Strategy 6.1 (G)</b> – Amend land use regulations to allow for higher density or new moderate-income residential development in commercial or mixed-use zones near major transit investment corridors.</p>	<p>Layton City is exploring a potential height increase to the MU-DO1 zoning district based on a site’s location within the Midtown Urban District. The amendment would allow for higher density housing in the Midtown District between two freeway interchanges.</p>	<p>Layton City has adopted regulations for higher densities within MU-DO1 zone. The City will report the developments that take advantage of the increased density to the state in the annual Moderate Income Housing report.</p>
<p><b>Strategy 6.2 (W)</b> – Develop and adopt a station area plan in accordance with Section 10-9a-403.1.</p>	<ul style="list-style-type: none"> <li>• Layton City Planning Staff has attended multiple station area plan meetings and is working with UTA to apply for a TLC grant through WRFC to develop a SAP.</li> <li>• The City is currently reviewing adopted codes and plans, such as Layton City’s Downtown Plan and the Mixed Use Transit-Oriented Development Ordinance.</li> </ul>	<ul style="list-style-type: none"> <li>• By May of 2023 Layton City will apply for the TLC grant.</li> <li>• The City anticipates completion of the SAP by 2025.</li> </ul>