



Layton Station Area Plan

context + vision + implementation

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LAYTON

PART ONE

context

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Introduction

In 2022, the Utah State Legislature approved H.B.462 requiring cities with a fixed guideway public transit station to develop and adopt a Station Area Plan on or before December 31, 2025. Layton City is home to a FrontRunner Station and is one of the municipalities charged to meet this requirement.

A Station Area Plan is a planning document that establishes the vision for future development around a public transit station (rail or bus), and the actions needed to implement that vision. Layton has one fixed guideway public transit station, the Layton FrontRunner Station located in the Downtown area at 150 South Main Street.

The Station Area covers a one-half mile radius extending from the center of the FrontRunner Station platform. This area also includes any parcel bisected by the half-mile radius limitation.

The purpose of the Station Area Plan is to:

1. Increase the availability and affordability of housing, including moderate-income housing
2. Promote sustainable environmental conditions
3. Enhance access to opportunities; and
4. Increase transportation choices and connections

HALF-MILE STATION AREA MAP and INCLUDED PARCELS



Parcel Acreage | 456.5

The Station Area covers a one-half mile radius from the center of the FrontRunner Station platform. This area also includes any parcel bisected by the half-mile radius limitation. These parcels total 456.5 acres of land. Rights-of-Way (ROW) for roadway and rail infrastructure account for approximately 100 acres of the land within the half-mile Station Area.

Planning Foundation

Layton City has a long-standing commitment to planning for the future growth of the community. For more than two decades, the City has proactively worked to establish and define a vision for the area around the FrontRunner Station. Four previous planning efforts provide the foundation for the Layton Station Area Plan. An overview for each of these plans is provided here; key policies of these four plans and additional relevant planning efforts are provided in Part Four: Analysis.

Downtown Plan (2007)

In preparation for a future commuter rail station in the historic Old Downtown vicinity, the City worked with merchants, stakeholders, residents, and other government entities to create a Downtown Plan, adopted in 2007. The Downtown Plan established the vision to “create an Urban District with distinguishing character, centered on Old Downtown”. This plan was the basis for the creation of two mixed-use zones, the Mixed-Use Transit Oriented Development zone (MU-TOD) and Mixed-Use zone (MU). Subsequently, through a City initiated process in 2007 and 2008, a total of 137 acres were rezoned to the MU-TOD zone and 66 acres to the MU zone, with a majority located in the Station Area.

Envision Layton – General Plan Envisioning Process (2014-2016)

Envision Layton included multiple public workshops and public surveys. The envision Layton process included analyzing competing visions for the future growth of the City. A key component of the final vision was the development of town centers, urban districts, transitional residential, and mixed-use corridors. One area identified in the Plan as an Urban District is the Station Area.

Layton Transportation Master Plan (2017; update pending)

The Layton Transportation Master Plan (TMP) discusses the history of Layton and the development of its transportation systems. It documents existing and future conditions for the road network, outlines a plan for capital improvements, establishes guidelines for improving access management, connectivity, and safety, and discusses other concerns that are to be addressed during development. It evaluates impacts to the transportation system from development to-date and proposes projects that will mitigate expected impacts from future development through 2040.

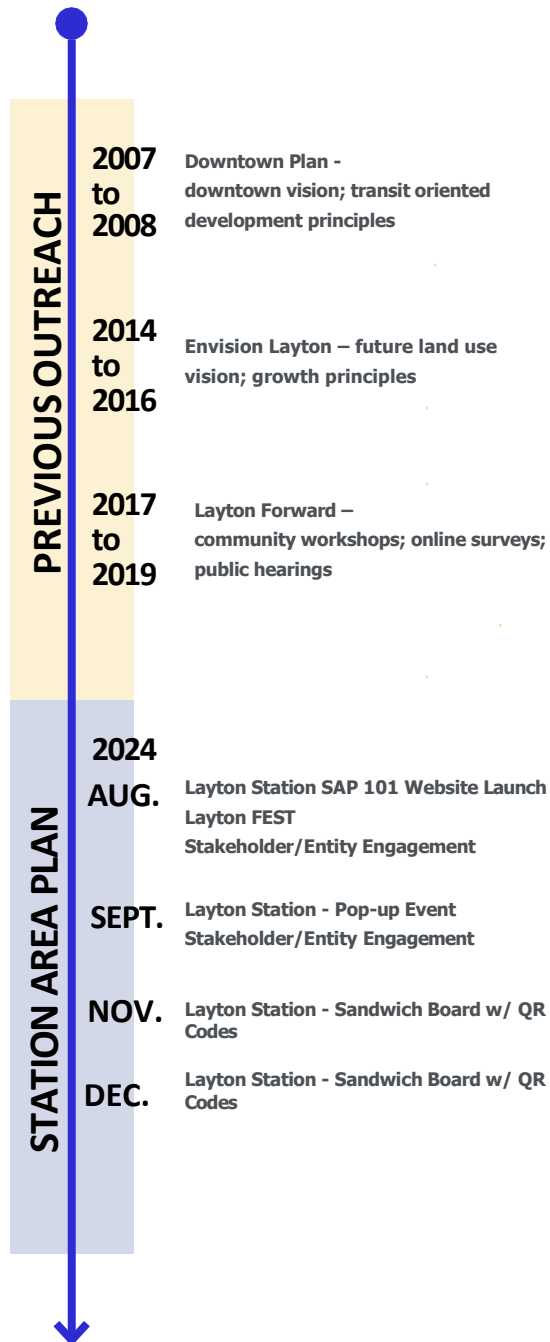
Layton Forward – General Plan (2019)

The land use and housing initiatives of the Station Area Plan are rooted in the Layton Forward General Plan, which provides a vision of orderly growth to guide public and private investment for the positive evolution of the community. The Station Area Plan builds upon the General Plan’s identification of opportunities for the community that will “enhance quality of life and achieve a balanced outcome for the collective public good”.

Layton Active Transportation Plan (2024)

Forward-thinking communities such as Layton City have invested in an Active Transportation Plan (ATP), which helps create significant opportunities for residents and visitors to exercise and link active modes with transit for expanded commuting options. The ATP identifies the actions Layton City can take to make human-powered mobility options (such as walking, biking, e-bikes, wheelchairs, and scooters) safe and convenient. It helps the City prioritize projects and allocate funds. Several ATP projects are located within the Station Area Plan.

Stakeholder and Community Engagement



The Layton Station Area vision is based on substantial public engagement that occurred in previous planning efforts including the Downtown Plan, Envision Layton, and Layton Forward, as well as during the Station Area Planning process.

Layton Station – Station Area Plan 101 Website

In an effort to provide notice and educate the public on Station Area Plans, a StoryMap was created by FFKR and Layton City. This online tool explained what a Station Area Plan is, why the City needs one, what areas it would affect, how it would utilize the adopted General Plan, and who will use the plan. The website was launched in August 2024 and received approximately 230 visitors. This also served as a platform to collect contact information from residents that wanted to receive more information on the Station Area Planning process. Informational sandwich board signs with a QR code to the website were placed on the FrontRunner platform for several weeks to help get the word out.

Place-based Engagement: Layton FEST

In August 2024, Staff and the consultant team hosted a table at Layton FEST. Layton FEST is an open-air market that brings together the best of Layton City and Northern Utah. Each Friday night farmers, entertainment, shopping, and food trucks gather in one beautiful location, Layton City's Commons Park. During this event, attendees were given a rundown on the history of rail service in Layton City and the basic background of what would be coming down the pipeline as the Station Area Plan was drafted and adopted. Staff and consultants also took notes of suggestions from residents and nonresidents on desired changes to public transportation, trail connections, and more.

Place-based Engagement: Information Booth at FrontRunner Station

In September 2024, Staff and FFKR visited the Front Runner Station in an effort to inform regular passengers about the ongoing planning process for the area around the Station. During this visit, riders shared some of their hopes for upgrades to the actual station, UTA routes and connections, and other ideas for the area.

Key Stakeholders / Entity Coordination

The team met with Davis County, Utah Transportation Authority (UTA), Utah Department of Transportation (UDOT), and Hill Air Force Base (HAFB) between August and September 2024 to understand each entity's long-range goals and planning and how the Station Area Plan can help support and be supported by these efforts. A full summary is provided in Part Four.

Historic Context

Historic Context

Layton City has a long history with rail service. Utah Central Railroad was the first to provide service to the area with northbound service extending from Layton to Ogden beginning in December 1869. As the area continued to develop, and transportation advancements were made, the location and types of services offered by rail altered throughout the years. However, passenger services were restored to the area when the Layton FrontRunner Station opened on April 26, 2008. Rail service continues to be an important part of Layton City. The series of aerial imagery below captures the changes that have occurred in the station vicinity as Layton City and the Station Area have transformed over the past half-century.



Clearfield Station Area Plan

A portion of Layton City is within the boundaries of the Station Area for Clearfield Station. As such, Layton City is required to acknowledge a Station Area Plan that addresses the same requirements as the Layton Station Area Plan for that land. This area of Layton is part of the Antelope and Main Town Center envisioned in the Layton Forward General Plan (see page 42, [Chapter 4. Town Centers, Layton Forward](#)) and the Layton portion of the Station Area contains 145 housing units that are part of an apartment complex constructed in the 1990's.

Layton City has acknowledged, by resolution, the Clearfield Station Area Plan ([Clearfield Connected 2024](#)) that was certified on August 22, 2024, for the Layton City parcels included in the Clearfield Station Area Plan boundaries.

Station Area Context

A summary of key points is provided in this section while more details regarding the Station Area can be found in Part Four: Analysis Appendix.

Current Land Uses

Land uses in the Station Area are a mix of residential, mixed-use, and non-residential uses. Non-residential uses include commercial, public/quasi-public community uses, parks/open spaces, and rights-of-way. Retail, civic, institutional, and office uses provide amenities and services, as well as employment options. These are key assets for the Station Area neighborhood. Land is a mix of private and public ownership, and some vacant land remains in the Station Area.

Housing

A combination of established neighborhoods and new developments on both sides of the rail line provides the Station Area with a supporting base of residential uses in a range of types and intensities. **The Station Area includes 5.8% of Layton's housing units (1698 units).** Additional units are under construction and due for completion in late 2025.

The mix of housing in the Station Area (as of December 2024) includes:

- 603 Single Family Dwellings
- 236 Mobile Homes
- 4 Duplexes
- 156 Townhomes
- 699 Apartment Units

The housing ranges in age from the late 1800's to the 2020's, with 40% of housing units constructed since the opening of Layton Station in 2008. The overall housing age distribution is:

- 2020: 27%
- 2010: 13%
- 2000: 1.5%
- 1990 and earlier: 58.5%

CURRENT STATION AREA HOUSING MIX



49%
**SINGLE-FAMILY and
MOBILE HOMES**



10%
**TOWNHOMES and
DUPLEXES**



41%
APARTMENTS



Community Spaces / Places

The Station Area contains one of Layton City's 19 parks – Veterans Park – which is located north of the station platform and park and ride lots. Additionally, the Station Area contains the southern portion of Layton Commons Park, the public library, and part of the Layton High School campus, which are located adjacent to Layton Commons Park.

Active Transportation and Trails

Active transportation services include shared-use paths, sidewalks, bike lanes, and side paths. Notable regional trails that provide mobility to and from the Layton FrontRunner Station Area are the Bamberger Trail along I-15 and the Kay's Creek Trail System that runs along Kay's Creek.

A shared-use path runs parallel to Kay's Creek through at Layton Commons Park. It continues by the library as a smaller path that is unpaved in places, before terminating at I-15. On the other side of the freeway and railroad tracks, there is a section of trail that continues along Kay's Creek near Dawson Street.

There are bike lanes on Layton Parkway and Wasatch Drive. The bike lanes on Layton Parkway start at the intersection with Main Street (SR-126) and provide connectivity to the west. They continue beyond the Station Area to the regional Denver Rio Grande Trail. The bike lanes on Wasatch Drive provide a connection to the north toward Layton High School, Layton Commons Park, and the Layton Civic Center.

Sidewalks and Pedestrian Connectivity

Currently, due to I-15 and the railroad dividing the Station Area, there are limited pedestrian facilities connecting the east and west sides of the Station Area. This is the primary concern with connectivity and accessibility for pedestrians. The sidewalk grid on major roadways is mostly complete within the Station Area, though there are some gaps present on either both or one side of certain roadways. Sidewalks range from five feet to 10 feet in the case of some side paths. All major roadways have marked crosswalks at intersections.

There are plans and funding in place to construct Kay's Creek pedestrian bridge over the railroad, connecting the station to the west side of the tracks. This is part of the larger plan to connect the Kay's Creek Trail from where it terminates near the library over to where the Kay's Creek Trail continues near Dawson Street, which will provide a comfortable way to access the station from the northeast or southwest without a vehicle.

Pedestrian actuation data was analyzed to determine trends regarding pedestrian activity. Most pedestrian activity occurred between 2 PM and 4 PM. The intersections with the most actuations were the Main Street (SR-126) / Gentile Street and Gentile Street / Wasatch Drive intersections. There are more pedestrian facilities on the north side of the Station Area than on the south side. The largest generators of pedestrian traffic within the study area include the housing at Kay's Crossing Apartments, The Parkway Apartments, and the Layton Hospital. Other pedestrian generators include a trailer park and single-family neighborhoods.



Transit

Layton Station currently serves as a hub for three UTA routes (one seasonal ski bus to Snowbasin [Route 677]; two regular service routes [Routes 470, 628]) that connect riders to points throughout the Wasatch Front. With the launch of the Midtown Trolley in 2016 (Route 628), the station expanded its utilization area. The Midtown Trolley connects riders with key destinations near and between Layton Station and Clearfield Station to the north. The Zero Fare trolley-style bus route will be modified with a route re-alignment, and begin charging a regular fare, in April 2025. Layton Station offers 383 parking spaces in two park and ride lots. The Layton FrontRunner Station has the most boardings and alightings compared to other FrontRunner stations in Davis County. The Layton FrontRunner Station functions as both an origin station and a destination station.

Roadways

Layton Parkway and Main Street (SR-126) are the main arterials within the Station Area. Connections from the east to west are limited due to I-15 splitting the half-mile Station Area Planning radius.

The major roadways in the Layton FrontRunner Station Area are shown in Figure A and described below. The volumes (Annual Average Daily Traffic/AADT) are from the 2017 Layton Transportation Master Plan (TMP).

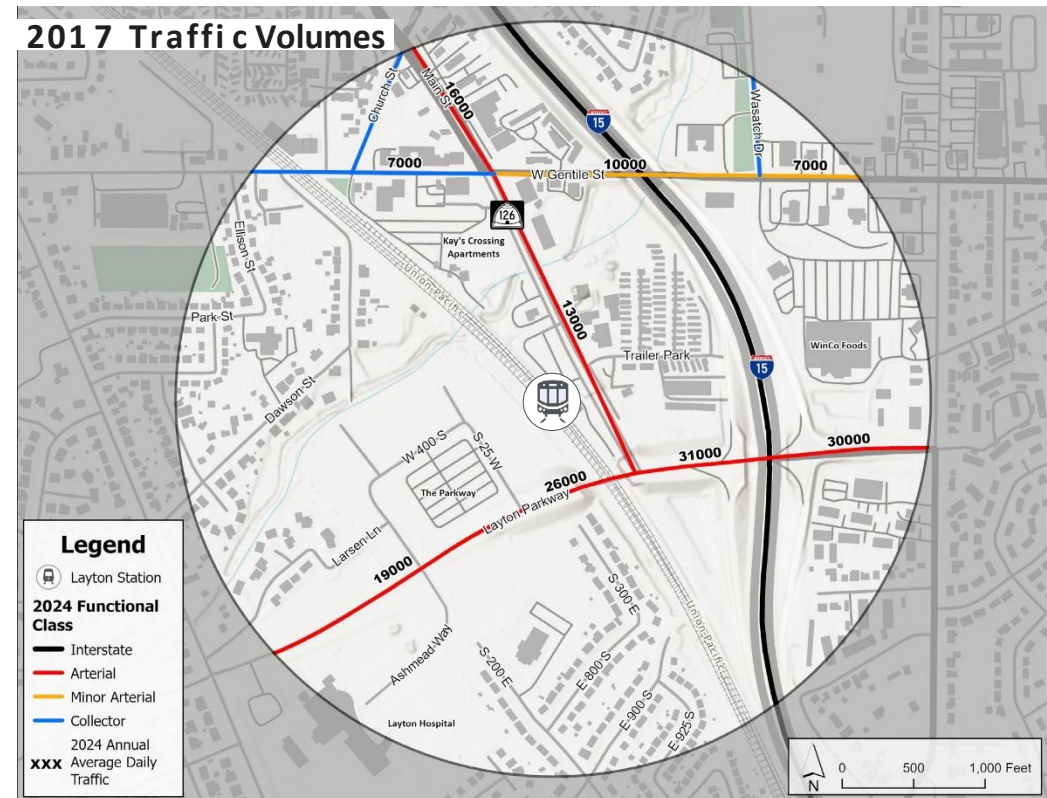


Figure A: 2017 Traffic Volumes

- I-15 – An interstate roadway with four travel lanes in each direction including an HOV lane and a speed limit of 70 MPH. The existing Annual Average Daily Traffic (AADT) is between 145,000 and 160,000.
- Layton Parkway – A five-lane major arterial roadway with two travel lanes in each direction and a two-way-left-turn lane (TWLTL). The posted speed limit is 40 MPH and the existing AADT is between 19,000 and 31,000.
- Main Street (SR-126) – A five-lane major arterial roadway with two travel lanes in each direction and a two-way-left-turn lane (TWLTL). The posted speed limit is 40 MPH and the existing AADT is between 13,000 and 16,000.
- Gentile Street (SR-109) – A three-lane minor arterial roadway with a single travel lane in each direction and a two-way-left-turn lane (TWLTL). The posted speed limit is 35 MPH. The existing AADT is between 7,000 and 10,000.

Regional Planning

The Wasatch Front Regional Council (WFRC) has created a Regional Transportation Plan (RTP) through 2050. The RTP includes many roadway, transit, and active transportation projects in Layton. Within the Station Area, the following projects are currently planned as part of the 2023-2050 RTP:

- Eight active transportation projects; these include new facilities and improvements to existing facilities
- Seven transit projects; these include double tracking of FrontRunner, service improvements to existing bus routes, expansion of the park and ride lot, and electrification upgrades to FrontRunner.
- Four highway projects; these include widening and operational improvements to existing roadways

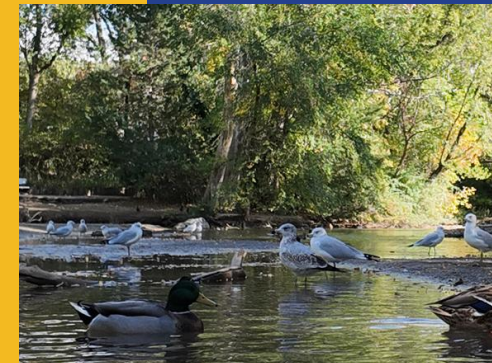
Transit projects within the Station Area are also planned in the UTA Five-Year Service Plan. These include route modifications to the existing regular bus routes serving the Station Area (routes 470 and 628).

Environmental

Two key areas are noted in the U.S. Fish and Wildlife Service Wetlands Inventory (based on imagery from 2005). The exact boundaries of wetlands may have changed due to topographic, climate, and hydrologic changes. No additional mitigation or impacts on future development is anticipated.

- Kay's Creek, which runs from Hobbs Canyon in the northeast to the Great Salt Lake in the southwest, is classified as a riverine wetland for most of its course. There are a few small sections in the Station Area where it is classified as a freshwater forested / scrub wetland. This creek has recreational trails along part of its course, which provides a buffer from development, and is buried in other parts.
- A few patches in the southern portion of the Station Area are classified as emergent freshwater wetlands. These locations are currently covered by homes, which have been there since before 1993.

Soils in the Station Area consist primarily of loamy soil, which has good drainage properties and is less prone to flooding than other soils. Any construction in the area should consider that these soils tend to carry a high concentration of organic matter, which can cause soil to shrink over time as it decomposes.



Development: Constraints

Infrastructure/Physical Barriers

Like many of the FrontRunner stations, the Layton FrontRunner Station is located adjacent to and amidst major infrastructure, which provides important regional access via railroad and the freeway. However, this infrastructure occupies a portion of the land within the Station Area half-mile radius and also creates major physical barriers to east-west connectivity. The barriers in the Layton Station Area include railroad tracks; Interstate 15; Layton Parkway; Main Street. These barriers constrain non-automobile mobility and access, impacting the function of the entire Station Area as a cohesive transit-oriented community. The lack of access to the Station from the west side is unfortunate, as this creates a much longer trip for residents who live in that half of the Station Area.

Areas of Stability

Some portions of the Station Area half-mile radius are occupied by existing, stable development. These areas of stability include established residential neighborhoods, commercial and business areas, Layton City Civic Campus, Layton City Parks, and public schools. While these areas are not anticipated to experience major changes, smaller-scale opportunities may exist for property owners to develop or redevelop their land on an individual basis in alignment with the goals of the Layton Station Area Plan. See “Small Scale Changes” in the Development Opportunities. These areas are highlighted in green on the Development Constraints and Opportunities Map included on page 16.

Minimal Vacant Land

Minimal vacant land remains in the Layton Station Area for larger-scale development. Existing development agreements cover some portions of the vacant land, which will result in planned future development that reflects the goals of the Layton Station Area Plan and previous planning efforts. The redevelopment of under-utilized areas, such as surface parking lots, is possible as shared and structured parking opportunities become feasible.

Unique Parcel Configuration

The evolution and history of the Layton Station Area’s association with rail and transportation have created uniquely shaped parcels. These parcels provide some constraints to the type and scale of development. For example, on the UTA owned parcels currently used for station parking, typical footprints for mixed-use, urban development may not fit, limited frontage and turning movements on Main Street and Gentile Street would impact site circulation and access, and a cohesive layout may be challenging.

Development: Opportunities

Planned Infrastructure Improvements/Projects

Fortunately, there are plans and funding in place to provide a pedestrian bridge over the railway near the Station, which will provide much needed connectivity for development and uses on the west side of the Station Area. This project is anticipated to begin construction in 2026.

New Development/Infill Development

While minimal vacant land exists for larger-scale development, opportunities exist for smaller-scale new development that will benefit the Station Area and the goals of the Layton Station Area Plan.

UTA Shared/Structured Parking

As UTA continues to explore partnerships for shared parking in a structured configuration, portions of the current surface park and ride lots can be evaluated for future transition to vertical development that meets transit-oriented standards.

Areas of Transition

While many neighborhoods in the Layton FrontRunner Station Area are stable and not expected to experience change, some areas have been identified as areas of transition. These areas offer opportunities for medium density residential and/or mixed-use development outside of the Urban District. These areas are highlighted in purple on the Development Constraints and Opportunities Map located on page 16.










Small-Scale Changes

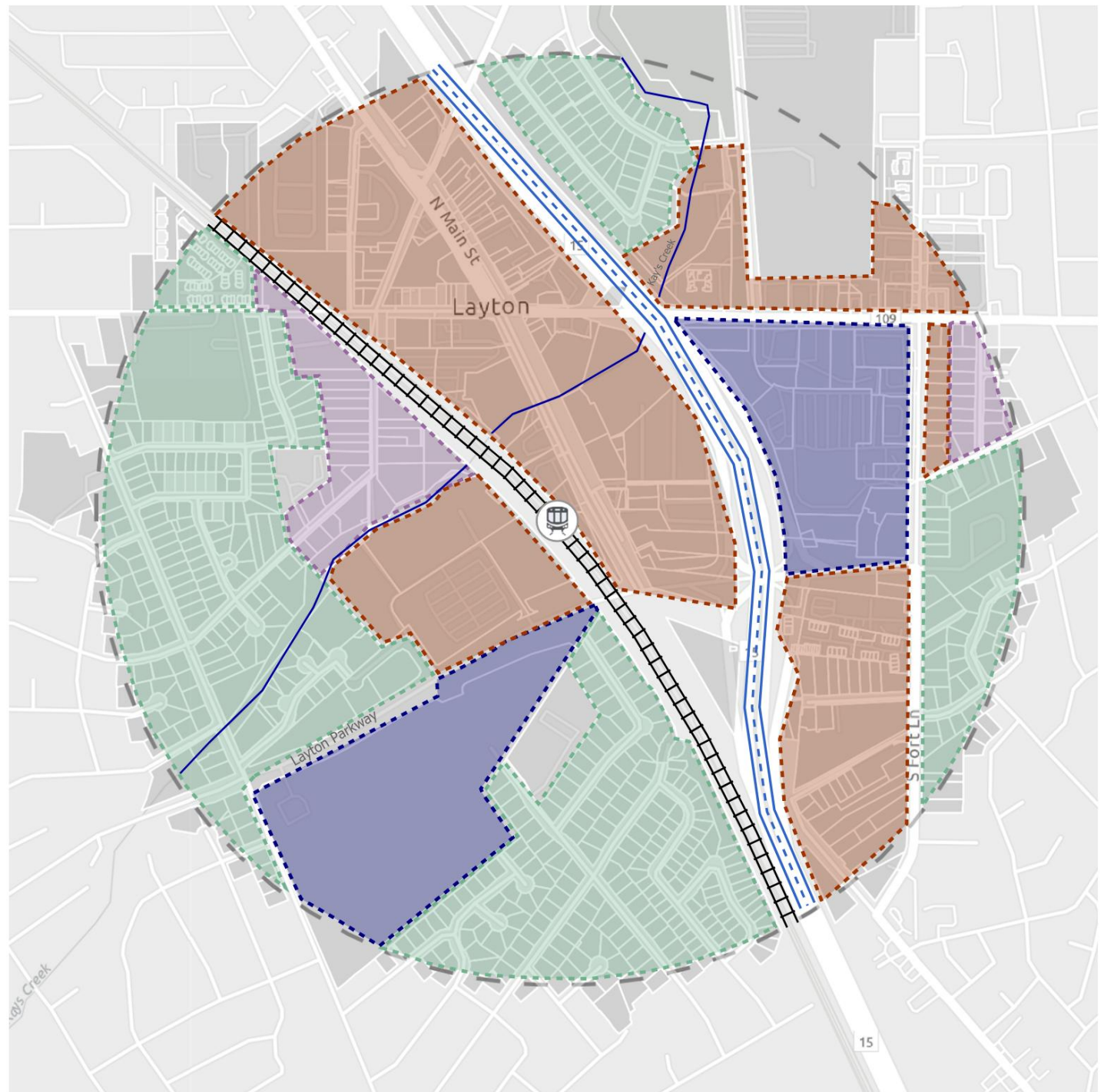
Smaller-scale development opportunities are possible, including for areas that are planned to remain stable overall. These include:

1. Accessory Dwelling Units, which are allowed in all single-family residential zones
2. Subdivision of larger lots
3. Infill development
4. Renovation/Rehabilitation of historic buildings



Development Constraints and Opportunities Map

-  Areas of Stability
-  Areas of Transitional Residential
-  Potential Areas for Mixed-Use or Mixed-Use TOD Redevelopment or Infill
-  Potential Areas for Commercial or Professional Business Development, Redevelopment or Infill
-  Kay's Creek
-  Rail Line
-  Interstate 15
-  Layton Station
-  Half-Mile Radius





PART TWO

vision

Station Area Goals

The Station Area Plan reflects a multi-faceted vision for the Layton Station Area to evolve and mature into an established transit-oriented community and continue ongoing efforts to establish a vibrant, urban downtown district. The City has set six goals that reflect a comprehensive vision framework for the Station Area.

- | | | |
|----------|---|---|
| 1 | Increase the availability and affordability of housing. | The vision for the Layton Station Area aims to create a vibrant, mixed-use center with diverse housing options, including both owner-occupied and rental units, to meet the needs of various income levels and life stages. This will be achieved by championing the Urban District and MU-TOD zone, promoting Accessory Dwelling Units (ADUs), and supporting small-scale infill in the areas of stability and transition. The goal is to strengthen and stabilize surrounding neighborhoods while addressing the demand for affordable residential options. |
| 2 | Promote sustainable conditions and practices. | The vision for the Layton Station Area prioritizes sustainability and environmental stewardship through strategic development and land-use planning. Efforts will focus on preserving water resources, improving air quality by expanding the urban tree canopy, and reducing emissions through reduced car dependency. Additionally, the plan aims to enhance the community's health and well-being by expanding parks, open spaces, and recreational opportunities. |
| 3 | Enhance access to opportunities. | The vision for the Layton Station Area aims to enhance connectivity between neighborhoods and key destinations such as transit, employment, education, recreation, and commerce, both within the area and regionally via the Layton FrontRunner Station. The plan also focuses on improving connections for the daytime population to essential services and integrating mixed-use development strategies for new major projects. Additionally, it supports remote work and virtual opportunities by ensuring high-speed fiber/broadband connectivity and Wi-Fi hotspots throughout the Station Area. |
| 4 | Increase transportation choices and connections. | The vision for the Layton Station Area focuses on expanding and enhancing the multi-modal transportation network through collaboration with UTA, UDOT, and Davis County. It aims to provide safe and convenient transportation options, including walking, biking, and rolling, while offering alternatives to single-occupancy vehicles such as shuttles, car shares, and van pools. Community engagement and education will be key in promoting active transportation for short, daily trips. |
| 5 | Encourage the implementation of the Layton Active Transportation Plan. | The vision for the Layton Station Area includes continuing to implement the City's Active Transportation Plan (ATP) to make walking and biking safe and convenient both within the Station Area and citywide. Priority will be given to implementing key spot and network improvements identified in the ATP for the area, while also analyzing projects for further study to develop a complete active transportation system. |
| 6 | Incorporate the principles of the Layton Forward General Plan. | The vision for the Layton Station Area will continue to use the General Plan as the foundation for land use and housing policies, while aligning with the goals, objectives, strategies, and implementation actions outlined in the Station Area Plan. |

Vision: Transportation System

What are Layton City's objectives for the Transportation System within the Station Area?

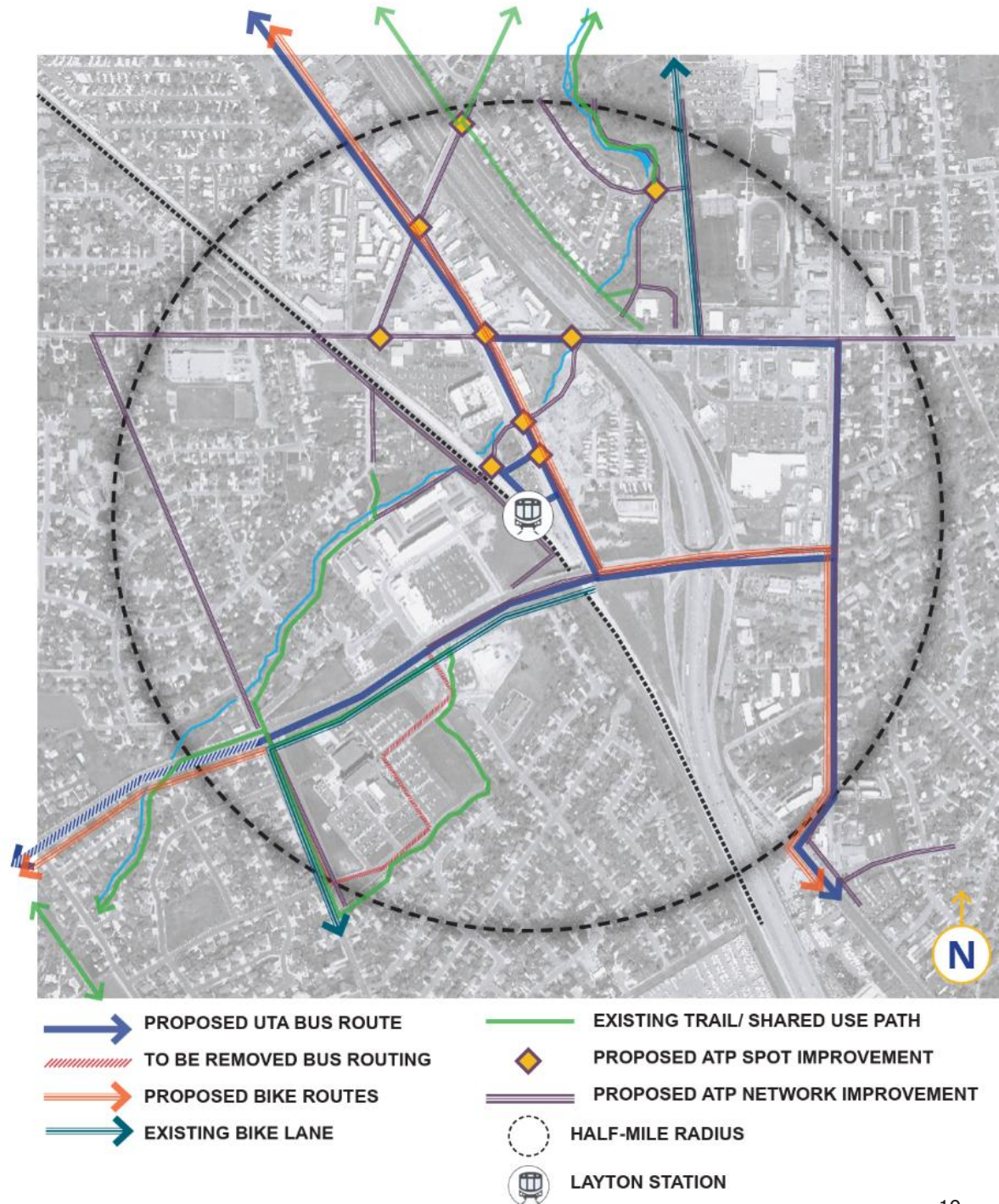
To further elevate the area's connectivity and ensure it meets modern needs, a primary focus for this area is to increase transportation choices and connections. These connections are critical to the success of transit-oriented development (TOD) and any mixed-use development. Advancements in transportation choices and connections will promote greater accessibility and reduce reliance on personal vehicles. The City has already identified making the Layton Station Area more walkable and bike-friendly as a major goal for this area and projects are underway to help reach this vision.

What is the future Transportation System that meets these objectives?

Layton City is working to ensure a quality, multi-modal transportation system within the Station Area for users of all ages and abilities. This system will make it easy, convenient, and safe for Active Transportation users, allowing it to be the first choice for people getting around in the Station Area.

Layton City is collaborating with UTA and UDOT to continue implementing components of this system, which include, but are not limited to, constructing a pedestrian bridge over the railroad and changing the cross sections of Gentile Street and Main Street (SR-126) to be safer and more accommodating to multiple transportation modes.

TRANSPORTATION VISION MAP



Vision: Public/Open Spaces

What are Layton City's objectives for the Public and Open Spaces within the Station Area?

Access to Parks, Open Space, and Trails is an important component for quality of life. The primary objectives for Public and Open Spaces are to foster individual and community wellbeing, support a healthy, active community, and be good stewards of the environment.

Layton City can use these spaces to celebrate the heritage and evolution of Layton City and its relationship with rail, as well as providing a safe, enjoyable experience for people in the Layton Station Area.

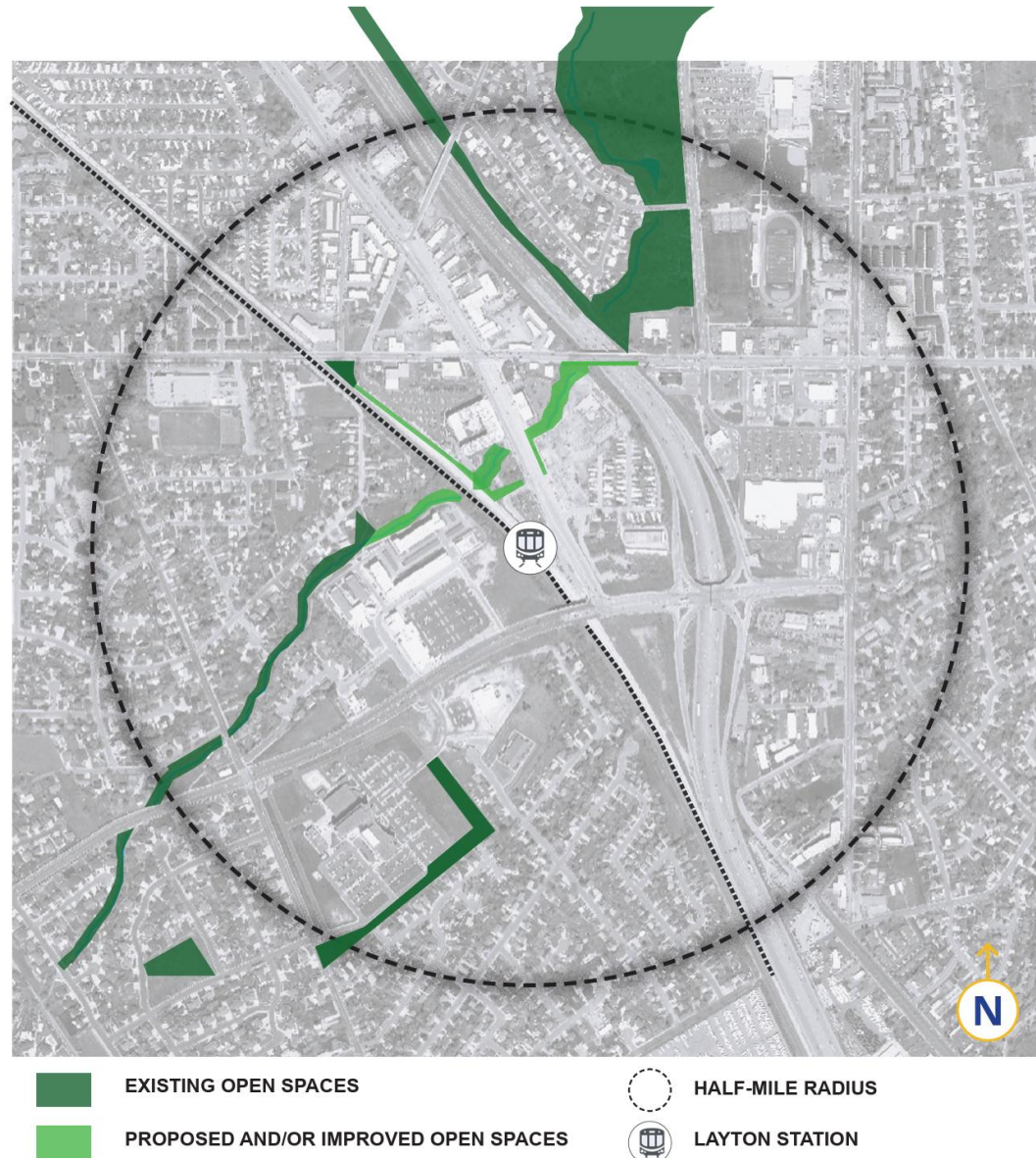
What are the future Public and Open Spaces that meet these objectives?

Layton City provides a range of parks, trails, and recreation facilities with a diverse mix of amenities and features. A total of 19 parks covering 348 acres serve the City's population. Of the 19 existing parks, only one (Veterans Park) is fully located in the Station Area, while the southern portion of Commons Park is located in the northeast Station Area.

The neighborhood west of the station is underserved with parks compared to the rest of the Layton community and the City is working to close this gap in service. The 2016 Park and Open Space Master Plan identifies the need and recommended four new parks located west of I-15 to cover this gap.

By working to protect the Kay's Creek riparian corridor with trails and public open spaces, Layton City is working to create a linear greenway system that connects the community to different resources. Partnering with local entities and businesses can potentially identify opportunities for integrating other small open spaces and plazas for use by the community.

PUBLIC/OPEN SPACES VISION MAP



Vision: Land Uses

What are Layton City's objectives for the Land Uses within the Station Area?

To support the ongoing transformation of the Station Area into a vibrant, urban center, top priorities include integrating residential uses to establish a 24/7 presence and facilitating a mixture of uses and amenities to attract both daytime and nighttime populations. This combination of uses is a key component for a successful transit-oriented community. By focusing more intensity in the Urban District component of the Station Area, Layton City supports transitions to surrounding neighborhoods and strengthens their stability. With retail, commercial, and institutional uses the City can continue to facilitate a range of employment opportunities, from entry level and upward, through Station Area businesses or via home-based employment.

What are the future Land Uses that meet these objectives?

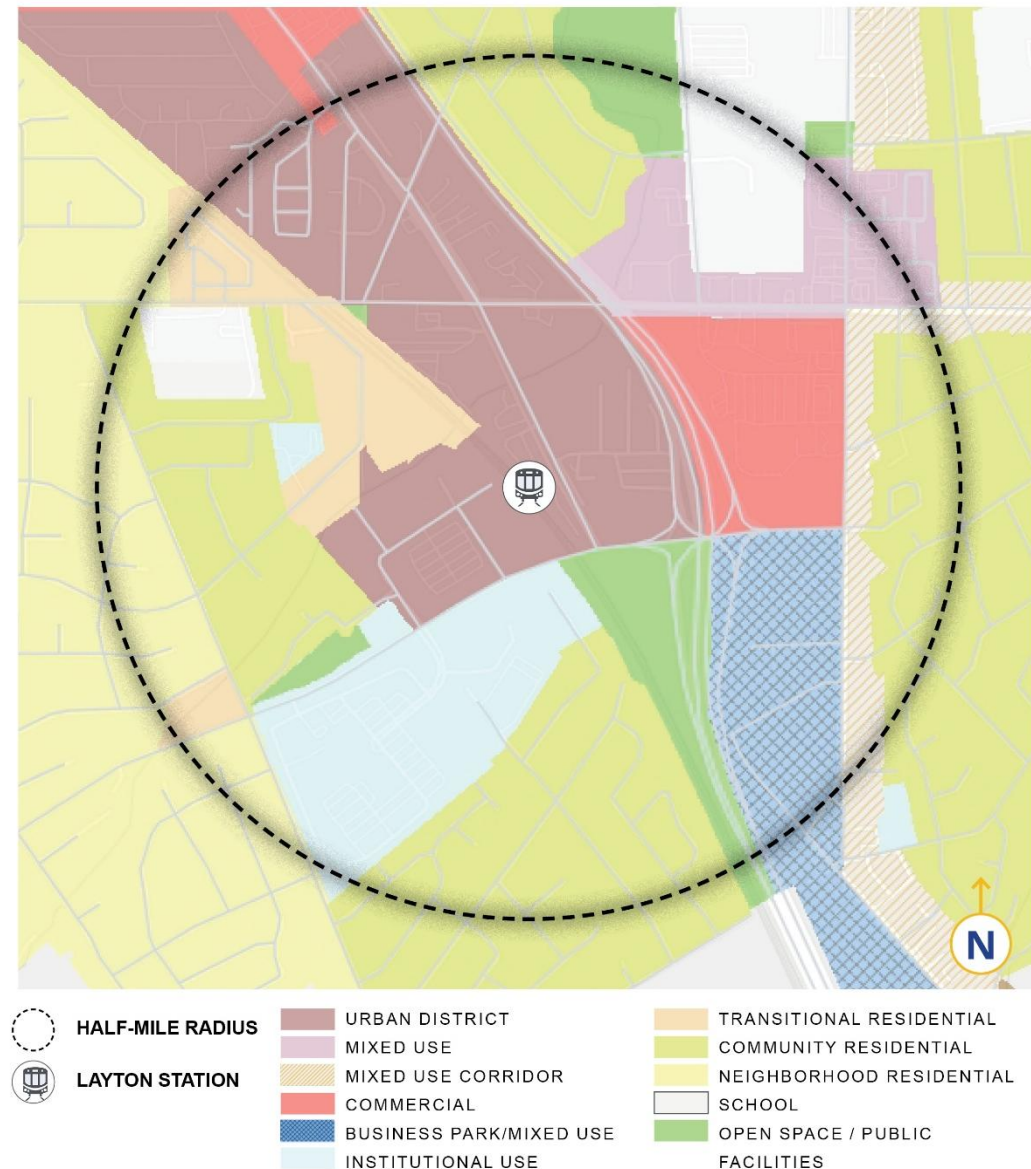
A combination of residential, mixed-use, and non-residential future land uses are designated for the Station Area. The future land use designations were identified during the process of creating the 2019 Layton Forward General Plan. These designations continue to meet Layton City's objectives for land uses in the Station Area; however, minor adjustments are possible that support the Station Area vision.

Mixed Use: Urban District; Mixed Use; Mixed Use Corridors; Business Park/Mixed Use

Residential: Transitional Residential; Residential Neighborhood; Condo-Townhome Residential

Non-Residential: Public/Quasi-Public; Commercial; Open Space/Public Facilities; Schools

LAND USES VISION MAP



Vision: Development and Urban Design

What are Layton City's objectives for the Development of Land within the Station Area?

Establishing a transit-oriented form and function to the core Station Area and Downtown Layton is key to the goal of creating a vibrant, Urban Center. Supporting mixed-use development can offer spaces for small, local businesses. By highlighting the character and culture of historic Downtown Layton, the City can support a connection to the heritage of the community and promote a unique sense of place.

With careful attention to urban form and transitions, Layton can enhance established neighborhoods in the station vicinity, retaining the character of these stable residential areas. With a focus on increasing transportation choices and public and open spaces, Layton will enhance the Station Area experience for residents and visitors alike.

What are the future Development Standards that meet these objectives?

The development standards incorporated in the primary zoning districts for the Station Area support the ongoing transformation into a transit-oriented community with requirements for architectural variety and interest, along with building massing and orientation that create a walkable urban form. Three key zones provide guidance for creating a functional, urban commuter rail station hub at the core of a vibrant, urban center. Two Mixed Use zones guide the areas designated as Urban District on the Future Lane Use Map. The Mixed-Use/Transit- Oriented Development (MU-TOD) and the Mixed-Use (MU) zone. The Condo-Townhome (C-TH) zone is available for those areas designated as Transitional Residential on the Future Land Use map. The City should consider adding design requirements to existing multi-family zones or the creation of new high-density residential zones that could then be included within the Station Area.





PART THREE

Implementation: Making it Happen

Station Area Implementation

The implementation plan is a framework to guide Layton City and its partners as they continue to support the transformation of downtown and the Station Area into a thriving transit-oriented community.

This section of the plan describes a range of strategies and actions to help achieve the overall vision for the Station Area. Achieving the vision is a long-term process that will be accomplished through incremental and cumulative efforts. Layton's partners in implementing the vision include adjacent cities (Clearfield, Kaysville, and Syracuse), Davis County, UDOT, UTA, WFRC, business/development partners, and the community.

Feedback and knowledge from key stakeholders, as well as community preferences, help guide the direction, priorities, and details of the implementation plan. The recommendations reflect past/current strategies as well as new ideas developed during the Station Area Planning process. Previous and/or ongoing strategies and actions are noted in this Plan to reflect the considerable effort and investment by Layton City and its partners to the success of the Station Area. The efforts of the Downtown Plan (2007) and General Plan (2019) established the foundation for a regulatory framework that has been in place and guiding development over the past 17 years. Layton has been an active partner with UDOT, UTA, WFRC, and Davis County in securing funding and making infrastructure improvements that facilitate connections and access to opportunities within the Station Area and beyond. The Transportation Master Plan (2017; update pending) and Active Transportation Plan (2024) provide guidance on future infrastructure improvements, many of which will benefit the Station Area and the overall vision.

Eight main strategies are outlined for implementing the vision of the Station Area Plan. Many of the actions associated with the strategies overlap and contribute to the achievement of multiple goals. While not specifically outlined, many strategies have been designed to help implement the Layton Active Transportation Plan and have incorporated the principles of the Layton Forward General Plan. All actions and strategies are subject to further evaluation regarding feasibility and City interest as Layton works to implement the vision of the Station Area Plan.

- Modify Land Use Regulations.
- Improve pedestrian access and connections to the Station and downtown.
- Encourage mixed-use developments and the redevelopment of the area within the Station Area designated as an Urban District.
- Identify potential opportunities to expand City parks and openspaces.
- Make infrastructure, amenity, and system improvements.
- Collaborate with major employers and key service providers within the area to provide better connections to work and services.
- Preserve and enhance the historical aspects within the Station Area and downtown.
- Encourage a variety of housing options within the Station Area.

Station Area Implementation Strategies and Goals

Each of the eight implementation strategies reflect Layton's commitment to promote one or more of the six Station Area Plan goals. This table shows each main strategy (side) and which goals (top) they each accomplish.

	<div> <div>Increase the availability and affordability of housing.</div> <div>Promote sustainable conditions and practices.</div> <div>Enhance access to opportunities.</div> <div>Increase transportation choices and connections.</div> <div>Encourage the implementation of the Layton Active Transportation Plan.</div> <div>Incorporate the principles of the Layton Forward General Plan.</div> </div>					
	1	2	3	4	5	6
Modify Land Use Regulations.	●	●	●	●	●	●
Improve pedestrian access and connections to the Station and downtown.		●	●	●	●	●
Encourage mixed-use developments and the redevelopment of the area within the Station Area designated as an Urban District.	●	●	●	●	●	●
Identify potential opportunities to expand City parks and open spaces.		●	●		●	●
Make infrastructure, amenity, and system improvements.		●	●	●	●	●
Collaborate with major employers and key service providers within the area to provide better connections to work and services.		●	●	●	●	●
Preserve and enhance the historical aspects within the Station Area and downtown.		●				●
Encourage a variety of housing options within the Station Area	●	●	●			●

Implementation Strategies	Action Items	Responsible Parties
Modify Land Use Regulations	<ul style="list-style-type: none"> • Make modifications to increase development and design standards within the mixed-use and multi-family zones. • Evaluate the creation of a Housing and Transit Reinvestment Zone (HTRZ) and/or a Transportation Reinvestment Zone (TRZ) for property within the Station Area. • Examine establishing a form-based code for specific areas within the Station Area. • Survey existing water-wise landscaping and stormwater standards and update as needed to increase efforts to encourage water conscious development that implements the water element of the General Plan. • Update applicable land use ordinance, planning documents, and maps to be aligned with the adopted Station Area Plan. • Evaluate the inclusion of maximum surface parking for uses in the MU, MU-TOD, and C-TH zoning districts. • Consider adopting parking structure standards to include habitable elements and design elements so they blend seamlessly with their surroundings and do not resemble traditional parking garages. • Consider establishing new parking strategies, such as including on-street parking on Main Street, in conjunction with traffic calming efforts. 	Layton City ;partner cities
Improve pedestrian access and connections to the Station and downtown.	<ul style="list-style-type: none"> • Establish better connections between the north parking lot and the Layton FrontRunner Station by exploring easement agreements or land purchases. • Construct a crossing from the Layton FrontRunner Station across Main Street that includes longer crossing times. • Establish a crosswalk at the intersection of Gentile Street and Church Street. • Explore a mid-block crossing at Church Street and Main Street. • Explore widening pedestrian walkways on the Gentile Street Bridge over I-15 to connect the Kay's Creek Trail to the Station Area. • Construct a pedestrian bridge at the FrontRunner Station to connect the Kay's Creek Trail across the tracks. • Explore a pedestrian connection between Gentile Street and the north parking lot of the FrontRunner Station next to Veterans Park. • Fill the sidewalk gaps on Dawson Street as new development occurs and as feasible. • Explore the possibility of creating informational materials – potentially including a map – to inform the public on which trails are accessible and which present accessibility limitations. 	Layton City, UTA, WFRC, UDOT, Developers

IMPLEMENTATION STRATEGIES	ACTION ITEMS	Responsible Parties
Encourage mixed-use developments and the redevelopment of the area within the Station Area designated as an Urban District.	<ul style="list-style-type: none"> • Work with the developer of the Layton Station Mixed Use project to support and encourage the completion of the project phases. • Support and encourage redevelopment of the properties that form a triangle shape between Church Street, Gentile Street, and Main Street. • Continue to work with UDOT on the redesign and reconstruction of Main Street. • Explore opportunities through the Redevelopment Agency of Layton City (RDA) to encourage property assemblage and private investment for infill development and redevelopment. • Pursue public/private partnerships for investments to establish plazas, outdoor gathering places, and programmed activities that create interest. 	Layton City, UDOT, UTA, Developers, RDA, Private Property Owners
Make infrastructure, amenity, and system improvements.	<ul style="list-style-type: none"> • Support UTA with the enhancement of the Layton FrontRunner Station amenities, which may include the possible installment of a drinking fountain, Wi-Fi hotspots, bus route maps/QR codes, improved lighting at the Station, and improved landscaping components such as shade trees and planters. • Support and encourage the creation of a shared parking structure that will serve surrounding mixed-use developments as well as Layton FrontRunner Station users. • Support UTA as they improve access to bus stops with sidewalk, street crossing, curb ramp, and bicycle lane improvement projects. • Support and encourage UTA to create additional pedestrian access points to the Layton FrontRunner platform. • Support UTA with the reconfiguration of the station, including the addition of the pedestrian bridge and better-defined areas for pick-up/drop-offs. • Continue to make trail, sidewalk, and other alternative transportation improvements that make downtown easily accessible by all forms of transportation. • Install a new signalized intersection at Main Street and the Layton FrontRunner Station entrance. 	Layton City, UTA, UDOT, WFRC, Hill Air Force Base

IMPLEMENTATION STRATEGIES	ACTION ITEMS	Responsible Parties
Identify potential opportunities to expand city parks and open spaces.	<ul style="list-style-type: none"> Review and update the Parks Master Plan (2016) as needed. Require open space and amenities for new residential or mixed-use developments and redevelopments. 	Layton City, Developers
Collaborate with major employers and key service providers within the area to provide better connections to work and services.	<ul style="list-style-type: none"> Explore options with Hill Air Force Base (HAFB) to provide a shuttle for employees to and from the FrontRunner stations within the HAFB vicinity, including Layton FrontRunner Station. Support and encourage improving pedestrian access from the Layton FrontRunner Station to major service providers and employers in the area. 	Layton City, UTA, UDOT, HAFB, IHC, Tanner Clinic
Preserve and enhance the historical aspects within the Station Area and downtown.	<ul style="list-style-type: none"> Evaluate the potential for a local Historic District for the core area of downtown Layton. Consider a local landmark registry. Continue to support the preservation of the historic buildings within the Station Area including, the First National Bank buildings. 	Layton City, Layton Heritage Museum, Private Property Owners, Developers
Encourage a variety of housing options within the Station Area.	<ul style="list-style-type: none"> Encourage mixed-use development within the Urban District area to have a variety of housing options and price points. Continue to encourage multi-story moderate to high-density housing as compliant with the Layton Forward General Plan. As necessary update Accessory Dwelling Units (ADUs) educational materials as they promote a non-traditional housing option within established residential neighborhoods. Explore infill opportunities that can utilize incentives and density bonuses allowed by the MU-TOD ordinance. Explore infill opportunities using transitional residential development principles to close the gaps between existing traditional single-family neighborhoods and higher density projects. Support the City's adopted moderate-income housing initiatives. 	Layton City, Developers

Funding Resources for Station Area Implementation

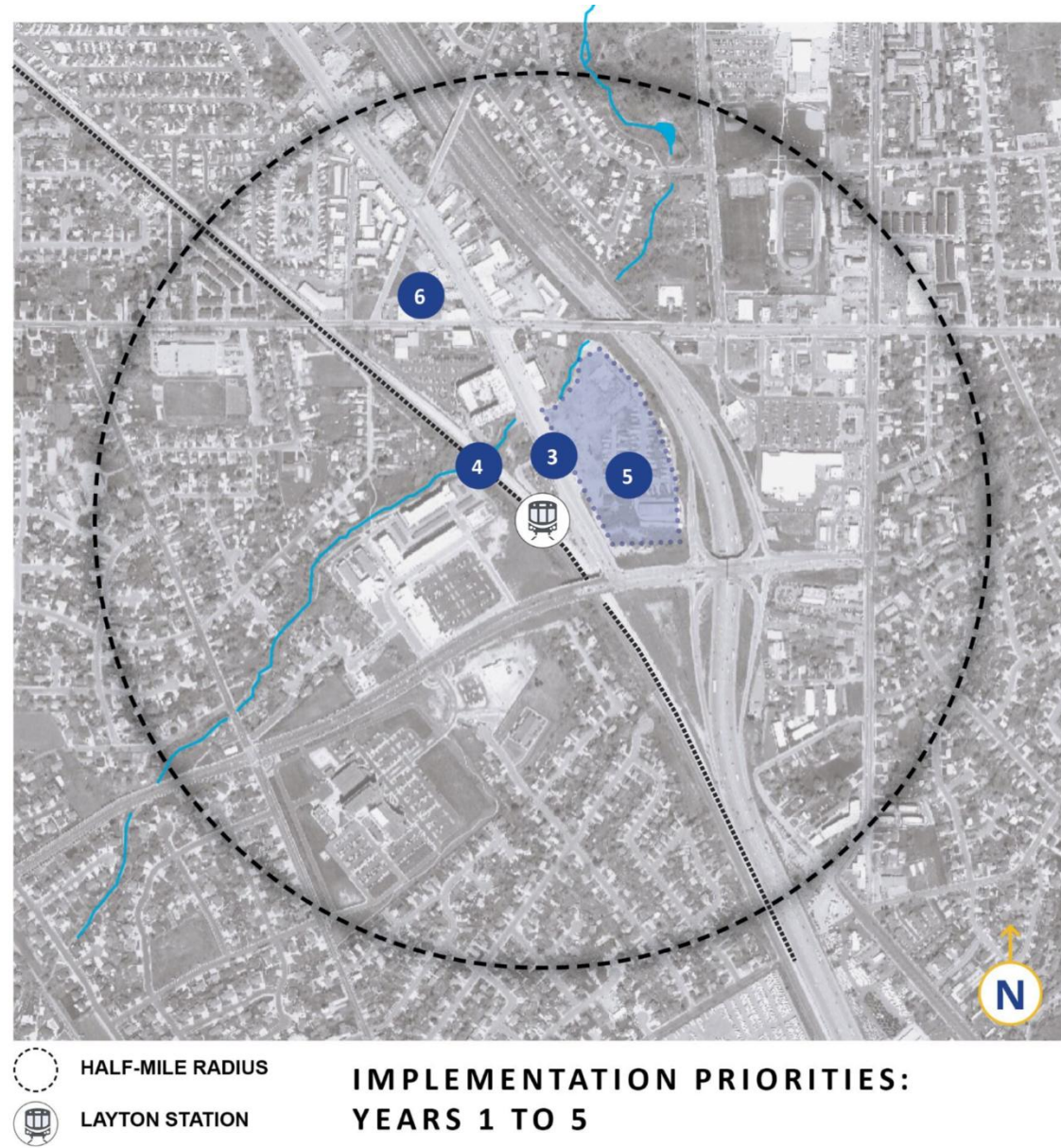
Much of the implementation plan is reliant on securing funding, often through a combination of resources. Some potential funding resources include:

- Federal funding - Safe Streets for All; Community Development Block Grants (CDBG); TIGER Grants; Historic Tax Credits
- State funding - Utah Trails Initiative/Beehive Bikeways; TIF; TTIF; LIHTC; CLG; Historic Tax Credits
- Local funding - Community Redevelopment Areas (CRA); Housing and Transit Reinvestment Zone (HTRZ); and/or a Transportation Reinvestment Zone (TRZ)
- Local funding - Capital Improvement Funding (sidewalk replacement; streetscape/road improvements); Small scale grants
- Private funding - partnerships; grants

Implementation Map: Next Five-Year Priorities

The following action items are the top ten priority considerations for Years 1 to 5. The corresponding numbers on the included map indicate actions specific to a certain location.

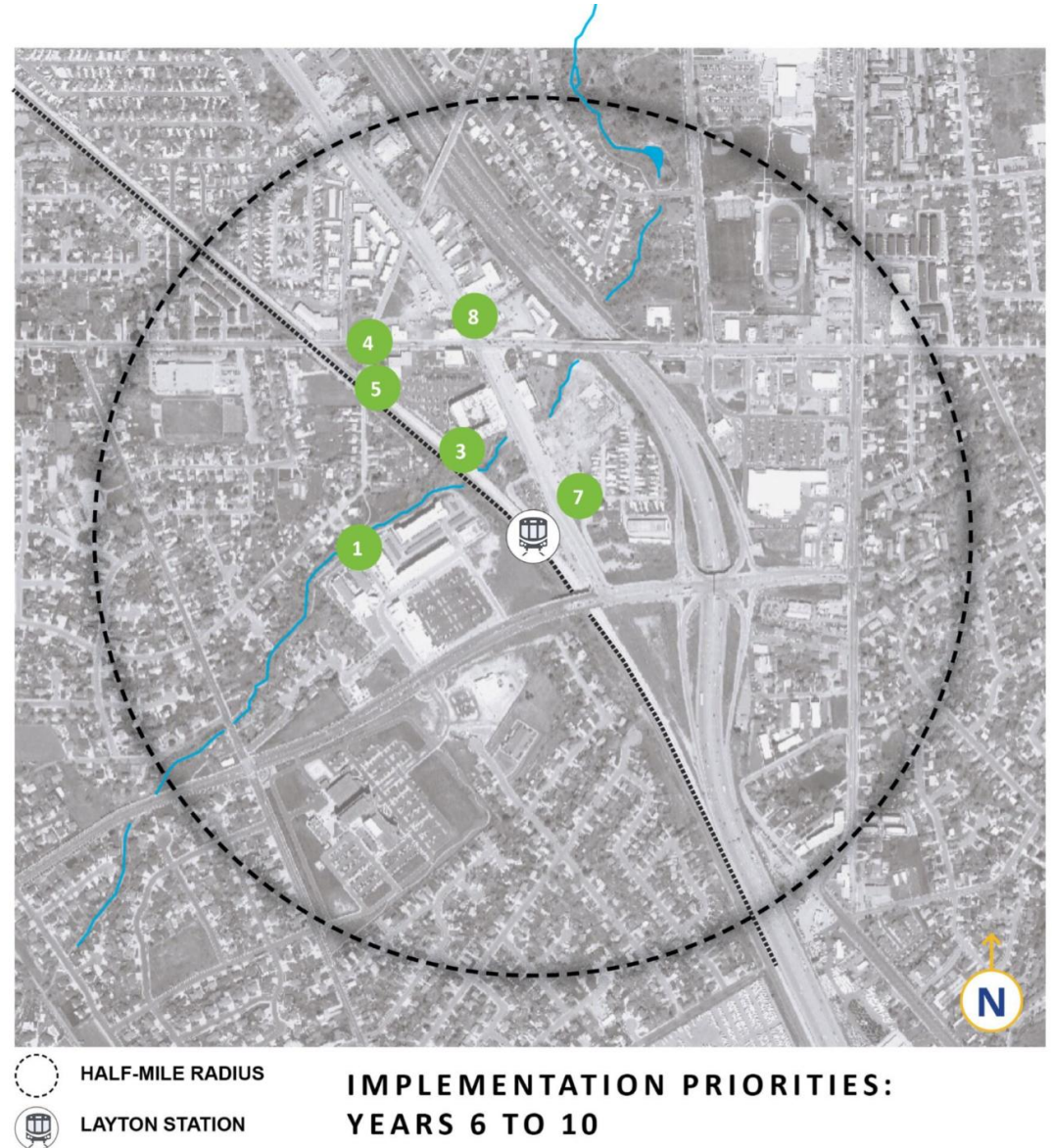
1. Modify ordinances to increase development and design standards within the mixed-use and multi-family zones.
2. Make updates to applicable land use ordinances, planning documents, and maps so they are aligned with the objectives of the Station Area Plan.
3. Construct a signalized crossing at the Layton FrontRunner Station across Main Street.
4. Construct a pedestrian bridge as part of the Kay's Creek Trail at the Layton FrontRunner Station over the rail tracks to the west side.
5. Continue to support and encourage the developers of the Layton Station mixed-use development to continue completing each phase of the project, including the possibility of a shared parking structure towards the south end of the development.
6. Discuss with potential developers and, if possible, begin the redevelopment of the properties that form a triangle shape between Main Street, Gentile Street, and Church Street.
7. Review and update the Parks Master Plan (2016).
8. Continue to encourage multi-story moderate to high-density housing as compliant with the Layton Forward General Plan.
9. Explore opportunities through the Redevelopment Agency of Layton City (RDA) to encourage property assemblage and private investment for infill development and redevelopment.
10. Explore infill opportunities that support the City's adopted moderate-income housing initiatives.








Implementation Map: Next Ten-Year Priorities

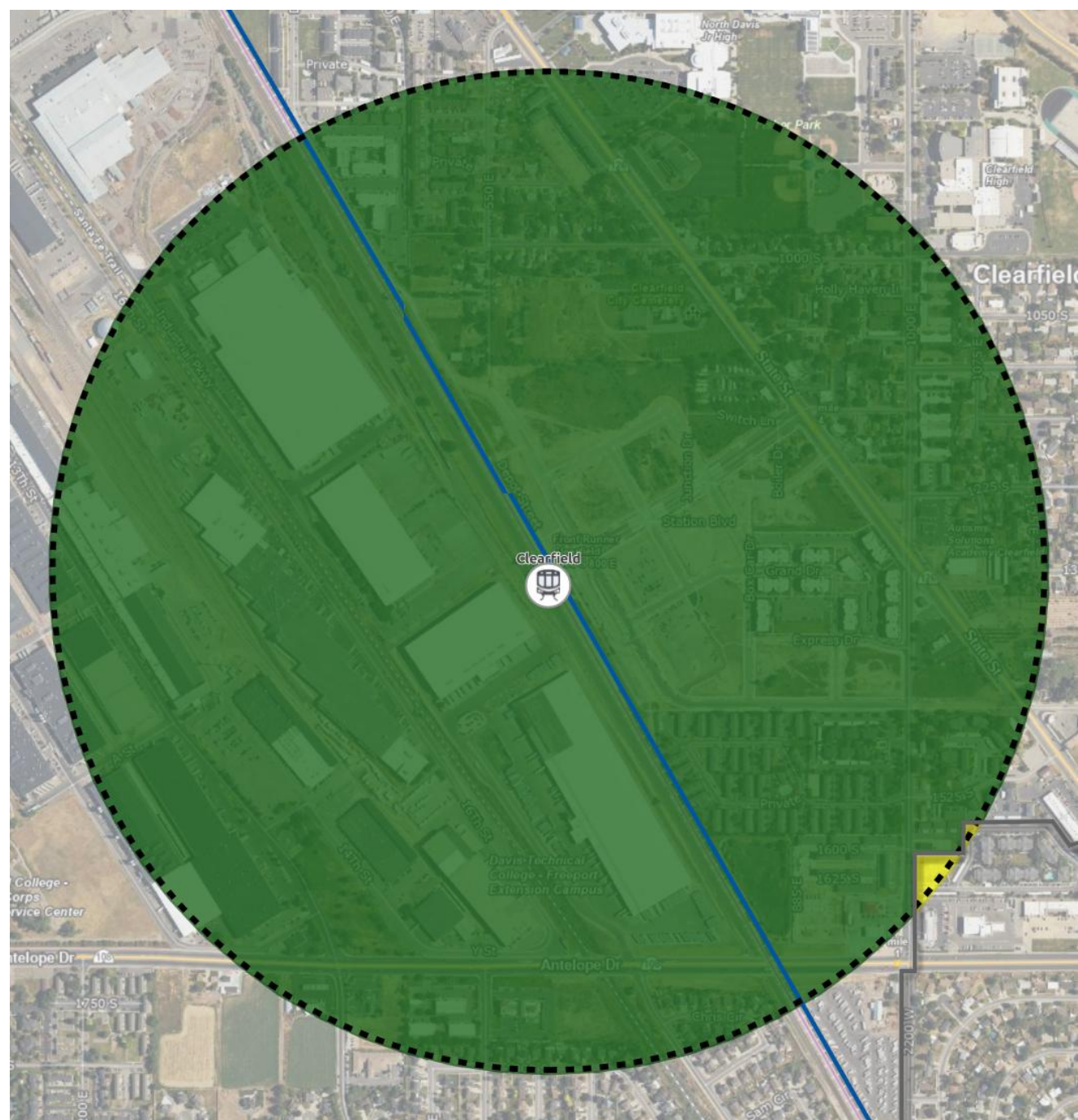
The following actions items are the top ten priority considerations for Years 6 to 10. The corresponding numbers on the included map indicate actions specific to a certain location.

1. Fill the sidewalk gaps on Dawson Street as new development occurs and as feasible.
2. Evaluate the creation of a Housing and Transit Reinvestment Zone (HTRZ) and/or a Transportation Reinvestment Zone (TRZ) for property within the Station Area.
3. Establish better connections between the north parking lot and the FrontRunner Station by exploring easement agreements or land purchases.
4. Establish a crosswalk at the intersection of Gentile Street and Church Street.
5. Explore a pedestrian connection between Gentile Street and the north parking lot of the FrontRunner Station next to Veterans Park.
6. Support and encourage improving pedestrian access from the Layton FrontRunner Station to major service providers and employers in the area.
7. Support UTA with the enhancement of the Layton FrontRunner Station amenities, which may include the possible installment of a drinking fountain, Wi-Fi hotspots, bus route maps/QR codes, improved lighting at the Station, and improved landscaping components such as shade trees and planters.
8. Evaluate the potential for a local Historic District for the core area of downtown Layton.
9. Support UTA as they improve access to bus stops with sidewalk, street crossing, curb ramp, and bicycle lane improvement projects.
10. Continue to support the preservation of the historic buildings within the Station Area including, the First National Bank buildings.








Clearfield Station Area Map

-  Half-Mile Radius
-  City Boundary
-  Clearfield Station
-  Clearfield City
-  Layton City



Clearfield Station Area Map - Magnified

-  Half-Mile Radius
-  City Boundary
-  Clearfield Station
-  Clearfield City
-  Layton City



