

LAYTON *FORWARD*

OUR GENERAL PLAN



LAND USE AND HOUSING ELEMENT

Adopted | September 5, 2019

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LAYTON FORWARD

The City's General Plan

Positioned between the scenic Wasatch Mountains and the Great Salt Lake, and located just 20 minutes north from Salt Lake City, Layton City is home to more than 78,000 residents and is the center of business and commerce in Davis County. With Utah's population growth among the highest in the nation, our community is expected to grow by about 30,000 new residents over the next 25 years, reaching a population of nearly 110,000 by 2045. A high birth rate in Utah accounts for about two thirds of the population increase, while a healthy economy attracts about one third of new residents relocating from other states. Layton's land use policies and choices can help to preserve the health, safety and well-being of residents and workforce in our community while enhancing quality of life and prosperity for future generations.

The General Plan (Plan, or Document) provides a vision of orderly growth to guide public and private investment for the positive evolution of our community. Layton's General Plan is comprised of several elements to guide future growth and development, with a primary focus on land use and housing. **Layton Forward** (this Plan) is a land use blueprint intended to provide policy foundation and guidance for the following:

- Land rezoning, private development decisions, prioritization of public roads, transit, parks and trail improvements, as well as potential public/private partnership opportunities.
- A land use framework to address diverse needs, interests and opportunities for community members, including existing and future residents (such as our own children), business owners, and stakeholders.

This Plan updates or replaces all previously-adopted land use and housing General Plan elements, except for the City's **Downtown Plan**



Layton's land use policies and choices can meet the needs of our residents and workforce today, and in the future.

(2006) which will continue to serve as a resource and policy guide reference. Where there is conflict between these two plans, this Plan supersedes the Downtown Plan.

The City may identify other General Plan elements to be adopted in the future. An **Economic Development Plan** element is recommended in Chapter 7 to enhance understanding of economic development opportunities as part of the City's policy framework. The City's recently-adopted **Transportation Master Plan (2017)**, **Parks and Recreation Master Plan (2016)** and the **Moderate Income Housing Plan (2019)** align with this Plan as complimentary elements. Together, they provide a comprehensive planning framework for identifying community opportunities and defining goals and policies, to enhance quality of life and achieve a balanced outcome for the collective public good.

This Plan should be updated and amended as needed to adapt to economic, social, and technological changes that can influence the need and demand for housing choices, work and learning opportunities, shopping and commerce, transportation, recreation and access to surrounding natural landscapes.

- This Plan includes a [printable document](#), and a website (www.LaytonForward.org) containing the same adopted language and policies. The website version of this Plan may contain additional image galleries, illustrations or links to other websites that may change from time to time, depending on availability. These supplemental website references may be added to illustrate the adopted principles and policies, and the website may be reformatted without requiring an update to the General Plan.

PUBLIC PROCESS

Layton Forward and the Moderate Income Housing Plan are based on substantial public engagement that occurred between 2015 and 2019. The 2015 - 2016 **Envision Layton** process involved over 500 residents and established future land use visions and growth principles that are foundational to these adopted plan elements.



The 2017 - 2018 **Layton Forward General Plan Update** process followed by building on the foundation of Envision Layton growth principles. Land use and community design concepts were explored in greater detail with focus on specific areas of the community. Data and visuali-

zation alternatives were presented through a public outreach effort that resulted in feedback from over 1,800 participants. Public input was gathered through community workshops held in October 2017 and January 2018, and through online surveys and questionnaires. These extensive public engagement efforts are documented online at www.envisionlayton.org and www.laytonforward.org.

ENVISION LAYTON **LAYTON**FORWARD



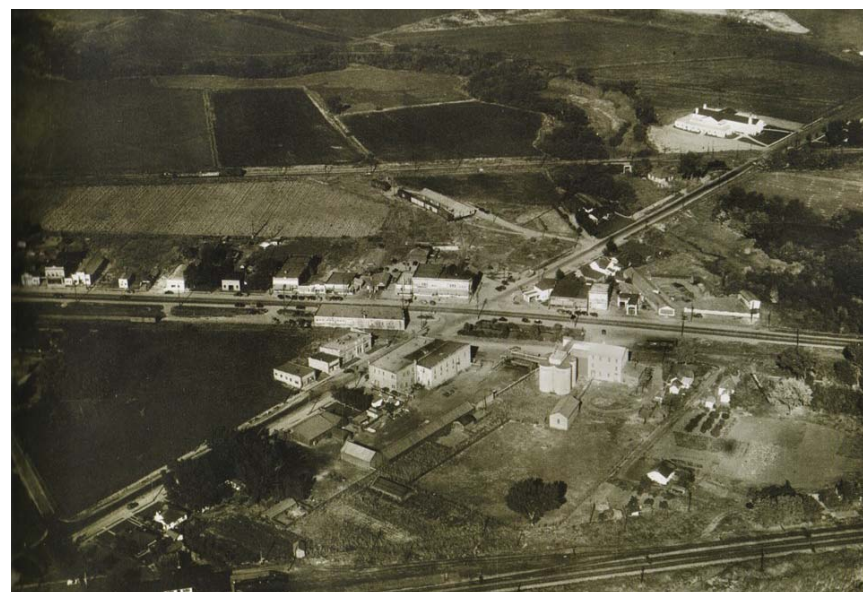
Workshop participants met in October 2017 (left) and January 2018 (above) to explore growth alternatives and share feedback. Workshop presentations and posters were presented online with surveys and questionnaires to broaden the public outreach effort.

Layton's History and Current Economic Outlook (pages 3 and 4) provide perspective for how the community has evolved and adapted to meet the changing needs of its citizens over time. Additional changes will be necessary to balance and accommodate diverse needs while protecting public health, safety and welfare. The current snapshot of Layton's economic landscape also provides background and context for land use planning.

OUR STORY – A BRIEF HISTORY OF LAYTON

Since its settlement as an agricultural outgrowth of Kaysville in 1850, Layton has evolved with economic and technological changes to meet the needs of a growing population:

- By 1869, access to rail opened agriculture trade with regional markets, provided passenger travel to other communities, and brought imported goods to Layton from around the country.
- Layton's Main Street emerged in the 1870's and 1880's with mercantile and trade establishments founded along a new primary travel route between Salt Lake City and Ogden.
- The Bamberger Interurban Railway was established in 1891, providing new passenger travel from Layton to Ogden and Salt Lake City.
- Layton was incorporated as a City with a population of 500 in 1920, and grew slowly to a population of 646 by 1940.
- World War II brought dramatic changes when Hill Air Force Base opened in 1943 with a south gate facing Layton, and Verdeland Park military housing bringing 1,500 new residents from outside of the community.
- Two additional growth surges occurred when Layton City annexed two neighboring communities: Laytona in 1957, and East Layton in 1980.
- New streets such as Hill Field Road and State Route 193 were built to connect rapidly-growing post-war subdivisions and businesses to Hill Air Force Base, and to the surrounding region. By 1985, Layton's population reached 36,000, surpassing Bountiful as the largest city in Davis County.
- By 1964, Interstate 15 was nearing completion. Today, 4 interchanges provide access to Layton businesses and residential neighborhoods to the Greater Wasatch Area and beyond.



LAYTON'S 2019 ECONOMIC SNAPSHOT

Ideally positioned along the Wasatch Front, Layton is 25 minutes from the Salt Lake International Airport, 20 minutes from Salt Lake City, with convenient access to multiple interstate highways and a FrontRunner commuter rail station that opened in 2008.

- Layton has emerged as the retail center of Davis County, ranking first in the market north of Salt Lake City for a total taxable retail sales of \$1.55 billion in 2017.
- As the largest single site employer in Utah, Hill Air Force Base had a \$3.6 billion economic impact in 2018 and maintains 78 F-35A Lightning II jets, strengthening the Base's future success and economic infusion to Layton City.
- Layton's growing major employment sectors include healthcare, education, finance, hospitality, manufacturing and retail.
- Beyond defense contractors, Layton has several industrial tenants including: Kroger Manufacturing, Frito Lay, RBH Sound, Wolf Peak International and the UST Corporation.
- Healthcare providers have selected Layton to be their center for operations, including Davis Hospital & Medical Center, the new Intermountain Layton Hospital, Intermountain Healthcare Clinic, and Tanner Clinic.
- With the Davis Conference Center and immediate adjacency to Hill Air Force Base, Layton has a bustling hospitality industry that includes the 70,000 sq/ft Davis Conference Center, 1,000+ hotel rooms, over 150 restaurants, 2 golf courses and 2 movie theaters.
- The Weber State—Davis Campus in Layton offers a full range of services including 18 full degrees and certificates in a variety of areas, including Healthcare, Business, Health and Wellness, Design and Technology, and Criminal Justice.



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1. PRINCIPLES AND POLICIES

For Land Use and Housing

Layton's future growth and development opportunities will continue to be influenced by changing national and state policies, education and vocational training, market economics, job trends, consumer spending, land and construction costs, and housing needs.

As changing conditions translate to local land use decisions, Layton can adapt while adhering to values of economic and environmental sustainability, social equity, civic responsibility, and equal opportunity. These values are reflected in the following growth principles and policies:

QUALITY OF LIFE

- As stewards of land between the mountains and the Great Salt Lake, Layton recognizes a responsibility to continuously advance quality of life measures, promote livability, safety, and healthy lifestyles for all members of our community.
- Layton will encourage development opportunities to integrate families and households at various stages of life and income into healthy and vibrant neighborhoods with enduring value.
- By providing anchors for employment, commercial services and places to enjoy every-day life for residents, Layton's land use policies will support the well-being of residents today, while anticipating the needs of future generations.
- Layton will continue to coordinate with Davis School District to track residential growth and support identification and acquisition of land for new school sites. This partnership will continue to explore opportunities to share school facilities, programs and recreational open space areas after school hours. More compact multi-story school buildings with smaller footprints should be encour-



Families and households at various stages of life and income

aged to use land more efficiently, and to support growth near Town Centers.

RECREATION, CULTURAL, OPEN SPACE, AND AGRICULTURE

- Layton will work with private land development partners to create a citywide parks and trails system that links neighborhoods to the mountains and lake, and to regional trail corridors that connect to other communities.
- New development will support implementation of park improvements and trail corridors, either through public/private partnerships or through park impact fees. Established parks and trails promote more walking and biking and less driving for a healthy and active lifestyle.
- Cultural opportunities associated with new development in Town Centers and Urban Districts promote gathering and a sense of community for arts, theatre, and other entertainment venues. Layton can explore incentives to integrate art into new developments to further enhance cultural and civic pride in these areas.

- Awareness of and access to regional recreation opportunities can be encouraged, such as providing transit or van-pooling connections at Urban District hubs to ski resorts, Antelope Island, or other tourism destinations.
- As farmland in the West Layton area converts to residential development, alternative development options could support the preservation of agricultural heritage sites, providing local produce as a component of neighborhoods with more variety and amenities.
- Preservation of open agricultural land is encouraged within the Accident Potential Zone (APZ) south of Hill Air Force Base. Land preservation with limited development will continue to support the flight operations and mission of the Base, which in turn sustains the community with economic growth and jobs.
- Agricultural operations in Layton have occurred since its settlement in the mid to late 19th Century. Property owners have the right to farm under state law, and are supported by the City's zoning ordinances for animal keeping, accessory agriculture uses, and



subdivision requirements for plats to notice new home owners of the rights and activities of adjacent farming operations.

- Explore opportunities to promote neighborhood agriculture, or Small Plot Intensive (SPIN) farming to provide agricultural jobs for healthy food access as population growth increases demand for locally-grown produce ([See Chapter 6](#)).

EXISTING NEIGHBORHOOD STABILITY

- Layton's incorporated area of about 22.2 square miles is roughly two thirds built-out with 72.7% (or 10,500 acres) of existing development as single family residential areas. Where identified on the Land Use Map, the majority of existing residential areas are to remain stable as single family residential. Reinvestment in homes and properties is encouraged to strengthen older neighborhoods.
- Appropriate buffers and height transitions from higher density development to existing single family housing, and design standards for high quality development will help to minimize impacts, and achieve greater compatibility between diverse land use types.
- As new development or infill occurs near existing neighborhoods, existing home property values are less dependent on new homes with a matching lot size or home. Different home or lot sizes, and diverse housing types can be valued at a similar cost per square



foot based on the quality of construction and materials, and community design factors such as access to recreation amenities and nearby services.

ACCESS TO HOUSING

The following housing goals are consistent with the Moderate Income Housing Proclamation adopted by the City Council on November 1, 2018 (see Appendix A).

- As our children grow, and as an increasing number of people move to Utah from out of state, sustained population growth will continue to create strong demand for housing, with increasing pressure on land and construction costs. Layton recognizes the need for diverse housing options to provide opportunities for families and households to live closer to work, family and friends. This can help to minimize housing costs and associated debt, and reduce travel demand and associated transportation costs.

- An integrated neighborhood design approach supports long-term neighborhood stability, and provides for a broader cross section of households at different stages of life and income.
- Layton shares in the state-wide responsibility to adopt a plan that will provide a realistic opportunity for moderate income and workforce housing options “to meet the needs of people of various income levels living, working, or desiring to live or work in the community . . . to benefit from and fully participating in all aspects of neighborhood and community life (Utah State Code 10-9a-403. General plan preparation).” (**See Moderate Income Housing Plan**).
- In order to fully benefit from and participate in all aspects of neighborhood and community life, moderate-income housing options (such as condominiums/apartments and townhomes) are to be dispersed throughout Layton in designated areas. Each neighborhood or district shares in the responsibility to integrate diverse housing options. This can be done while promoting quality mixed-



use neighborhoods with amenities, and establishing a sense of community, rather than relegating these housing options into single-use districts, or limiting to only some general areas of the community.

- Designated areas for moderate income housing include Urban District, Mixed-Use (Corridors), Condo/Apartment, Town Center, Transitional Residential and, Condo/Townhouse areas as shown on the Future Land Use Map (See Chapter 2).
- Promote mixed housing types in Town Centers, Urban Districts and Mixed-Use corridors for greater community diversity of residents, incomes, and stages of life. Excessive repetition of housing types and architectural styles should be avoided to promote visual interest, variety, vibrancy and diversity.
- Use of Layton's Planned Residential Unit Development (PRUD) overlay zoning is encouraged to provide for creative community design with open space amenities, flexibility in lot size, and diversity of housing type. In Neighborhood Ag Heritage areas the PRUD overlay provides opportunity for establishing plots for smaller scale agriculture to deliver fresh local produce for area residents, restaurants, and businesses.

JOBS AND ECONOMY

- Layton's Land Use Map establishes a strategy that incorporates dispersed centers throughout the community to serve surrounding residential neighborhoods. These include Town Centers, Mixed-Use Corridors, Urban Districts and Business Centers that reserve land areas for future employment growth.
- As online retail sales increasingly compete with brick and mortar stores, infill housing near existing retail areas is encouraged to strengthen the customer base of existing businesses. New residential development around new centers will create demand for new commercial retail areas, which in return generate tax reve-



nues in support of providing community services and amenities to residents in Layton.

- Layton's partnership with the UTOPIA Fiber Network will continue to support homes and businesses with high speed communication and data transfer technology. This is a valuable tool to promote business startups, expansions and relocations, resident home-based occupations, and web-based entrepreneurialism.
- Housing options with Live/Work flexibility support home-based employment, business startups for residents, as either a primary or secondary source of household income.
- Layton will continue to support existing industry clusters by bringing new businesses and building on existing strengths and connections. A focus on business recruitment will bring investment in Business Centers, Town Centers, Mixed-Use areas, and other non-residential areas throughout the community.
- Residents and small businesses can be encouraged to participate in education and business training opportunities, including workforce center training, job incubator centers, and job training programs.
- Area businesses can be encouraged to identify job recruitment needs and develop job training programs to help local residents

qualify for jobs in the community, or along transit corridors.

- Partnerships can be cultivated to broaden educational opportunities, such as collaboration between Davis Technical College and Weber State—Davis Campus, with particular focus on opportunities that tie industry needs and skill set development to educational curriculum.
- Support talent retention for Layton businesses by providing a full range of housing to support a quality work-force, including executive, mid-level, and entry-level positions.

SUSTAINABLE GROWTH

Our community's growth decisions will impact how the region grows, and the patterns of regional growth will in turn impact our community. Expansive, predominantly lower density growth patterns increase the distance between residents and destinations, resulting in more vehicle miles traveled (VMT) to access employment and services.

Excessive (VMT) increases transportation costs, demands more personal time spent in vehicles, and requires more tax dollar spending to build and maintain less efficient infrastructure systems. This translates to increased energy consumption and consumer spending to burn fossil fuels, and more vehicle emissions that degrade our regional (and local) air quality.

As a regional partner community along the Wasatch Front, Layton's land use strategy will provide business centers for employment, housing variety, and commercial services in support of a regional strategy to reduce vehicle commuting, travel and emissions throughout the region to improve air quality.

- Promoting urban forestry by planting trees in open spaces and along streetscapes will add beauty and value to the community while absorbing carbon dioxide from the air, and supporting reductions in storm water surface flows.



- By promoting neighborhoods with variety and amenities, Town Centers, and infill housing within Urban Districts, Layton will achieve more efficiency in infrastructure systems that are less costly to build and maintain.
- Urban Districts, Town Centers and Park-n-Ride options will support increased use and potential expansion of transit service, and decreases reliance on automobile travel.
- More convenient shopping areas located near residential neighborhoods will support local businesses and generate local sales tax revenues to maintain streets, parks, trails and other public services.
- Encouraging water-wise landscaping and efficient use of land will help to conserve limited water resources.
- **Sensitive Land** areas present the potential for natural and man-made hazards. Careful study and review is essential to understanding the potential public safety risks associated with unstable slopes, fault zones, liquefaction, wetlands, dam breach or other sensitive land issues that may not support development.

MOBILITY

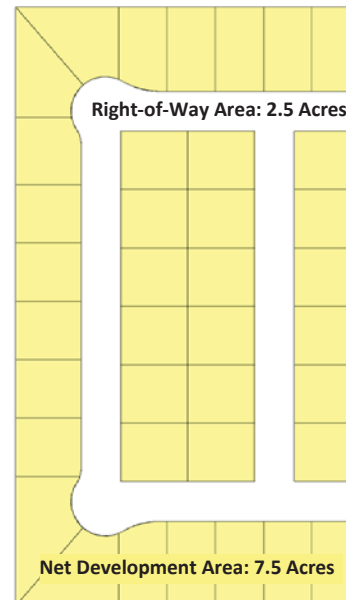
- Layton will promote inter-connected land development to disperse vehicle trips throughout a street network system, while promoting safety and convenience for walking and biking. New development will support implementation of street improvements, and new streets proposed in the Transportation Master Plan. Mixing of uses in Centers, Districts and Mixed-Use areas with greater density and diversity of land use will increase demand for alternative modes of transportation, including public transit.
- Layton will continue to encourage and provide facilities to promote walking and biking as a convenient choice of transportation to access daily needs. This will be accomplished by designing and installing infrastructure that supports safe pedestrian and cyclist travel, and by bringing goods and services closer to existing and future residential neighborhoods in Town Centers, Urban Districts, and Mixed-Use Corridors.
- Neighborhoods, Town Centers, Business Centers, and Urban Districts should be joined together by a well-connected system of streets, walkways, and bike paths to provide access to parks, open spaces, schools, public gathering areas, and transit options. Urban Districts, Town Centers and Mixed Use Corridors provide density and diversity of land uses that generate demand for transit ridership. This growth strategy potentially supports expansion of public transit or other private transportation alternatives.



DENSITIES OF RESIDENTIAL AND MIXED-USE LAND USES

This Plan references Residential and Mixed-Use land use densities in terms of 'gross units per acre' as outlined in **Appendix B** (see Columns A, B and C). Gross density is the total number of residential units associated with the land use area, divided by the gross land area. The gross land area includes the net development area and the applicable right-of-way area that provides access to the development.

An equivalent net density, or development density is calculated by dividing the total number of residential units associated with the land use area by the net development area, as represented in Column D and E. The net development area is the gross land area minus the actual or projected rights-of-way area that provides access to the development. This can be expressed as the Net Development Density (Column D), or as a lot size / (or unit size) average (Column E). Zone districts that typically apply to the recommended land use 'gross density' are listed under column F.



EXAMPLE

Gross Density: 3.8 Units per Acre

Net Density: 5 Units per Acre

A 38 unit subdivision on 10 acres, with 2.5 acres (or 25%) of right-of-way area and 7.5 acres of net development area.

The gross density is 3.8 units per acre (38 units ÷ 10 acres); the net density is 5 units per acre (38 units ÷ 7.5 acres).

The average lot size is 0.197 acres (7.5 acres ÷ 10 acres), or 8,597 s.f. (0.197 acres x 43,560 s.f.). This development would meet the 8,000 s.f. minimum lot area standard of the R-1-8 zoning district.

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2. LAND USE

Establishing A Balanced Growth Strategy

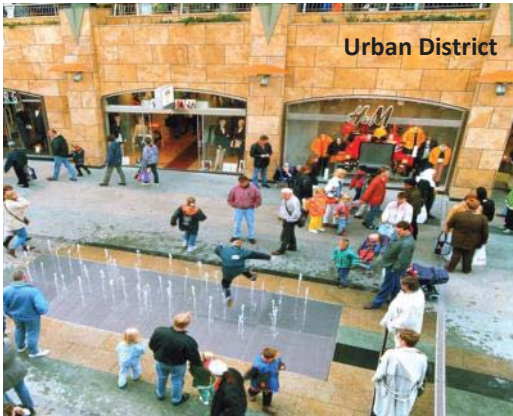
Layton's vision for future growth and development is defined by the General Plan **Future Land Use Map** (provided online at www.LaytonForward.org, and in Appendix C). This land use vision is intended to establish a well-organized layout of housing, commercial, open space, and public services to achieve a diverse and balanced land use strategy in Layton. The City's land use and housing policies are guided by the Future Land Use Map and corresponding land use descriptions contained in this Chapter, and the **Growth Principles and Policies** outlined in Chapter 1 as a foundation to Layton's comprehensive land use strategy. These policies will help to protect our quality of life, while providing for land use variety and flexibility in support of the diverse needs and demands of Layton's residents and workforce.

SENSITIVE LANDS - Chapter 19.07 of the City's zoning code requires land uses within sensitive land areas as identified on the **Sensitive Lands Overlay Map** to identify any natural and/or man-made hazards, and determine if mitigation can make these conditions suitable to support land development. Potential hazards may be associated with slopes over 10%, dam breach or exposure, dense oak brush, faults/fault zones, high liquefaction potential, debris flow and other sediment laden-flows, flooding, landslides, rock falls, shallow ground water, contaminated groundwater and wetlands.

LAND USE CATEGORIES - This Chapter is organized into three general categories, including:

1. **Mixed-Use Development**
2. **Non-Residential**
3. **Residential**





1. MIXED-USE DEVELOPMENT - Layton's Mixed-Use locations include **Urban Districts, Town Centers, Mixed-Use Areas and Mixed-Use Corridors**, and **Business Park / Mixed-Use** areas that are strategically placed throughout the community. These may be infill and redevelopment opportunities, or greenfield (vacant) areas where residential housing variety in a walkable urban format, convenient access to retail shopping and services, with access to transit, is provided. Land uses can be, but are not necessarily mixed in each building, development or block. Pedestrian access is important, with building orientation to walkable streets and pathways, and residential and non-residential uses within a short walking distance of one another. The walkable urban design format and architectural characteristics described for Town Centers in Chapter 4 also applies to Mixed-Use Development, at varying scales and levels of land use intensity. Mixed use may also include small-scale light industrial uses for maker spaces or clean tech manufacturing. When located adjacent to off-site single family residential areas, buildings should be set back and stepped down in height to increase compatibility and minimize negative impacts between uses. Some parcels may be too small or odd-shaped to accommodate desirable mixed-use infill development. This may require property assemblages before mixed-use redevelopment is appropriate.

Urban District – Urban Districts are the core of Layton, serving as centers for business and residential living with regional and local retail, recreational, cultural, and educational amenities. Urban Districts are mixed-use in character and should include multi-story buildings oriented to the street, with office, retail, service, hospitality, entertainment, and residential uses. Plazas, paseos (walkway or promenade), pocket parks and other useable open spaces provide interesting places for the community to gather and are encouraged to be carefully incorporated. Urban Districts emphasize walkable and bikeable streets and are hubs for transit use. Parking structures are encouraged to conserve valuable space, minimize surface parking lot areas where possible, and maximize building footprint areas for people to live and work. Condos, apartments, and townhomes should provide a mix of housing options at a range of price points. Two nearly adjacent Urban Districts are the heart of Layton City and are the sites of the most intense future infill development and redevelopment: 1. **Historic Downtown** and 2. **Midtown**.

Town Center – Town Centers are the local centers for everyday life that provide convenient access to goods and services with diverse housing options, shopping, and jobs that are closer to where people live. As housing costs continue to rise and demand for more compact housing increases, Town Centers provide housing choice variety and a sense of community. Pathways connect residents to sidewalk cafes, plazas and open spaces, drawing people together for business and leisure. Six Town Center opportunities in Layton are envisioned, each with a unique blend of commercial services, public spaces, and housing variety to be integrated within the surrounding community. These include four Town Centers in an infill and redevelopment context, includ-

Mixed-Use



Mixed-Use Corridor



Live/Work

ing 1. **Church & Hwy 193**, 2. **Antelope & Main**, 3. **Gordon & Fairfield**, 4. **Gentile & Fairfield**, and two Town Centers within a greenfield (vacant land) context, including 5. **Hwy 89 & Gordon**, and 6. **West Layton**.

Mixed-Use – Mixed-Use areas are encouraged where infill and redevelopment reinvestment is desired. These areas should provide convenient access to higher capacity arterial streets and/or potential transit service. Desired building heights are typically three stories, or up to five stories where greater development intensity is compatible with surrounding uses. Various modes of transportation are in proximity, including walking and biking paths. Defining and activating street edges with buildings is a preferred planning pattern, with **Crime Prevention Through Environmental Design (CPTED)** principles that apply to the urban design strategy.

Mixed-Use Corridors – Mixed-Use Corridors are intended to provide appropriate land use intensity along intensive arterial street corridors for new development or where reinvestment is desired. With appropriate setbacks and height limitations, Mixed-Use Corridors can provide a land use buffer or transition between intensive arterial streets and less intensive single family residential uses. Corridors may include undeveloped land or existing development that is underutilized or at risk for disinvestment. Desired land uses include residential townhomes, condos, and apartments with the potential for **Live/Work²** opportunities. Where feasible small cafes, shops, professional services or offices may be mixed with residential development, or built independently. The maximum building height for these corridors is three stories, except for the Main Street Mixed-Use Corridor overlay area where up to five stories may be appropriate.

Business Park / Mixed-Use - Located south of the Layton Parkway interchange with convenient access to I-15, this area could support mixed-use redevelopment with mid-rise or high-rise commercial office.

1. Neighborhood Commercial – Neighborhood Commercial is intended to provide a smaller building format of up to 6,000 s.f. for office, professional service, and neighborhood-scale retail uses that complement Planned Residential Unit Developments (PRUDs) as a neighborhood amenity. Patterned after a historic neighborhood ‘corner store’ commercial use, the building should cater to walking trips by fronting directly onto a public street and sidewalk with parking limited to the side and rear of the structure. The ground floor should incorporate a substantial presence of transparent windows, doors and display windows. Residential flats may be included above the ground floor, with a maximum height of two stories. This use could apply to a limited portion of a Community Residential, Neighborhood Residential, or Neighborhood Ag Heritage residential development.

2. Live/Work – Live/Work is a term used to describe a housing format that can support one of three types of business use, including 1) a ground-level flex space designed to support the option for a home-based occupation (as an accessory use); 2) a common area business center that is accessory to a residential subdivision or



building (with options such as shared computers, conference room(s), package room or an event space); or 3) a mixed-use building with housing above a commercial use, where the housing may directly support residency of the business owner or employee(s).

- Businesses that are accessory to the primary residential use (Types 1 and 2) typically do not require additional commercial parking given the lower customer draw, and availability of residential parking during weekday business hours. A business as a primary use may draw more employees and customers, and typically requires dedicated parking spaces during business hours.

While a home-based occupation may take place in a single family attached or detached home, Live/Work units are most applicable to townhomes or apartment flats along arterial or collector streets, or near centers of commerce. Live/Work units in mixed-use and commercial areas may accommodate a broader range of home occupation or compatible business types, and should be designed to reflect a potential commercial use on the ground level, with residential living on the upper floor(s).



2. NON-RESIDENTIAL USES – Layton’s Non-residential Use areas provide services to residents in Layton and surrounding communities, including retail and restaurant destinations, professional services, medical office, and employment uses ranging from office, manufacturing/industrial to high tech research and development. Demand for non-residential uses will continue to grow in the wake of Layton’s projected residential population increase. Non-Residential uses are most successful near higher capacity transportation roads and transit services which support higher levels of daily vehicle travel, particularly during a.m. and p.m. peak hours. Key locations with good access to major transportation corridors are to be reserved for future commercial uses to provide future areas for businesses. This strategy will encourage family and household sustaining jobs in Layton for stronger economic stability.



Business Center - Business Centers are primarily commercial, providing locations for corporate office campuses, technology centers, research facilities, with a secondary focus on supporting light manufacturing. Limited commercial retail and hospitality supportive of Business Centers should also be considered. Adequate building setbacks, building height transitions and landscaped buffers must be included when development is proposed adjacent to residential neighborhoods. Residential development is not permitted within Business Centers to ensure the City’s ability to attract and maintain employment generating uses. Two Business Centers are featured on Layton City’s Future Land Use Map: **East Gate** and **West Davis**.

Professional Business – These areas provide professional services to surrounding neighborhoods and help to establish a buffer and transition between intensive arterial or collector streets and less intensive single family



Industrial Flex



Manufacturing



Institutional Use



Institutional Use, School

residential uses. Uses include professional and medical office, assisted living, and other professional services, with appropriate site planning and landscape buffers to minimize impacts onto adjacent single family residential development.

Commercial – Commercial areas in Layton provide services and employment to residents and visitors including retail, restaurant, office, and general business uses. Commercial areas generate a higher volume of vehicle trips, and are therefore most appropriately located with convenient access along highways and arterial streets. The largest-scale commercial uses draw regional visits and are most appropriately located along the I-15 and Main Street corridor. Commercial uses serving surrounding residential neighborhoods within the community should be more limited in size, and provide appropriate land use buffers when located next to existing off-site single family residential neighborhoods.

Industrial Flex – Industrial Flex areas support smaller scale fabrication, contracting services, warehousing and fulfillment uses, supported by accessory office and retail, with an emphasis on small business employment and light industrial services. Special attention to design, screening, and buffering is necessary where industrial flex areas abut other areas that include residential neighborhoods.

Manufacturing - Manufacturing areas include industrial uses such as fabrication, warehousing, research and development, information technology, assembly, production, trucking, shipping and receiving, and distribution. Manufacturing uses may be located along rail corridors with rail spur access, and require direct access to arterial street truck routes for convenient access to highways and interstates to keep large trucks out of residential areas. Streets in Manufacturing areas are designed to accommodate large trucks and wide turning movements. Special attention to design, screening, and buffering is necessary where industrial areas abut other areas that include residential uses.

Institutional Use – These areas include public and private facilities that provide services and support to the community, and in some cases the surrounding region. Examples of such services include government offices, police and fire stations, post office, hospitals, churches, and utilities such as water and sewer. The uses may include administrative office and medical services, or utility sites with little or no regular visitors, such as water tank reservoirs. Higher educational facilities, such as the Weber State—Davis Campus is also considered as an Institutional Use.

Institutional Use, Schools – School sites include public and private institutions that provide primary and secondary education to Layton's children and youth. Elementary, junior high, and high schools are distributed throughout the community, providing a focal point for surrounding neighborhoods and the broader community. Schools provide opportunities for families and households to engage in local programs and activities asso-



ciated with educational curriculum, and may provide accessible open space for surrounding neighborhoods to enjoy outside of school hours.

Open Space/Public Facility – These areas include public parks, reservoirs, golf courses, cemetery, trail corridors and land preservation areas. The City shares some park and open space recreation areas with schools to maximize use of the open space facilities for students and surrounding neighborhoods. Sites along the mountain bench (such as the Fernwood Trailhead area) interface with the National Forest Service and provide access to public lands. Open space corridors are intended to expand along the City’s planned trail system, particularly along natural drainages and other natural areas, and power corridors. Where feasible, parks and open space areas may support storm water detention for surrounding development.

Agriculture – Agricultural uses support the cultivation of land for crops or the keeping of farm animals, and may include a farm area with agricultural structures, pasture land and existing home sites. Some property owners have elected to sell development rights and allow for protective conservation easements to prevent future development, while others have established Agricultural Protection Area status to protect current farming operations.

Accident Potential Zone (APZ) and Crash Zone – The Accident Potential Zone (APZ) is a designated area where land uses are limited to minimize the risk associated with aircrafts landing/taking off from the runway at Hill Air Force Base. The Crash Zone is the land area located immediately at the south end of the runway near State Highway 193. Crash Zone property is owned by the Federal Government to protect the land from future development where the risk of a crash is the greatest.

Property owned within the APZ has generally been restricted from any further residential use or development through land use easements that were established in the late 1970’s, early 1980’s, 1990’s, and 2000’s. While the majority of the APZ is used for pasture and agricultural cultivation, limited portions of land near Antelope Drive and Fort Lane, and Fairfield Road and State Highway 193 are recognized as Manufacturing and Industrial-flex. Layton recognizes the need to limit any future APZ land development and uses to continue supporting the critical mission and **aircraft operations** of Hill Air Force Base. Understanding the required limitations, and additional need or opportunities to establish land use easements for commercial uses will require **continued coordination between** Layton City and Base leadership.

Given the low concentration and presence of people associated with this use, agriculture is desired as a continued use within the APZ. Layton City will continue to encourage and support agricultural uses in the APZ area, and explore partnerships in support of distinguishing any perceived or potential commercial property rights within Layton City incorporated limits, or within unincorporated County areas. Layton City will not an-

Condo/Apartment



Condo/Townhouse



nex property within the APZ for any commercial use other than agricultural uses, not including accessory agricultural uses, that would invite an increase of any customers or guests to the farming area.

3. RESIDENTIAL USES – Layton City has provided housing options to meet the needs of residents and the local workforce since it was incorporated in 1920. Housing in turn supports non-residential uses, including employers that benefit from housing options for employees at all income levels and career stages, and retail uses that rely on nearby residents and employees to purchase goods and services. This local economic exchange returns property and sales taxes revenues that support critical community services in Layton. New residential development should be designed with streets and sidewalks that connect to existing or future development, and nearby trails and parks where available. In all residential areas, existing parcels with A (Agriculture) or R-S (Residential Suburban) zoning may conduct agricultural operations with protected agricultural status as surrounding parcels may be sold for development.

Condo/Apartment – This land use includes residential flats in multi-story building(s) that may be for-rent (apartment) or for-sale (condo) housing, with a density range of 12 to 24+ units per acre. Buildings may be accessed by elevator to interior hall corridors (with secondary stairwells), or by shared ‘walkup’ stairwells to access smaller groupings of units. Condo/Apartment uses should provide open space amenity areas, either as common or limited common areas for the use and enjoyment of residents and their guests. To support a walkable, pedestrian-friendly design format, units should front towards a street or open space green, and garage or parking areas accessed primarily to the rear. To support building security and strengthen design quality, Condo/Apartment buildings should be designed with interior stairwells with a ground-level entrance that fronts onto a street or common open space³ amenity area. Garage and/or parking areas should be located and accessed primarily to the rear of buildings.

Condo/Townhouse - Condo/Townhouse areas may include attached or detached single family housing with a moderate density ranging between 6 and 12 units per acre, townhomes, mansion homes (attached units built to look like one large home), Live/Work² townhomes, detached single family, twin homes or patio homes. These housing types are located near more intensive commercial land uses or along arterial transportation corridors. Condo/Townhouse uses should provide open space amenity areas, either as common or limited common areas for the use and enjoyment of residents and their guests. To support a walkable, pedestrian-friendly design format, units should front towards a street or open space green, and garage or parking areas located and accessed primarily to the rear.



Transitional Residential – Transitional residential areas may include attached or detached single family housing with a moderate density ranging between 6 and 12 units per acre, townhomes, mansion homes, Live/Work² townhomes, detached single family, twin homes or patio homes. These housing types are intended to establish a buffer and transition between intensive land uses or street conditions and lower density single family residential areas. Transitional residential uses should provide open space amenity areas, either as common or limited common areas for the use and enjoyment of residents and their guests. To support a walkable, pedestrian-friendly design format, units should front towards a street or open space green, and garage or parking areas located and accessed primarily to the rear.



Community Residential – Community Residential areas for new development are generally recommended as a land use transition or buffer between lower density single family residential uses and intensive arterial or collector streets, or more intensive land uses. These single family residential areas include existing and planned neighborhoods with a base density of about 4 to 6 units per acre. As a standard single family residential subdivision, R-1-6 zoning with a minimum lot size of 6,000 s.f. may apply, or larger lots if desired.

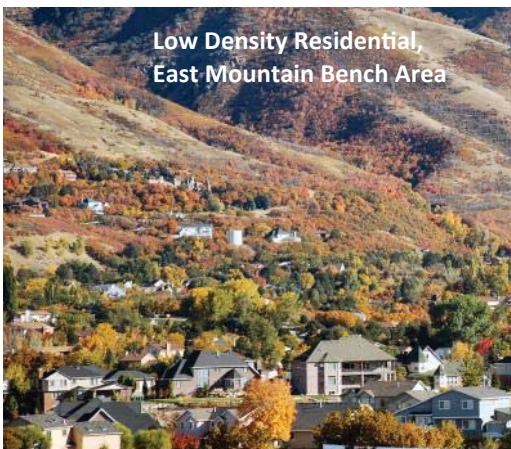
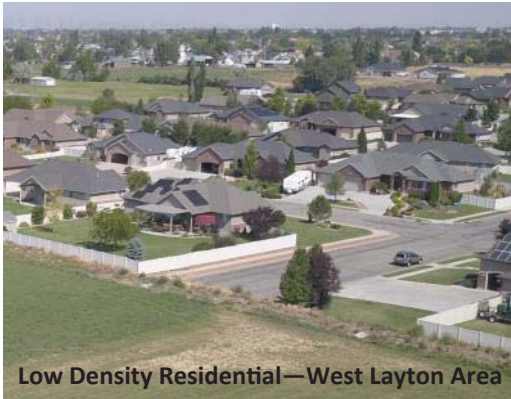
The base density may be increased under the PRUD ordinance to provide a variety of lot sizes and housing types with common open space³ amenity area(s). Flexibility in lot size, setbacks and housing type allows for the provision of common open space areas. The cost of maintaining open space is shared by more homeowners through a density bonus that requires high quality building materials and superior community design (see Chapter 6. Residential Neighborhoods with Variety and Amenities).



Neighborhood Residential - These single family residential areas include existing neighborhoods and subdivisions, and include vacant or agricultural land areas where future development at a base density of 3 to 4 units per acre may occur. As a standard single family residential subdivision, R-1-10 zoning with a minimum lot size of 10,000 s.f. may apply, or R-1-8 zoning with a minimum lot size of 8,000 s.f. may also apply.

The base density may be increased through use of the PRUD overlay ordinance to provide neighborhoods with housing and lot size variety, clustered around common open space³ amenity areas. Flexibility in lot size, setbacks and housing type allows for the provision of common open space³ areas. The cost of maintaining open space is shared by more homeowners through a density bonus that requires high quality building materials and superior community design (see Chapter 6. Residential Neighborhoods with Variety and Amenities).

Low Density Residential - Low Density residential areas include standard suburban subdivisions, and parcels with agricultural uses (such as crop production, animal keeping, beekeeping and pasture areas) . Low Density Residential areas include existing neighborhoods with a base density of 1 to 3.5 units per acre. As a standard



single family residential subdivision, R-S zoning with an average lot size of 15,000 s.f. may apply, or R-1-10 zoning with a minimum lot size of 10,000 s.f. may also apply. East of Highway 89 along the mountain bench, lower density is most compatible where slopes and sensitive lands are prevalent, infrastructure services are limited, and native vegetation presents a higher risk for an urban wildland fire hazard. In these areas, development opportunities may be limited given the physical constraints for providing services, and the goal to prevent urban wild-land risk related to wildfire, slope failure and fault lines. Use of the PRUD ordinance may allow for clustering development and flexibility in lot size and setbacks to protect sensitive lands, or other desirable open space features. The area south of the APZ may require a limited residential density based on the findings and recommendations of a Joint Land Use Study with Hill Air Force Base.

Neighborhood Ag Heritage Overlay - The base density of 1 to 3.5 units per acre in Low Density Residential areas may be increased through use of the PRUD overlay ordinance to provide neighborhoods with housing and lot size variety, clustered around common open space³ amenity areas. Compared to Community Residential and Neighborhood Residential areas, a greater percentage of open space area should apply to Neighborhood Ag Heritage Overlay areas to provide for recreational activities, and to provide an option for a common garden area or professionally-operated ag-plot. In a PRUD, the cost of maintaining open space is shared by more homeowners through a density bonus that requires high quality building materials and superior community design (see Chapter 6. Residential Neighborhoods with Variety and Amenities).

3. Common Open Space Amenity Areas - These privately-owned open space and landscape areas are shared by multiple households, most typically in a Home Owner's Association (HOA), and are intended to enhance the quality of life and aesthetic quality of a residential development. Common open space areas are often created through the PRUD overlay zone where flexibility in lot size, setbacks and housing variety can be applied as clustered development to reserve the open space area. Another example is the shared open space and landscaping associated with a for-sale townhome or condominium project. Common open space areas should be provided in a size and configuration that supports recreational activities based on the size of the development, and number of residents that will share the amenity spaces. Activities should support all ages and abilities, ranging from seating & picnic areas, small playgrounds, outdoor play courts (such as basketball or pickle ball) and various-sized green spaces for passive or active recreation.



3. URBAN DISTRICTS

The Heart of Layton City

Urban Districts are centers for business and residential living, providing regional and local retail, recreational, cultural, and educational amenities. They are mixed use in character and should include multi-story buildings oriented to the street for office, retail, service, hospitality, entertainment, and residential uses. Plazas and other useable open spaces provide interesting places for the community to gather. Urban Districts emphasize streets that support walking, biking, on-street parking and transit use. Parking structures are encouraged to minimize surface parking lot area where possible, and maximize building footprint areas for people to live and work.

Condos, apartments, and townhomes should provide a mix of housing options at a range of price points. As residential population rises in these districts additional neighborhood amenities such as transit, shared transportation, plazas, pocket parks and streets with pedestrian friendly seating areas enhance a vibrant urban environment.

Two nearly adjacent Urban Districts are the heart of Layton City and are the sites of the most intense future infill development and redevelopment: **Historic Downtown** and **Midtown**.



Urban Districts are popular destinations to spend time with family and friends. Open plazas and parks can be programmed for all ages, and provide for events and activities to take place as the City's "living room."

URBAN DISTRICT OPPORTUNITIES

Layton's Urban Districts are centrally located and lie along two major regional transportation arteries, Interstate 15 and FrontRunner commuter rail, and benefit from tremendous regional access. These areas have long been a center for regional retail and, increasingly, are viewed as a mixed-use destination for hospitality, office employment centers, regional recreation and entertainment, as well as a convenient and vibrant locale to live and work. Challenges include developing a more pedestrian, bike and transit-friendly environment where car-centric planning in the past has reduced the functionality and enjoyment of walkable streets and blocks, and encouraged large-scale, auto-oriented development.

Opportunities include adapting and diversifying existing retail sites to include a variety of housing options (including apartments and condos) and job opportunities; building on the area's hospitality and entertainment options (including the Davis Conference Center, area hotels and restaurants); and enhancing the historic and once walkable quality of Historic Downtown. The following strategies can establish vibrant Urban Districts in Layton:

- Establish unique design standards for both Historic Downtown and Midtown.
- Explore opportunities to promote local bus system expansion to improve connectivity to and from Layton's Urban Districts, Business Districts, and Town Centers.
- Encourage Urban Districts to be population centers that welcome a wide variety of housing options and price points, to address the needs of a range of households, from low-income to high income residents, from households comprised of a single adults to larger families.
- Encourage multi-story urban housing (minimum of 4 to 5 stories with no maximum height or number of stories) that is compliant with Transit Oriented Development principles.

- Provide additional "Last Mile" transit connections from the Layton and Clearfield FrontRunner Stations to Layton's Town Centers.
- Balance telecommunication needs and the design of telecommunication equipment in the built environment.
- Promote shared transportation options for vehicle, bikes or other modes of transportation to reduce parking demand.



Historic Downtown

The Historic Downtown area is to be primarily focused on residential and employment uses, with supplementary retail and restaurants. Trails and bike routes including the Kays Creek Trail and the Bamberger Rail Trail converge at Historic Downtown, making the district a draw to surrounding residential areas for downtown services, amenities and access to the FrontRunner Station. The Bamberger Rail Trail also connects Midtown to Historic Downtown, allowing visitors staying in Midtown to travel to Downtown without the use of an automobile. As such, it provides a pleasant place to live, work and enjoy daily life.



HISTORIC DOWNTOWN STRATEGIES

- Establish design standards unique to Historic Downtown that relate to the traditional feel of existing historic buildings. Establish pedestrian, bike and vehicular connectivity with new development to create a network of smaller blocks and connections to sidewalks, pathways and trails. Encourage buildings that embrace the street with entrances and windows that are human-scale and include ground floor retail and pleasant and pedestrian-friendly streetscapes and sidewalks that include street trees, furniture, interesting outdoor eating/gathering spots and public art.
- Encourage a mixed-use environment that creates a sense of place that is comfortable for residents and employees engaged in everyday life and that is inviting to residents and visitors to enjoy local restaurants and shops.
- Establish design standards for small cell equipment that is compatible with the built environment.
- Redesign and reconstruct Main Street to enhance pedestrian friendliness. Work with Utah Department of Transportation (UDOT) toward a context sensitive street design to meet local and regional travel needs while being sensitive to adjacent land use/planned land use. The redesign should buffer the intensity of Main Street traffic from the streetscape beside it.
- Support infill and redevelopment while identifying key historical structures to preserve, such as the Depot and First National Bank building (former Farmer's Union). Explore strategies and feasibility to build with greater height behind historic structures.
- Explore opportunities through the Redevelopment Agency (RDA) to encourage property assemblage and private investment for infill development and redevelopment.
- Explore public/private partnerships, and other strategies to use limited land efficiently and wisely, including structured parking,



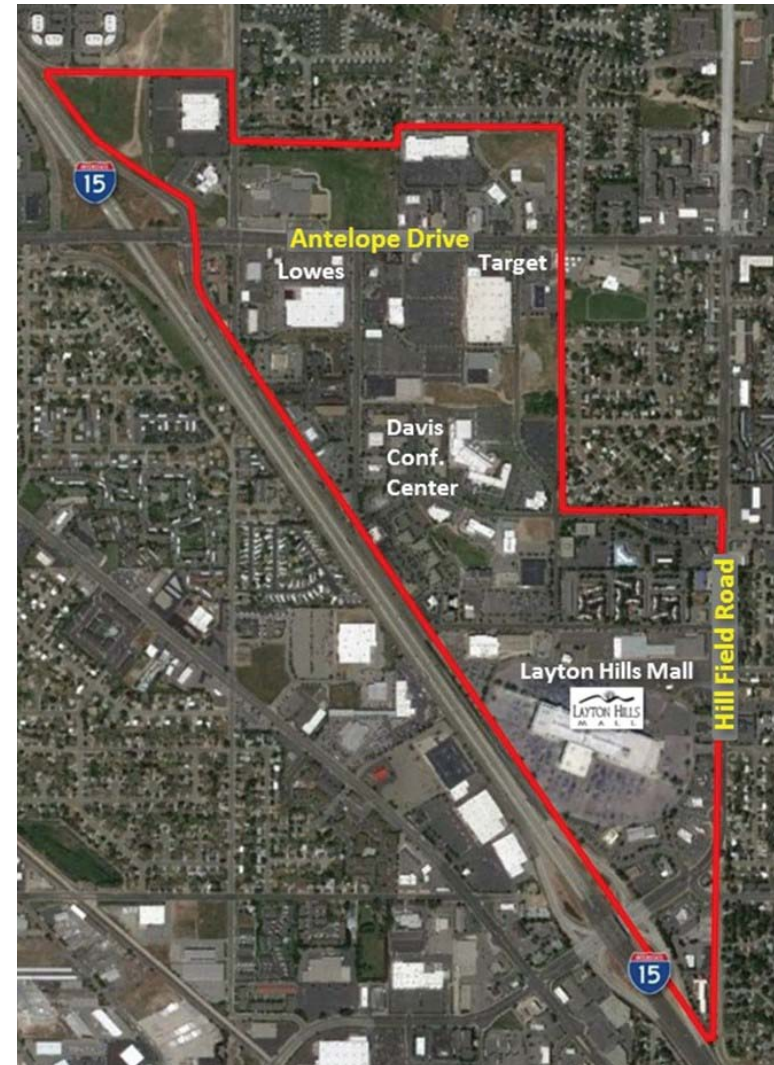
and shared and consolidated parking, shuttle transport and other travel demand management strategies. Restrict surface parking to the side or behind buildings.

- Explore opportunities to implement technology for real-time parking vacancy identification to drivers via smart devices, as an opportunity to reduce circular traffic of drivers looking for parking spaces.
- Encourage more choices for mobility within the district for pedestrians, bikes, shuttles, busses, and cars, including associated amenities such as: shared cycling, shared vehicles, and bicycle parking for businesses and housing.
- Explore opportunities to promote private or public shuttles between the Layton FrontRunner Station and Business Centers.
- Design and construct a pedestrian/bike bridge over FrontRunner and Union Pacific Rail Road tracks to encourage passenger rail ridership by connecting medical facilities/employment, housing and transit, and to encourage trail use and visitation to Historic Downtown from residential areas.
- Promote opportunities to link regional and City trails to Historic Downtown, including the Bamberger Trail and Kays Creek Trail, and provide way-finding signage for cyclists and pedestrians.



Midtown

Midtown is intended to evolve as a prominent mixed-use regional entertainment district with major retail anchors, supported by residential, office, and hospitality. As the City's "living room", it is to provide a vibrant and welcoming atmosphere for residents and visitors with vibrant activities creating a destination with immediate recognition.



MIDTOWN OPPORTUNITIES

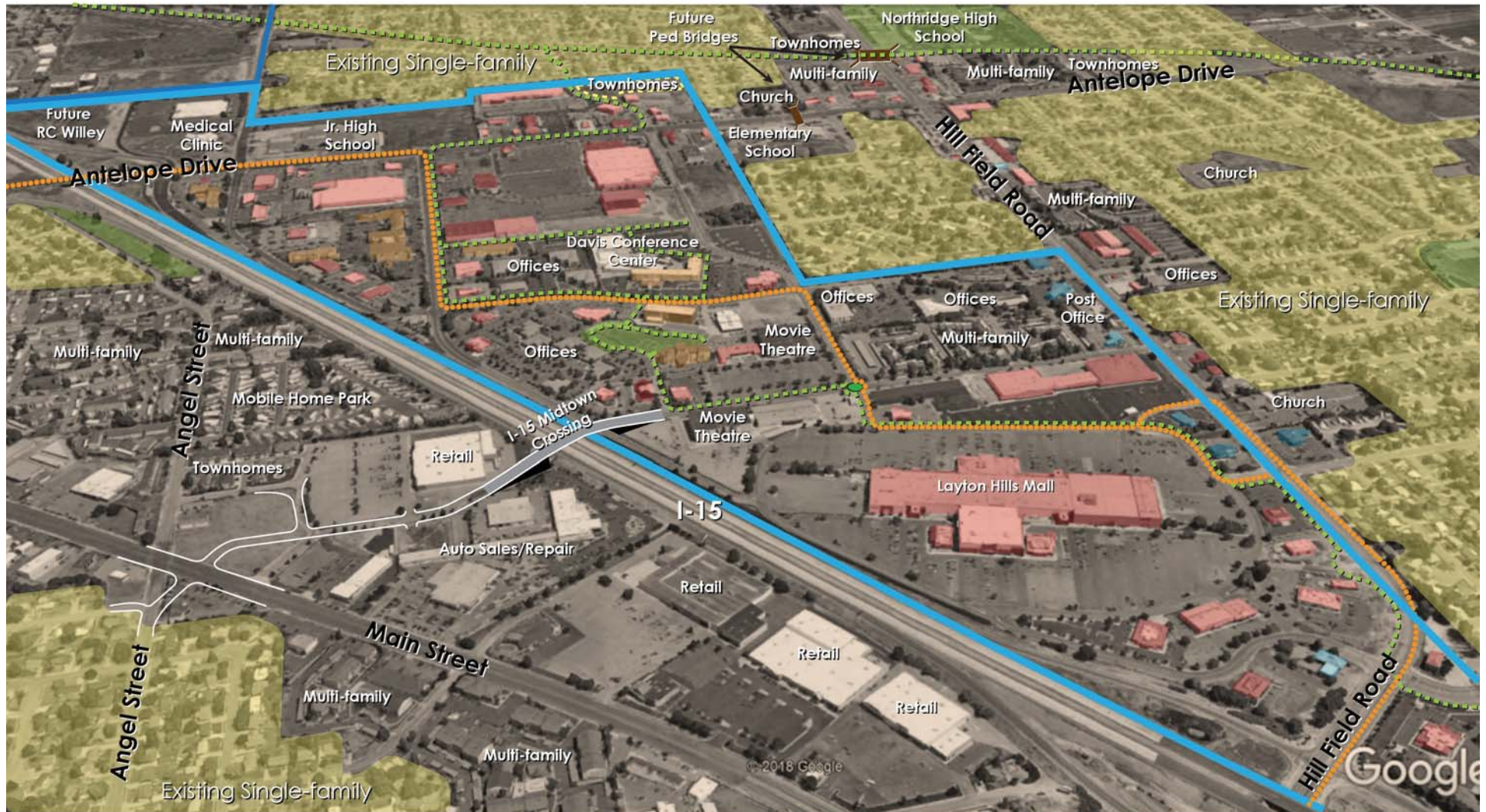
- As big box and other retail repositions and downsizes, encourage residential and office mixed-use infill development and redevelopment to support commercial, and maintain Layton's strength as the regional retail center of Davis County.
- Pursue public/private partnerships (such as the Davis Arts Council) and private investment for plazas, outdoor gathering places, and programmed activities that create interest (e.g. performances, art exhibits, carousels, climbing gyms, food trucks, public art).
- Encourage a mixed-use environment that creates a sense of place that is welcoming to all ages and abilities by exploring opportunities for attractions such as indoor and outdoor cultural and entertainment options, theaters and venues for the arts, sporting, plazas, splash pads, and amphitheaters.
- To introduce a substantial residential population in the Midtown area and to use limited land efficiently, infill housing in the Midtown area should be a minimum of 4 stories tall, except when transitioning to existing offsite single family residential areas to minimize impacts.
- Encourage land uses that will increase ridership opportunities for the Midtown Trolley and generate a higher frequency of riders and therefore provide more service to the Hospitality District.
- Establish appropriate height transitions from taller buildings to nearby residential neighborhoods. The height transition should define building setbacks, separation buffers (including drive, landscape and fencing), and height limitations to minimize direct visual

and sound impacts between infill development and adjacent single family homes.

- Establish design standards unique to Midtown that promote an active urban environment while introducing improved connectivity through larger commercial sites and smaller blocks and streets; buildings that embrace the street; and pleasant and pedestrian-friendly streetscapes that include street trees, furniture, outdoor eating/gathering spots, and public art. New development should take advantage of Layton's panoramic view of the Wasatch Front Mountains.
- Market regionally, the Hospitality District including the area's conference center, hotels and restaurants. Provide visitors with pedestrian wayfinding signage to local businesses, and highlight popular tourist destinations such as The Great Salt Shorelands Preserve, trails, parks, cultural sites, and events in Layton.
- Engage Davis County Economic Development and business leadership representatives in a future strategic planning and master-planning processes to understand potential growth and expansion of the Davis Conference Center and a multi-story (preferably 12 story) Conference Center Hotel.
- Pursue planning for a repositioned Layton Hills Mall to become a combined interior climate controlled shopping mall with an outdoor lifestyle mall experience added to the north of the existing mall.
- Improve the connectivity of all uses and mobility of pedestrians throughout Midtown with additional trails, urban sidewalks, more Free Fare Transit and e-Bike Share opportunities.



Compatible transition between existing single family residential and Urban District infill development.





4. TOWN CENTERS

Services & Amenities for Neighborhoods

Town Centers are the local centers for everyday life that provide convenient access to goods and services with diverse housing options, shopping, and jobs that are closer to where people live. As housing costs continue to rise and demand for more compact housing increases, Town Centers provide housing choice variety and a sense of community. Pathways connect residents to sidewalk cafes, plazas, and open spaces drawing people together for business and leisure.

At the Town Center core, a blend of commercial and residential uses are situated in a walkable development pattern with architectural variety and interest. The presence of people day and night creates vibrancy, fosters a sense of community, and enhances safety.

TOWN CENTER OPPORTUNITIES

The mix of uses in a Town Center create activity and commerce, and attract visits and shopping from surrounding single family neighborhoods. Shopping activity in Layton increases sales taxes needed to sustain residential areas and cover infrastructure and service costs, while providing a high level of municipal services and amenities.

By providing services closer to where people live, Town Centers can encourage more walking and biking, and less driving. With commercial amenities in closer proximity to residents, and with connecting trails and walkable streets, vehicle trips are shorter, resulting in fewer total vehicle miles driven. This promotes a more active and healthy lifestyle option for residents, while reducing traffic congestion and vehicle emissions.

Six Town Center opportunities in Layton are envisioned, each with a unique blend of commercial services, public spaces and housing variety to be integrated within the surrounding community. Two general



Town Center types or contexts are recognized, including an infill and redevelopment context, and a greenfield context.

Infill & Redevelopment Town Center Context	Greenfield Town Center Context
Locations where infill development and redevelopment can strengthen existing retail and commercial services with mixed-use development.	Locations where there is a lack of nearby retail supply for surrounding neighborhoods, and where future transportation improvements are planned.
1. Church & Hwy 193 2. Antelope & Main 3. Gordon & Fairfield 4. Gentile & Fairfield	5. Hwy 89 & Gordon 6. West Layton

Town Centers should include the following elements:

- A mix of goods, services and amenities that will serve nearby neighborhoods and improve proximity and access to day-to-day needs.
- In Greenfield Town Centers, development should be master-planned with sufficient areas reserved for commercial services,



based on future economic forecast and demand analysis, and sound planning principles.

- A unique blend of uses, including housing variety and commercial services that are appropriate to the specific location, context and economic opportunities associated with each Town Center location.
- Where possible, public facilities such as library branches or community centers should be located in visible and accessible Town Center locations and associated with other services.
- A defined Town Center core area situated along arterial streets provides an appropriate location for commercial uses. Transitional areas adjacent to residential may be appropriate for lighter commercial services, while other areas served by local streets are less appropriate for commercial services.
- Careful transitions of building height and land use intensity, with the greatest intensity at the Town Center and the lowest intensity adjacent to surrounding residential areas, to preserve the stability

of existing neighborhoods while providing enhanced access to goods and services.

- In Greenfield Town Centers, new single family residential should be situated along the area perimeter next to existing adjacent single family uses, with a compatible lot size and building height.
- For infill/redevelopment sites, appropriate building spacing and/or a height step-down should apply to avoid privacy impacts onto existing adjacent single family uses.

Development design standards that promote a pedestrian-friendly and walkable neighborhood design should include the following:

- Smaller, walkable blocks with sidewalks, street trees and minimal curb cuts, or larger blocks that promote connectivity for vehicles and pedestrians.
- Commercial or mixed-use buildings that promote pedestrian street activity, anchor intersections, and create visual interest. Primary entrances that relate to streets and interior parking areas. Architectural features may include decorative windows, awnings, and



street-facing entrances and seating areas.

- Homes and buildings are oriented to streetscapes, designed for pedestrian convenience, comfort and access.
- Residential and commercial parking that is located at the rear or side of buildings and discouraged from block corners.
- Housing and buildings with entrances and porches fronting onto streets, or onto neighborhood greens, parks, and trails.
- Multifamily housing, townhomes, and single family detached housing are built with high-quality, durable materials. Garages and parking are placed to the rear, with front porches oriented to walkable streets or neighborhood greens.
- A design emphasis for people, with less visual emphasis on accommodating cars. (Refer to City-wide housing affordability design standards).
- Outdoor open space and gathering spaces (parks, plazas, eating areas, etc.), that are uniquely applied to the context, land forms, area characteristics, and other opportunities associated with each Town Center.
- Plazas and other privately owned open spaces are publicly accessible and used for dining, relaxing and playing.

- Pedestrian connectivity to surrounding residential areas via trails and bike paths.
- Where possible, private shuttles, ride share programs or shared/ public transportation options. For example, shuttles could connect to other Town Centers, Urban Districts, Business Districts and FrontRunner commuter rail transit service.
- A Town Center / community identity is established through branding, signage and wayfinding to encourage place recognition and arrival. Signage and design elements should be oriented to the pedestrian and cycling experience, and vehicle traffic.
- Consolidated storm water detention areas are employed where possible, as a more efficient use of land and maintenance operation, and with potential for multiple use of the open space. Consolidated opportunities include recreation, gathering and edible landscapes / orchards.
- Town Centers should be developed using a comprehensive master-plan that conceptually lays out appropriate uses, active street edges, vehicle circulation and pedestrian / cycling connections. The master plan should be developed through engagement of surrounding property owners, residents and other interested stakeholders.



West Layton Town Center

West Layton Town Center area continues to operate as agriculture farmland along West Hill Field Road, but it is surrounded by the rapid growth of residential subdivisions. Residential growth is increasing demand for retail and other services, especially grocery.

The area is also surrounded by establishments that support community placemaking, including schools, churches, Ellison Park, and a fire station. The Town Center can further develop a sense of identity and place, and become a center that improves area access to day-to-day needs and amenities while providing for a wider range of housing options.

The primary retail destination in West Layton is intended to be oriented center along Hill Field Road as the Town Center serving the surrounding residential neighborhoods. The West Layton Town Center will be directly connected to a future West Davis Business Center via 2700 West. These centers complement each other rather than compete with each other. The West Davis Business Center is primarily for office uses but may include limited highway convenience, accessory retail, hospitality, or restaurants (see Chapter 5 - Business Centers).

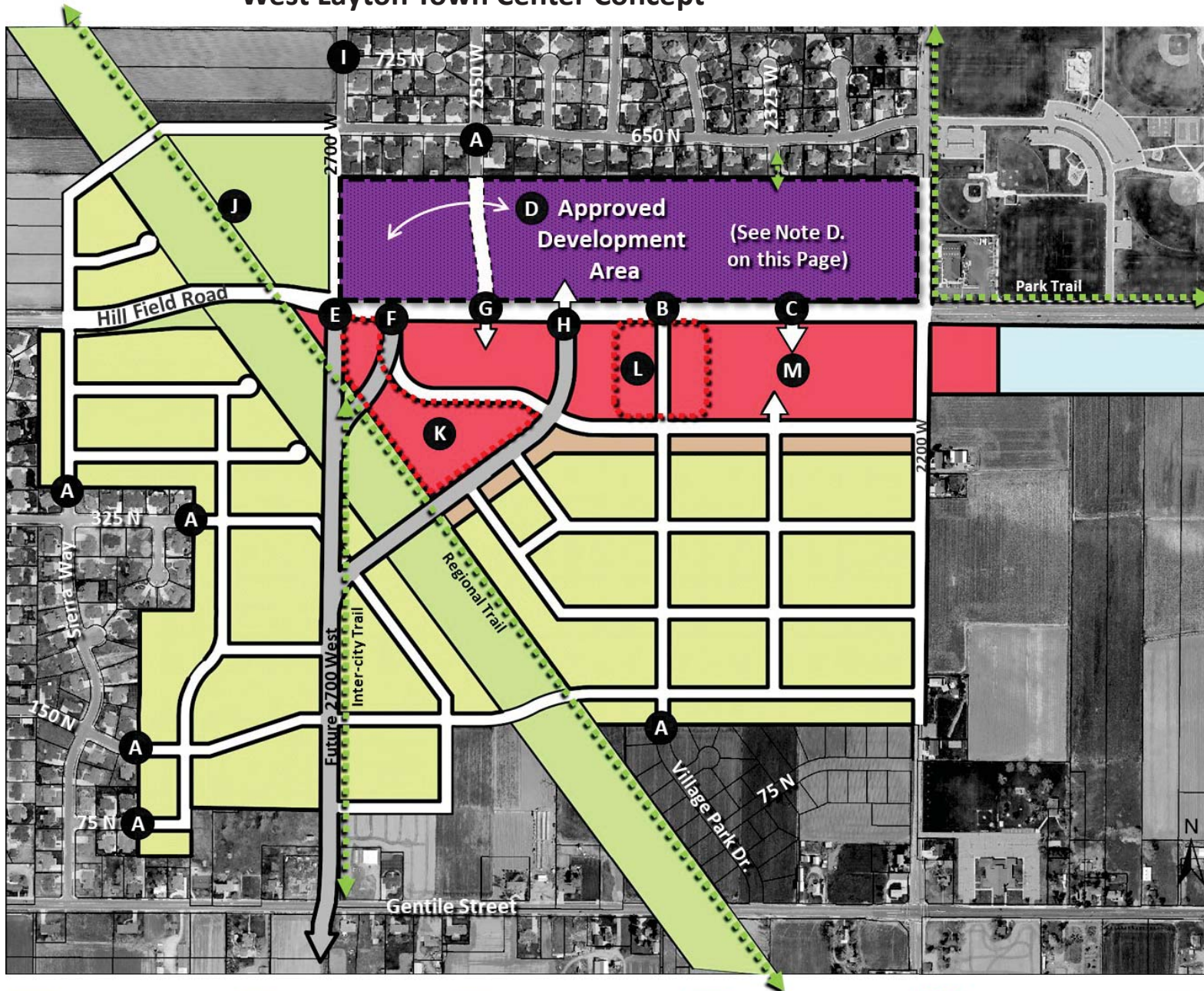
The land use vision described on pages 32 through 36 corresponds with the West Layton Town Center Concept diagram on Page 33.

STREET NETWORK AND LAND USE ACCESS

West Layton Town Center development presents an opportunity to improve connectivity of local streets, and to build or improve arterial streets, collector streets, and trails. New connections can be addressed by timing development to coincide with public roadway improvements, including the construction of the West Davis Corridor and 2700 West. The following conceptual street network elements are recommended to disperse vehicle trips, reduce congestion and minimize potential impacts to adjacent single family residential areas:

- A.** Local street and utility connections to existing stubbed streets, including 725 North, 2550 West, 2925 West (Sierra Way), 325 North, 150 North, 75 North and 2325 West (Village Park Drive). These street connections are intended to serve individual home sites and provide neighborhood connection to arterial or collector streets.
- B.** A new connection at 2400 West to West Hill Field Road could support vehicular circulation, while allowing for a pedestrian-only connection at 2325 West and 650 North **(C.)** if developed as a commercial site to minimize direct vehicle trips into established residential areas.
- D.** An area north of Hill Field Road (between 2700 West and 2200 West) is currently entitled for commercial development with CP-1, B-RP, PB zoning, and a development agreement. Any changes / amendments should be consistent with Town Center planning principles, and explored through a public process as established in City ordinances.
- E., F. & H.** Future 2700 West alignment options at West Hill Field Road include E. 2700 West, F. Approximately 2650 West, and H. Approximately 2525 West.
 - An intersection at 2550 West and West Hill Field Road **(G.)** is not recommended as an alignment option for a future 2700 West arterial street. This policy is intended to avoid traffic impacts to Swan Meadows and Shadybrook residential subdivisions to the north.
 - The final alignment for 2700 West should be compatible with mobility goals while supporting an economically viable, and walkable Town Center. The location of the new intersection should be optimized for the long term success and strategic location of business and retail development.
 - Explore appropriate corridor design enhancements, including traffic calming strategies such as landscaping, on-street parking, and reduced speed limits along Hill Field Road while assuring consistency with the Transportation Master Plan.
- I.** A street connection at 725 North and 2700 West could provide access to future residential development and the future Layton City Pow-

West Layton Town Center Concept



D Approved Development Area

This area north of Hill Field Road (between 2700 West and 2200 West) is currently entitled for commercial development with CP-1, B-RP, PB zoning, and a development agreement.

Any changes/ amendments should be consistent with Town Center planning principles, and explored through a public process as established in City ordinances.



erline Park (J.). Public street access along the future park would provide good visibility and convenient on-street parking in support of passive and active recreation programs.

K., L. & M. Areas within the Town Center core represent the most likely areas for commercial development with the greatest traffic intensity. Parallel east/west connectivity along West Hill Field Road should be further studied with new land use development proposals, as well as public access and connectivity between streets through private commercial or mixed-use parking areas.

LAND USE AND PLACEMAKING STRATEGIES

A Town Center Master Plan and Management Strategy (Home Owners Association, Community Association or other) should be developed that inspires a unified sense of community, and details a thoughtful relationship of land uses as recommended by this Plan. The land use strategy should incorporate multiple housing types while providing services, amenities (e.g. recreation/community center, plazas and open space), and commercial areas. These strategies will support places of interest and interaction that create a draw for commerce, recreation and social interaction. The approval and entitlement of a West Layton Town Center is likely to require a development agreement to ensure that the phased build-out and implementation creates long-term neighborhood quality, value and stability.



Large format grocery store with pedestrian-friendly street frontage

ESTABLISH A VIBRANT TOWN CENTER CORE

The highest intensity of uses are to be located within the West Layton Town Center core to generate activity and vibrancy. The core area is primarily oriented along West Hill Field Road where land uses that generate the most vehicle trips would be most appropriately located. The core area may include a mix of uses including commercial retail and office, compact single family detached housing, town homes, and limited areas for multi-family residential. Residential Live/Work options (such as flex space for home-based occupations) could be integrated to add variety and promote entrepreneurialism and additional commerce within the Town Center.

- Commercial uses within the Town Center core should front onto West Hill Field Road, 2700 West and 2200 West as the most prominent locations where vehicle trips are most numerous, and the economic draw is the greatest.
- Encourage neighborhood-serving commercial uses in the Town Center core, including a grocery store.
- The building form of the Town Center core should be limited to a maximum height of three stories.



Commercial uses surrounding the Firewheel Town Center plaza in Garland, TX



- Commercial areas should be supplemented by plaza spaces that are accessible to the public, for the purpose of outdoor gathering, dining, rest and relaxation, passive recreation and other leisure activities.

CONDITIONS FOR INTEGRATING MODERATE INCOME MULTI-FAMILY HOUSING

- Multi-family housing may be integrated into the West Layton Town Center core by applying the following design standards and conditions:
- **Townhome-style, or main street building forms** are required with parking located to the rear of buildings (see images at left), and buildings limited to areas **(K.)** and **(L.)**. These locations take advantage of an adjacent proximity to the power corridor open space, with immediate access to West Hill Field Road and commercial services.
- Multi-family in area **(L.)** should be integrated into a main street setting, with housing units above Live/Work units and corner retail commercial services that activate a pedestrian streetscape.
- Multi-family housing management should be governed by a broader Town Center management board to better integrate with the Town Center community.
- Multi-family use amenities such as swimming pool, fitness and business center should be shared by the Town Center community, and designed to be accessible from public streets rather than internally oriented.
- Multi-family residential is to be designed as part of a community master plan of the broader Town Center area.

Left Center & Lower Left: Townhome and main street building forms feature enclosed stairwells, façade variation in form and materials, and provide ground level entrances oriented to street or common green area.

RESIDENTIAL AREAS SOUTH AND WEST OF THE TOWN CENTER CORE

Residential areas south and west of the West Layton Town Center core should be established as Low Density Residential, with the Neighborhood Ag Heritage Overlay at a maximum gross density of 4.9 units per acre. This would provide for predominantly single family residential neighborhoods with some housing variety and open space amenities. Townhomes integrated into single family areas should generally be placed closer to the Town Center core and along arterial streets as a buffer and transition from mixed-use commercial areas.

Community Parks and Open Space

Maximize the beneficial use of open space under the power line corridor as complementary elements to enhance the Town Center, such as:

- Consolidated storm water detention (for efficient use of land), with potential agricultural use as a fruit tree orchard; the ground area should be maintained as mowed grass rather than tilling soil to prevent sedimentation, and chemicals avoided to preserve water quality.
- Trails (per the Parks and Recreation Master Plan and the Davis County Trail Plan).
- Pedestrian and bicycle connection to the City's future Power Corridor Park north of Hill Field Road.



Hwy 89 & Gordon Town Center

A new Town Center opportunity lies around a planned interchange at Highway 89 and Gordon Avenue, with Gordon Avenue to be extended from the west through public/private partnerships. Thirty acres of vacant land will be provided with direct access to central Layton and regional access to Weber County and South Davis County, making the center compelling for retail and services for surrounding residential areas and increasing highway corridor travel. The intensity of vehicle trips at this interchange makes the development opportunity fitting for a mix of commercial and residential land uses in a manner that appropriately transitions to adjacent single family residential areas. The land use vision described on pages 37 through 40 corresponds with the Gordon & Hwy 89 Town Center Concept diagram on Page 38.

IMPROVE CONNECTIVITY OF LOCAL STREETS, COLLECTOR AND ARTERIAL STREETS AND TRAILS

A future street network design for the Gordon & Highway 89 Town Center area was established in 2017 through Layton City's participation in UDOT's EIS transportation planning process. UDOT will extend Gordon Avenue to the interchange, and construct highway frontage roads consistent with the City's Transportation Master Plan, as depicted on Page 38.

New development should relate to this street framework while providing additional local street or private drive connections to enhance vehicle and pedestrian mobility. The following conceptual street network elements are recommended for further master plan study to meet these objectives:

A. An intersection at 2700 East and Gordon Avenue designed to accommodate pedestrian and bicycle travel, providing access to commercial amenities and public plaza spaces within the Town Center core. The planned Gordon Avenue bike trail is to connect to 1) Holmes

Reservoir and Holmes Creek Reservoir Trail (south of Gordon Ave); 2) a bike lane planned along Valley View Drive (east of Highway 89, via a future highway overpass); and 3) Snow Canyon Park and Future Trail Connections to Snow Canyon from the Town Center.

B. Right-in-right-out access along Gordon Avenue (1200 North) to support mixed-use development within the Town Center core.

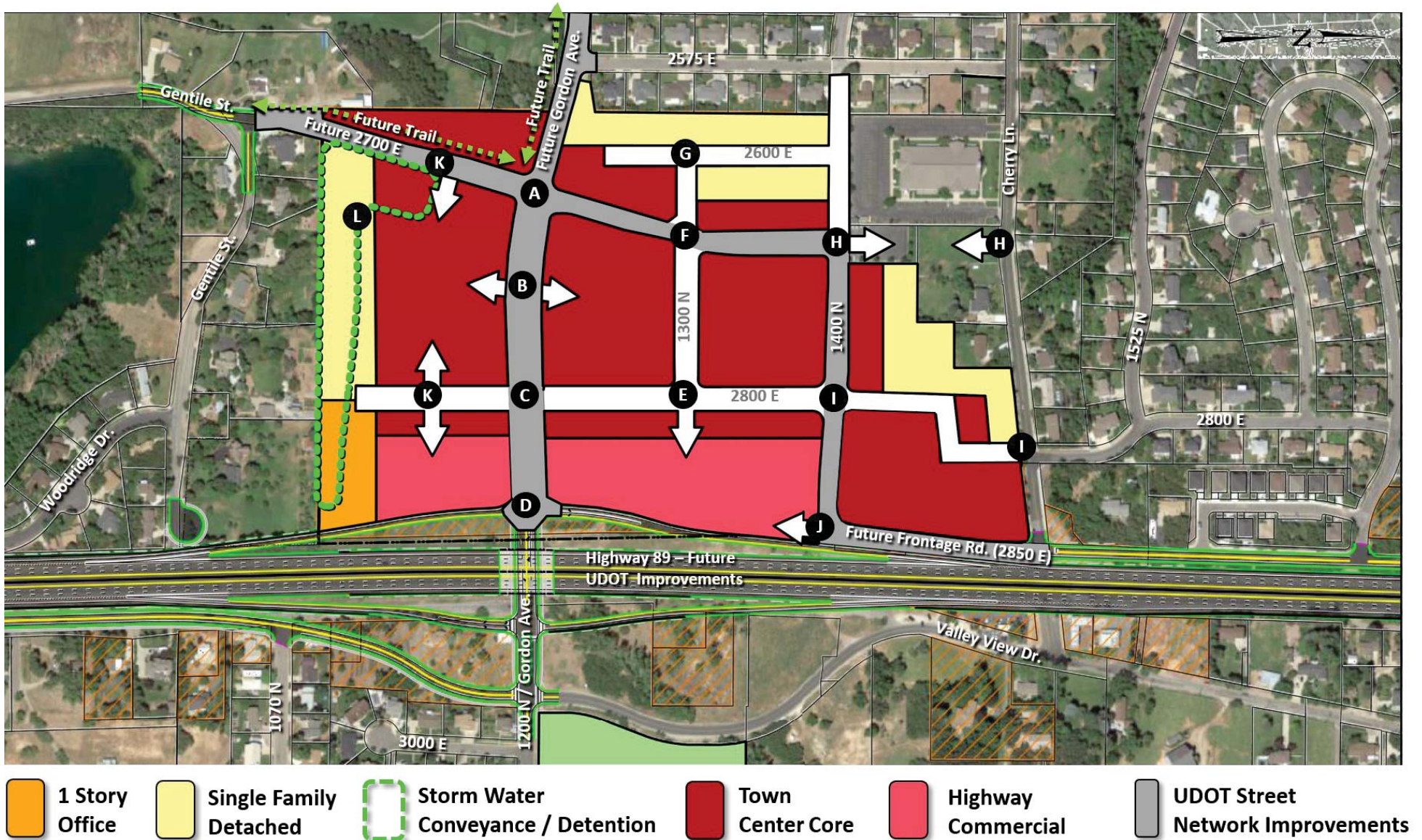
C. Right-in-right-out connections limit turning movements near the on-ramp access (D.) while providing convenient access to commercial services within the Town Center core. On the north side of Gordon Ave, a loop back to the Gordon and 2700 East signalized intersection (**A.**) is provided via 1400 North (**I. & H.**) as a public street, with 1300 North (**E. & F.**) functioning as a private drive and parking access, or a public street.

For commercial development south of Gordon Ave, access can be gained from southbound travel on Gordon Ave (**C.**), with direct right-turn access to the interchange (**D.**), or return access to the signal at 2700 East and Gordon provided through internal block north/south connections (**K.**).

G. A new 2600 East street provides access to single family residential adjacent to the existing residences fronting 2575 East. A north/south



Hwy 89 & Gordon Town Center Concept



street connection to 2600 East should align with a 1300 N connection as needed through the town center core **(G. & F.)**.

H. A future street connection, or extension of 2700 E from 1400 N to Cherry Lane could be explored through coordination and partnership between Layton City and property owners. Similarly, an extension of 2800 E could be explored to improve access to the town center core and highway interchange from the Cottonwood and Cherry Lane Village subdivisions to the north **(I.)**.

Direct access to parking areas could be explored at the intersection of 1400 N and 2850 E **(J.)** and along 2800 E **(K. & E.)**.

L. Regional storm water conveyance and detention is anticipated between the town center core and existing off-site single family residential to the south. This facility could supplement or replace new single family detached housing as an open space buffer along the south boundary.

LAND USE & PLACE-MAKING STRATEGIES

Place-making refers to a variety of land use activities and design elements that add interest and appeal to an urban setting, and attract people to gather, visit relax or recreate. Promoting a Town Center-wide Master Plan and Management Strategy (Home Owners Association, Community Association or other) can inspire a unified sense of community, and support the development of unique places. The land use strategy should incorporate multiple housing types, commercial services, consolidated amenities (e.g. recreation/community center, plazas and open space) and make the cost absorption of high-quality design features (e.g. alleys) feasible.

- Explore a Town Center identity tied to recreational opportunities that come with the nearby foothills, mountains, reservoir and Bonneville Shoreline Trail. The center could be positioned as a place to live for people who like to hike, bike, enjoy nature, and provide a place to relax, refresh and stock up for adventure.

- Development and building orientation should be designed to take advantage of views of both the mountains and lake.

TOWN CENTER CORE

This area is primarily accessed between 2700 East and 2600 East, and between Gordon Avenue and 1400 North where residential mixed-uses are appropriate.

- Commercial uses within this area should relate to pedestrian oriented streetscapes and plaza areas, supported by on-street parking and on-site parking areas to the rear.
- Smaller boutique retail and restaurant uses and Live/Work uses that relate to a plaza area closer to Gentile and Gordon.
- Buildings should be no more than four stories in the Town Center core and no more than two stories adjacent to single family detached homes.
- Multi-family residential may be integrated into the broader Town Center by applying the following design standards and conditions:
- **Townhome-style, or main street building forms** are required, or a mansion house building form (see Page 35).



- Multi-family housing may also be integrated into a Main Street setting, with housing units above Live/Work units and corner retail commercial services that activate a pedestrian streetscape.
- Multi-family housing management should be governed by a broader Town Center Home Owners Association or Community Association board.
- Multi-family amenities such as swimming pool, fitness and business center should be shared by the Town Center community, and designed to be accessible from public streets rather than internally oriented.
- Multi-family residential is to be designed into a broader master plan of the broader Town Center area.
- Explore potential for multi-family residential built over podium (structured) parking at the base of the building for a reduced parking footprint and increased active street frontage.

Town Center Transitions to Off-Site Single Family Residential

- Single family detached residential should be designed with a compatible density and scale along Town Center edges adjacent to ex-

isting off-site single family.

- Closer to the highway frontage, where commercial is more appropriate, commercial abutting single family should be lower intensity office with a landscape buffer. Internal parking must be separated by the commercial building to buffer commercial activity from single family residential properties.

Community Plazas and Open Space

- Provide accessible plazas associated with active streetscapes designed for all ages to support public gathering, dining, games and programmed recreation activities.
- Explore opportunities to program storm water detention areas for compatible shared uses (see L. on previous page).
- Provide way-finding signage to the future Snow Canyon Park.

Highway Commercial areas are well-suited for grocery and highway-oriented commercial (gas, convenience, fast food, office retail) that is accessible and visible from Highway 89, and serves as a buffer between the highway interchange and the Town Center core.





Recent residential townhome projects in this Town Center area help to make a redeveloped Town Center feasible in the long term. Near term, continued residential infill and redevelopment, including townhomes and multi-family residential will strengthen retail and may eventually support second story office.

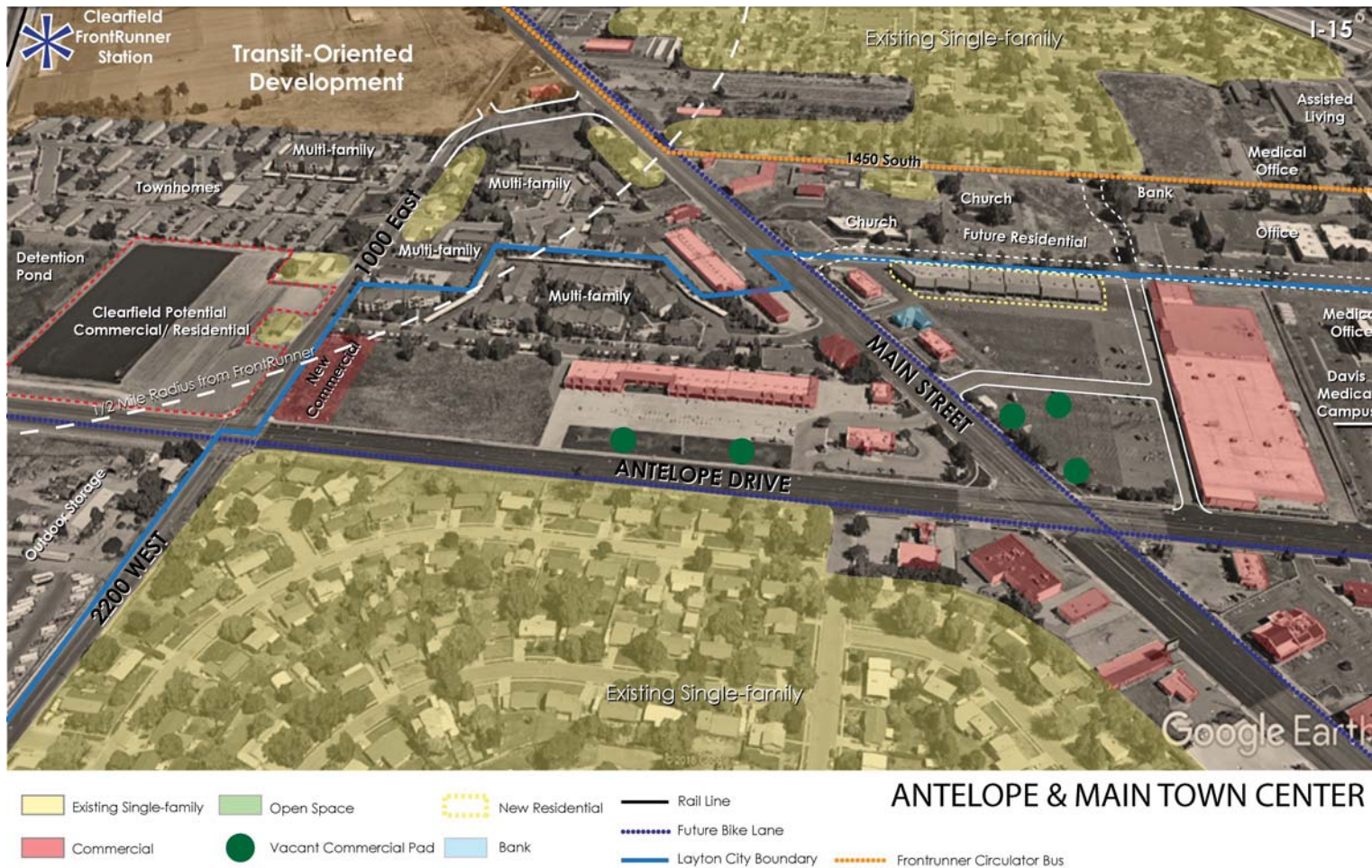
GORDON & FAIRFIELD TOWN CENTER

GORDON & FAIRFIELD TOWN CENTER STRATEGIES

- Building on recent Live/Work and townhome infill development, encourage Live/Work, townhome and multi-family residential development and a neighborhood feel to strengthen retail as it repositions.
- Build on existing land use elements that contribute to a Town Center destination, including an assisted living facility, a post office, and King Elementary School.
- Explore shared parking and mixed-use infill development opportu-

nities for street-fronting buildings, and/or encourage land assemblages needed to redevelop underutilized shopping center areas into a more cohesive and mixed-use Town Center.

- Explore appropriate building heights of up to three or four stories, while respecting height transitions to existing off-site single family residential. Four stories may be required for potential redevelopment of existing commercial uses.
- Provide public spaces, including enhanced streetscapes and plaza spaces associated with street-fronting development to encourage neighborhood activity and vibrancy.

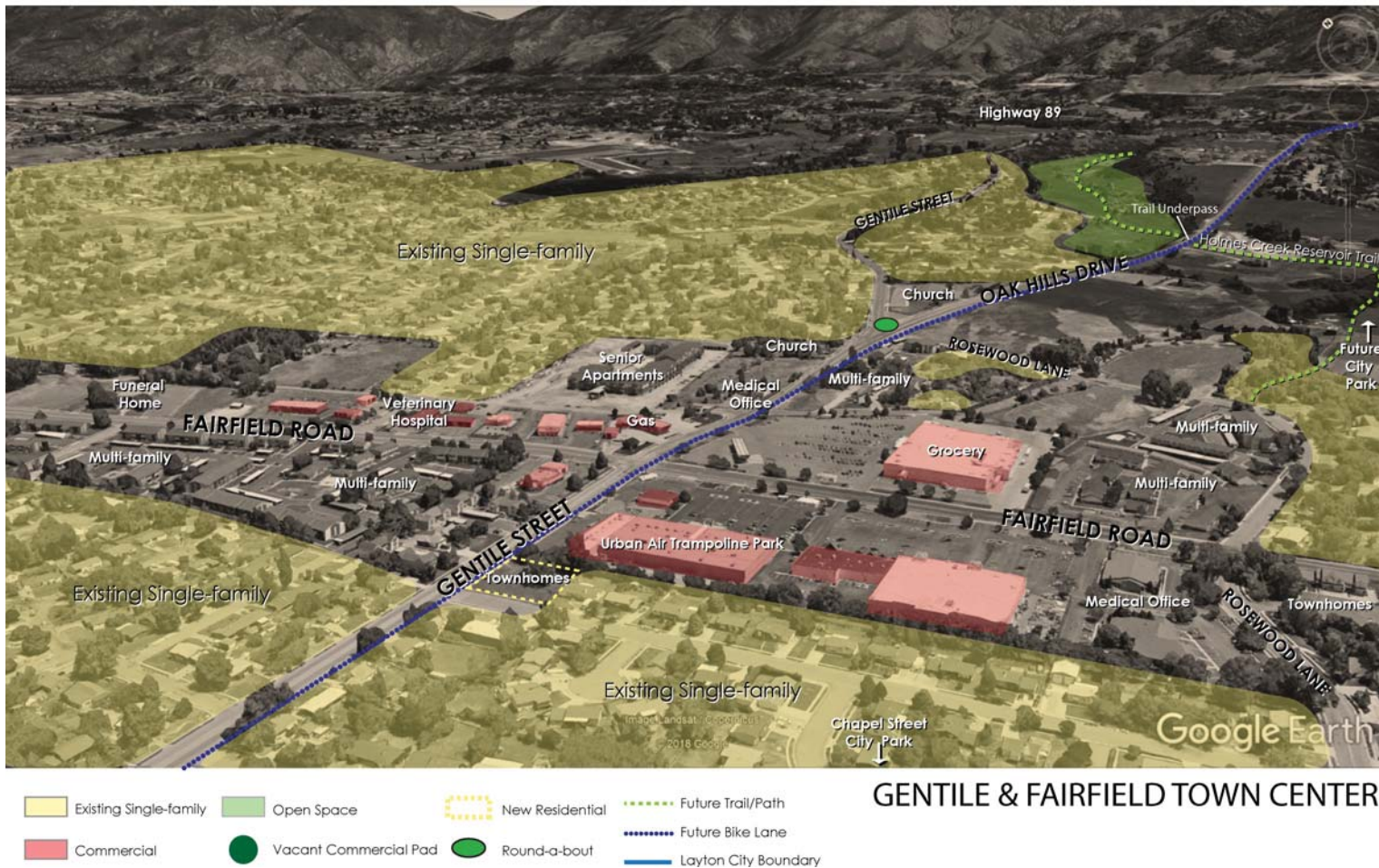


ANTELOPE & MAIN TOWN CENTER

Framed by Antelope Drive and Main Street, and located near I-15, this potential Town Center lies at the north edge of Layton and at the crossroads of several institutional anchors, including Davis Hospital and Medical Center and Tanner Clinic. The Town Center is positioned for infill development that can strengthen and increase existing retail services, with potential redevelopment opportunities for aging commercial facilities.

ANTELOPE & MAIN TOWN CENTER STRATEGIES

- Plan for public sector improvements and an urban street grid to support eventual urban development, including new residential, office and retail.
- Explore necessary building heights needed to offset costs of redevelopment.
- Encourage partnership with Clearfield City for a cohesive redevelopment effort.
- Plan carefully to optimize connectivity and adjacency to the Clearfield FrontRunner Station and surrounding household and employment bases.
- Capitalize on the circulator bus route that runs from the Clearfield FrontRunner Station to the Layton FrontRunner Station, which will support the Town Center.
- Explore opportunities to provide outdoor plaza spaces associated with street-fronting development to encourage pedestrian activity and Town Center vibrancy.



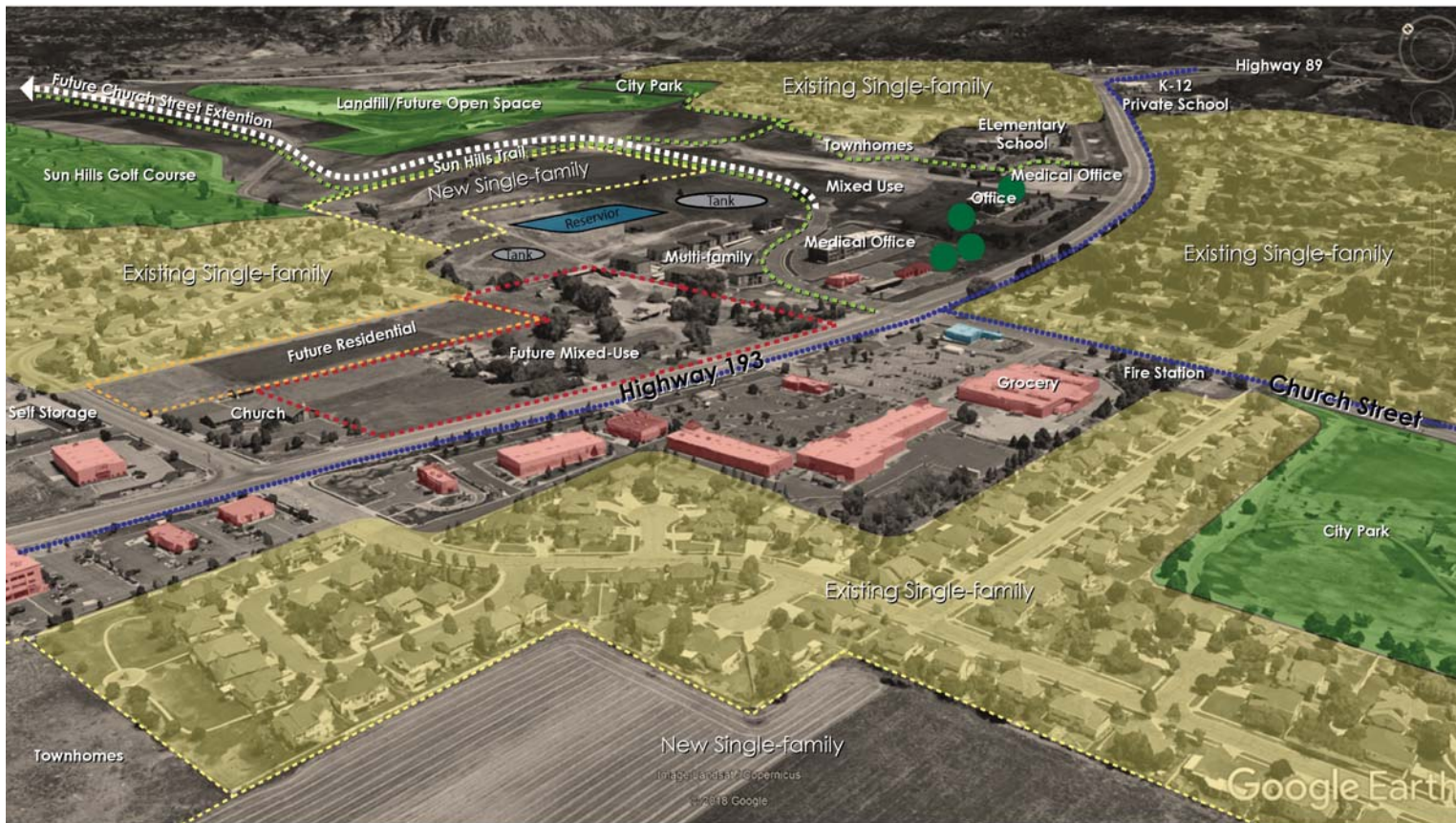
GENTILE & FAIRFIELD TOWN CENTER

GENTILE & FAIRFIELD TOWN CENTER STRATEGIES

The Fairfield & Gentile Town Center area currently provides diverse residential and commercial land use elements with a grocer anchor. New development is likely to be residential-driven, with supplementary commercial that is spurred by future Historic Downtown Urban District establishments.

- Encourage residential-driven development with supporting retail, restaurants and small-scale office, and eventual redevelopment of existing shopping center.

- Explore public/private partnerships to identify appropriate redevelopment opportunities, and land assemblages of multiple parcels for new development opportunities.
- Explore necessary building heights needed to offset costs of redevelopment.
- Explore a range of housing options with appropriate height transitions to off-site single family residential.



CHURCH & HWY 193 TOWN CENTER

Existing Single-family	Open Space	New Residential	Future Trail/Path	Bank
Commercial	Vacant Commercial Pad	Round-a-bout	Future Bike Lane	Layton City Boundary

CHURCH STREET & HWY 193 TOWN CENTER STRATEGIES

The Church Street & Highway 193 Town Center opportunity is to strengthen nearby retail services with continued residential development, including townhomes, multi-family residential and small lot single family homes, with the integration of pedestrian-oriented retail as the surrounding household base expands.

- Encourage landscaping as a buffer along Highway 193 and encourage street-facing retail along internal streets.

- Explore synergy between East Gate Business Center and Highway 193 Town Center, recognizing that East Gate will support retail at Highway 193.
- A transition of land use intensity and building height should decrease from the greatest intensity along Highway 193 and adjacent to existing multi-family residential, to lower scale residential uses such as town homes or small lot single family detached housing fronting 3025 North.

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5. BUSINESS CENTERS

Locations for Innovation and Employment

Business Centers are primarily commercial, providing locations for corporate office campuses, technology centers, research facilities, with a secondary focus on supporting light manufacturing. Limited commercial retail and hospitality supportive of the Business Centers should also be considered. Adequate building setbacks, building height transitions and landscaped buffers must be included when development is proposed adjacent to residential neighborhoods.

Residential development is not permitted within Business Centers to ensure the City's ability to attract and maintain employment generating uses. Two Business Centers are featured on Layton City's Land Use Map: **East Gate** and **West Davis**.

PRESERVING LAND FOR FUTURE EMPLOYMENT OPPORTUNITIES

Business Centers are most successful when they have access to major transportation corridors, a great workforce and a variety of housing choices. Layton supplies all three, in addition to convenient access to the Salt Lake International Airport. Both Business Centers are located near attractive residential areas with a strong and growing workforce.

As of 2018, Layton's residents commute about 47 minutes roundtrip to work each day, placing increasing demands on personal time and financial resources, and even greater demands on municipal and regional infrastructure. As land in Salt Lake and Utah Counties become increasingly scarce, and as population growth increases in Davis County, demand for employment locations within Davis County will grow. Layton's Business Centers will be ready to provide employers the space needed to locate in the county, and provide residents with family-sustaining jobs closer to home. The East Gate and West Davis Business Centers preserve land for future employment opportunities.



In rapidly growing and developing areas like Layton, the immediate challenge is preserving land for high-quality employers in the face of residential growth and development pressure. Layton must be diligent in preserving land for job growth at its business centers.

BUSINESS CENTER STRATEGIES

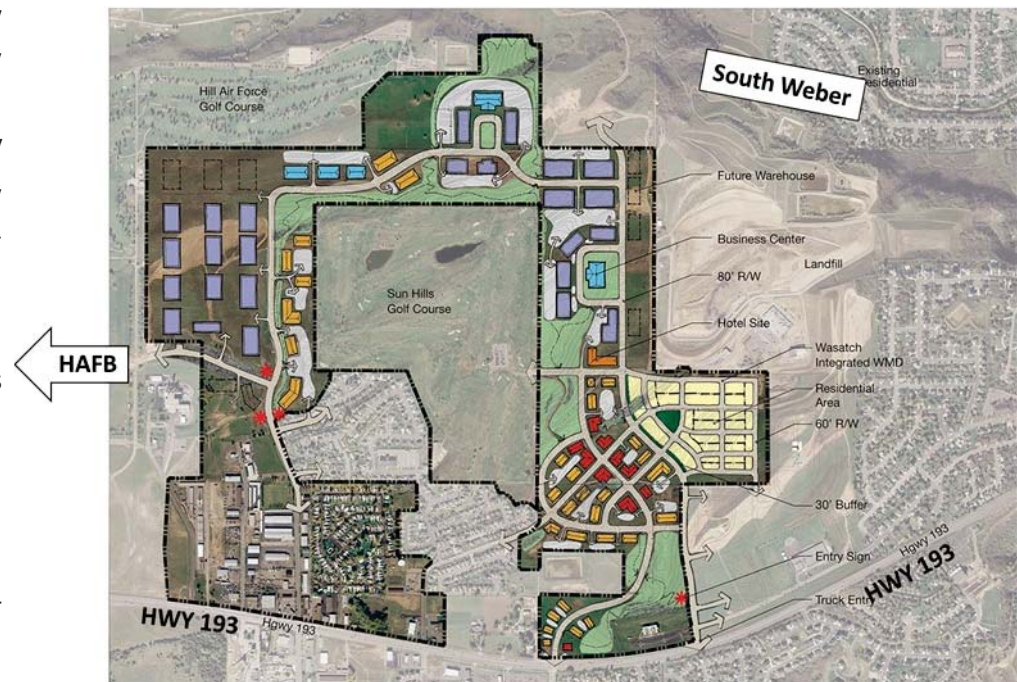
- Protect large contiguous parcels of land to accommodate large employers, including securing and/or preserving access.
- Limit commercial retail and hospitality to those that support primary office/employment functions and to address needs associated with adjacent highway travel.
- When developing sites, take advantage of views and natural context (mountains, lake) while using land efficiently.
- Where feasible, encourage structured parking to reduce land consumption for a non-revenue or non-job creating use.
- When possible, employ shared parking strategies for maximum efficiency. Retail and hospitality functions may be compatible uses for sharing parking with office uses.

- Explore opportunities to maintain evening and weekend vibrancy by sharing employee conference facilities or outdoor amenity spaces with the larger community for events and activities.
- Encourage the efficient use of land by right-sizing the open space / plaza amenity area(s) to support business function needs, and by exploring opportunities for innovative storm water solutions, including consolidated storm water detention / conveyance systems.
- Develop multi-story buildings as a land efficiency strategy.
- Provide UTOPIA Fiber Optics to all areas of the Business Parks as an industry competitive advantage.

EAST GATE BUSINESS CENTER

Adjacent to Hill Air Force Base, East Gate is a prime location for related aerospace and advanced material industry employers with light manufacturing and flex space uses to support this core suite of businesses. East Gate is served by four adjacent/nearby major transportation corridors: Interstate 15, Highway 89, Interstate 84, and State Route 193 (Highway 193). Highway 193 provides immediate access to the “East Gate” of Hill Air Force Base, as a locational advantage for supply chain manufacturers. East Gate Business Park will house the next generation of high-tech composite advanced materials manufacturing businesses and jobs. It will be a business cluster of innovation and excellence, and play a significant role in strengthening our national defense and the engineering systems of tomorrow.

- Buildings will generally be a large manufacturing format of 100,000 to 500,000 square feet with an efficient shape conducive to manufacturing processes. Office and research uses are typically on multi-level portions of the building, when possible, optimizing the unique views of the mountains and the lake.
- Establish a unique brand and identity for the East Gate Business Center.



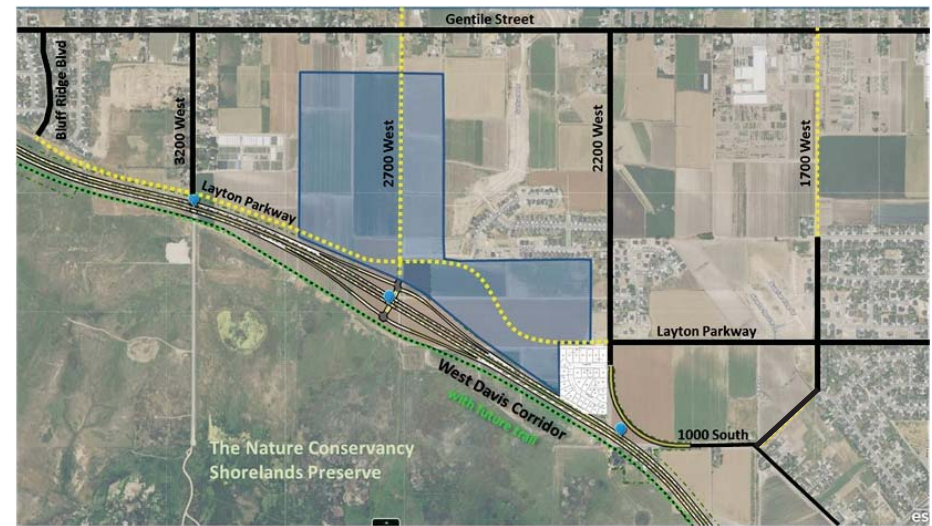
- Evaluate long-term land use development options for the current golf course that are supportive of the business park. Improve access from the business park into the golf course. The golf course could be modified to a private executive 9-hole golf course with incorporated buildings.
- Evaluate long-term land use options for the Wasatch Integrated Waste Land Fill. Once filled, closed and capped, the landfill could be converted to a managed open space amenity for recreational use by business park employees and nearby residents.
- Develop and incorporate trails as identified in Layton City Parks, Recreation, Trails, Open Space & Cultural Facilities Master Plan.
- Develop public roadways to provide access and circulation by implementing the Business Center’s Vehicle Circulation Plan, which identifies key access and throughways, including a potential street connection to South Weber City.

- Incorporate landscaping along streets, parking areas, and around buildings and properties to stabilize cut and fill slopes, minimize dust and reflective heat impacts, and to promote a unified business park quality and identity.

WEST DAVIS BUSINESS CENTER

West Davis Business Center is adjacent to the planned, approved, and soon to be constructed West Davis Corridor. Layton is the only municipality preserving land adjacent to its 2700 West interchange for major business development. The interchange will provide convenient access into Layton to the north from 2700 West, and east from Layton Parkway. With this new infrastructure, the Business Center will fulfill the increasing market demand for office space in Davis County, and offer immediate access to a talented and diverse workforce.

- Plan efficient land uses. Buildings should front a walkable and bikeable network of streets. Open spaces should provide amenity courtyards and plaza-type spaces rather than a sprawling development pattern with excessive open space.
- Retail is a secondary use at the West Davis Business Center and should not compete with nearby West Layton Town Center. Opportunities for supportive retail and services include highway-serving gas stations, convenience, and quick-serving restaurants. Like office buildings, these should be developed in a walkable development pattern as street-facing structures with parking lots to the rear.
- While the Business Center is expected to be primarily office use space, allow efficient and compact forms of industrial flex space and recreational/entertainment uses.
- West Davis Corridor is anticipated to become a scenic byway that will serve as a gateway to West Layton, and border The Nature Conservancy's Great Salt Lake Shoreland Preserve. Development



and the urban design of the interchange will create a sense of arrival, branding and identifying the West Davis Business Center. A wetlands or lakeside theme may be appropriate.

- Continue to explore scenic byway designation with regional partners for the West Davis Corridor, and incorporate such standards into the 2700 West interchange design.
- Develop a recreational and commuter multi-purpose trail connecting the West Davis Business Center north to the West Layton Town Center, and south to the Nature Conservancy Shoreland Preserve as identified in the Layton City Parks, Recreation, Trails, Open Space & Cultural Facilities Master Plan.
- Explore alternative transportation options, including park and ride options. Prepare a transit plan for a “Lakeside” Trolley as a connecting transit option for employees and West Layton residents, similar to the existing Midtown Trolley in the central core of Layton.



6. RESIDENTIAL AREAS

With Variety and Amenities

Layton City's Planned Residential Unit Development (PRUD) overlay zoning supports a development alternative in single family residential zones where flexibility in lot size, setbacks, and housing type can be proposed with open space amenity areas. This option provides for a broader range of household types - including young families, mature families, and empty nesters - to live in a more diverse neighborhood setting with common open space areas for socializing and recreating. Varied lot sizes and housing types allow for clustering of housing to reduce the development footprint, and to establish common open space areas. The PRUD provides for a density bonus of up to 40% when certain design elements are included. This encourages higher quality design and distributes the shared maintenance costs amongst more home owners, and helps to keep the costs sustainable over time for each household.

The current PRUD ordinance requires a high percentage of open space (30% to 50%) that often results in a configuration of homes on pad sites with a private outdoor patio area, but without a building lot containing individual yard space. With pad sites, the common open space is typically provided as shared landscaping surrounding homes, in addition to landscape detention area. This design format provides limited usable open space area for recreation, socializing and gathering.

Recent public process supports a greater emphasis on the quality and accessibility of common open space areas with high-quality recreational facilities and landscaping, and less emphasis on the quantity of open space. Common open space area(s) should be right-sized for recreational needs, and right-priced for residents to sustain long-term care and maintenance costs. Open space quantity should be informed by



Above: A neighborhood park with storm water detention in Stapleton, Denver, CO.

Below: Homes fronting onto a green court in Daybreak, South Jordan, UT.



an appropriate integration of storm water detention without compromising recreational use, and by study of an appropriate balance between outdoor common area and private yard space.

The long-term quality and value of a PRUD neighborhood can be sustained through 1) superior neighborhood design; 2) quality building materials; 3) integrating a variety of lot sizes and housing types; and 4) establishing private development covenants and a home owner's association (HOA) to ensure continual reinvestment in the development. Neighborhood character, quality, and value is enhanced when amenities are integrated into a community design with a variety of lot sizes and housing types. These findings are based on study of successful master-planned communities throughout Utah, the Intermountain West and other regions across the country.

The following describes a desired PRUD neighborhood design format for **Community Residential** and **Neighborhood Residential Areas** as shown on the Future Land Use Map. These recommendations require further study, which may result in some variation of the anticipated standards.

- A base density of 4 units per acre (as referenced in the PRUD ordinance to R-1-8 Zoning), with flexibility in lot size and housing type. The PRUD density bonus of up to 40% could be achieved by providing quality building materials, walkable community design, and designating between 10% to 15% of the gross neighborhood development area as common open space. Additional open space may be necessary to accommodate shallow storm water detention, sensitive lands or trail features.
- The open space should be visually prominent within the development, providing convenient access to recreational amenities, features and activities that serve all ages and abilities for the residents and their guests.
- Sidewalks and pathways within the development should be well-

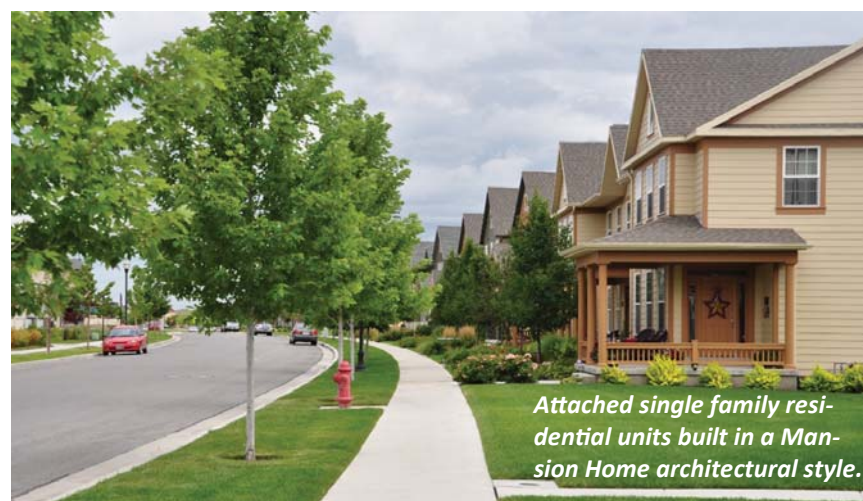


Above: Standard subdivision with larger uniform lot sizes and housing types (without common open space area). **Below:** Tree-lined streets and varied lot sizes and housing types oriented around a common open space amenity area.



connected, and link to nearby trails and pedestrian connections of adjacent areas to promote bike and pedestrian activity.

- The majority of the development should be single family detached housing containing private lots in a variety of sizes, including lots with rear-loaded garages and front entrances with porches that front onto streets or common open space areas.
- These neighborhoods should feature tree-lined, pedestrian friendly streets and open space amenity areas with shade trees and landscaping enhancements
- **Neighborhood Commercial** could occupy about 10% of the total development area as a lower impact commercial amenity.
- Up to 30% of the total housing units could be single family attached townhome or mansion home units that occupy about 9% of the total area. This would allow for more common open space area and roomier single family detached lots.
- Townhomes, Mansion Homes and Neighborhood Commercial retail elements should be sited in a manner that does not impact existing offsite single family residential development.



Neighborhood with Variety and Amenities

Supports a more diverse range of families and households

(TH) Up to 30% of units are Townhomes or Mansion Homes occupying about 9% of the development area.
(NC) Neighborhood Commercial



52 Homes (5.6 units per acre with PRUD density bonus)



43 Homes (R-1-8 zoning at 4 units per acre)

**Standard
Single Family Residential**



Above: Layton's local street standard with street trees. Additional open space / landscaping (A) is shown as a streetscape enhancement. Flexible front yard setbacks allow for more common open space or private backyard area.

Below Left: Alley-fed rear-loaded garages support a walkable street uninterrupted by driveways, and are enhanced by landscaping. **Below Right:** Flexible setbacks allow for a private back yard area between rear-loaded garages.



NEIGHBORHOOD AG HERITAGE OVERLAY

As documented in the Layton Envisioned growth principles and the Layton Forward public engagement process, the preservation of agricultural heritage through development that weaves agriculture into new development is a public priority. This opportunity is most applicable to the West Layton area where new subdivisions are replacing prime farmland with highly productive soils and favorable climate for growing vegetable, grain, and hay crops. Utah's population relies heavily on fruit and vegetable imports from other states with only 2% of vegetables and 3% of fruits produced in Utah. Statewide, Utah produces 25% of dairy products, 98% of grains and 135% of protein consumed in our state. As our population continues to increase, so will the demand for locally-produced fruits and vegetables.

ALTERNATIVES FOR NEIGHBORHOOD AG HERITAGE AREAS

Neighborhood agriculture should include the same features and flexibility as described for Community Residential and Neighborhood Residential areas, except with a base density of 3.5 units per acre (as referenced in the PRUD Ordinance for R-1-10 zoning), and the following agricultural features:

- An additional amount of open space area should be provided to accommodate the option for neighborhood agriculture or additional recreational use, depending on the specific development goals. The combined recreational and agricultural open space area percentage is anticipated at 18% and 20% of the total area.
- An agricultural plot could be leased by the HOA to a Small Plot Intensive (SPIN) farmer that grows produce for area restaurants and directly to residential customers. Alternatively, the agricultural area could be a community garden for use by the residents.
- In the Parks and Recreation Gap 6—Service Park Area (generally between Gentile Street to the north and Kays Creek to the south, and between Flint Street to the east and 2200 west to the west—



Above: Small Plot Intensive agriculture (SPIN Farming) can produce high yields, and generate sales to area residents, restaurants and grocers.

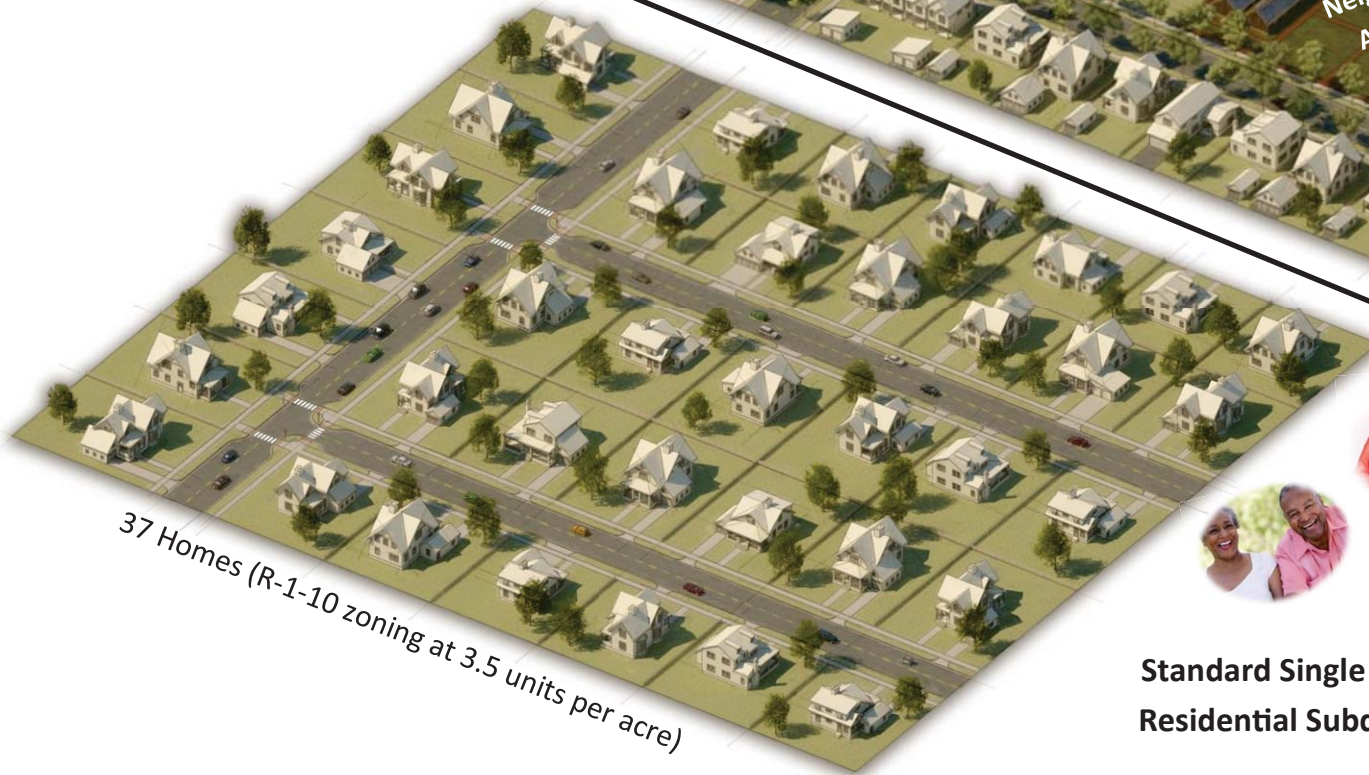
Below: A community garden provides a gardening opportunity for residents with a smaller yard.



**Neighborhood Ag
Heritage with Variety
and Amenities**

*Supports a more diverse
range of families
and households*

(TH) Up to 30% of units are Townhomes or Man-
sion Homes on about 9% of the Development
(NC) Neighborhood Commercial

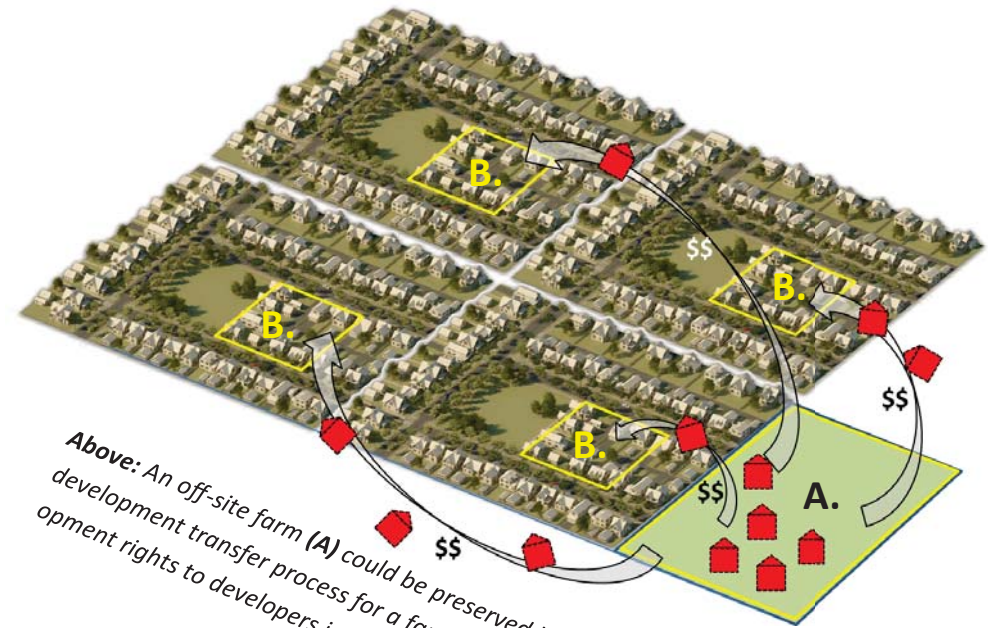


**Standard Single Family
Residential Subdivision**

as illustrated in the Parks and Recreation Master Plan element), additional PRUD neighborhood design options should be studied to explore the possible creation of a new public neighborhood park. To encourage the creation of a public park or trails, changes to the PRUD ordinance could include incentives to dedicate land as part of a private development proposal.

- The PRUD development alternative could also provide for a transferable development right (TDR) provision to preserve a larger off-site farming parcel within designated Neighborhood Ag Heritage areas as shown on the Future Land Use Map. Development rights, or TDR's could be sold by a willing seller (land owner/farmer) to a developer who could add more housing units in lieu of providing a smaller-scale agricultural use. After purchasing TDR's, a developer could add housing units on the agricultural plot at a density similar to the surrounding housing development area.
- To facilitate TDR for preservation of land for agriculture or recreational use, a private, non-profit land trust could support land preservation by purchasing a parcel, and selling the development rights to various developers. The land trust could sell the open space property to a farmer, or to another entity for other limited open space use at a lower cost. Preserved land should be protected from future development with a conservation easement.
- Another method for transferring development rights, and preserving land for agriculture or recreational open space purposes is to encourage property partnerships comprising of adjacent and/or non-adjacent property owner(s). Owner(s) could propose a development with housing clustered onto one parcel area, and the open space area reserved on another parcel area. This method transfers density through agreement and zoning entitlement without the buying and selling of development rights between owners.

Right: Depiction of a Neighborhood Ag Heritage neighborhood recreational, agricultural open space and a neighborhood commercial element amenities.



Neighborhood Commercial Element



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7. MOVING FORWARD

Bringing the Vision to Reality

Plan Implementation Recommendations

Plan implementation takes place over many years and is the result of large and small actions by the private and public sector, sometimes in partnership. It is understood that the future will bring unforeseen opportunities and challenges. The recommendations in this Plan are intended to provide guidance for future actions on route to achieving the plan vision.

Three general types of public sector implementation activities can be focused on by the City, including **1) regulatory/policy; 2) public investment; and 3) partnerships**. Public sector actions can create a positive environment that enables actions by other groups, such as property owners, developers, neighborhood organizations, districts or homeowners. While public actions can help set the stage, in most cases it is private actions (such as constructing new buildings and houses, opening new businesses, and attracting new residents) that are the most critical elements to achieving a plan's vision.

1. REGULATORY AND POLICY STRATEGIES

Regulatory and policy strategies change City codes or regulations to direct and facilitate desired outcomes. Typical examples include zoning code text and map amendments, engineering requirements for infrastructure improvements associated with development projects, and parks and recreation requirements regarding development and access to public parks and trails, and street tree plantings. Zoning ordinance updates will strengthen design standards and promote land development consistent with the General Plan's land use vision.

Updates to the specific zoning Chapters and Sections outlined in **Ap-**



pendix D are recommended as next steps to implement new land use concepts. These amendments, and other zoning ordinance updates are encouraged to advance General Plan recommendations. Coordination with Engineering and Parks will be needed to address site planning, street, utility and subdivision standards that may require update.

As market influences and demand for more compact housing choices such as twin homes, townhomes, and apartment flats are proposed, design standards in the zoning code should require best practices in pedestrian-oriented, walkable design principles, and quality materials to encourage long-term neighborhood viability, desirability and stability.

2. PUBLIC INVESTMENT STRATEGIES

Public investment strategies are those involving public funding of public infrastructure and facilities, land purchase or preservation for public purposes, and conducting more detailed planning and design of various projects and initiatives. Construction of new public infrastructure and redevelopment of aging, blighted, contaminated, or underutilized properties or infrastructure supports land use development with critical access and services, and quality of life enhancement. When there is outside interest to invest in a new community such as Layton, the existing condition of a community's infrastructure and surrounding development is an important key consideration. Large, new investment consideration into any community is far more amenable if there is evidence of community investment, and overall concern toward the appearance, condition, and functionality of its infrastructure.

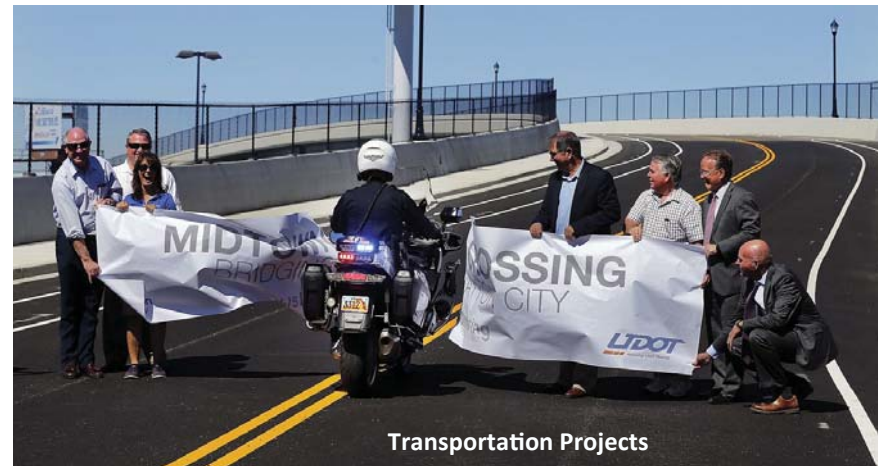
Typical project examples include public investment in street reconstruction, bike lane installation, bus stops and shelters, land acquisition for park and trail corridors, and recreational facility improvements. The City takes the lead in designing and constructing a variety of local projects, which may use City funds and other funding sources.

Funding sources for **Recreational Park and Trail Projects** include impact fees, City Prop 1 funds, City RAMP Tax, County Prop 1 funds, TAP (Transportation Alternatives Program) grants (through Wasatch Front Regional Council and UDOT), Utah Outdoor Governor's Grant, Recreational Trail Program (RTP), County TTAB grants, Community Development Block Grant (CDBG) and general City funds.

Funding sources for **Transportation Projects** include impact fees, general City funds, City Prop 1 funds, TAP grants, and the TIP (Transportation Improvement Program) through Wasatch Front Regional Council. County Prop 1 funds have supported transit service such as the Midtown Trolley service between FrontRunner Stations in Layton and Clearfield.



Recreational Park and Trail Projects



Transportation Projects

Entities such as UDOT and UTA manage state and federally funded projects that serve Layton specifically (such as the Midtown Crossing Bridge over I-15 and bus stop improvements), and facilities that serve Layton and our neighboring communities (such as the West Davis Corridor, Highway 89 Reconstruction and the FrontRunner commuter rail service). The General Plan Elements serve as a critical resource to represent Layton's future land use and transportation goals in planning for these major improvements.

Planning projects provide additional focus and study to implement General Plan recommendations. These include infrastructure project planning and design, as well as land use, economic and urban design studies to supplement City Staff capacity. For example, Layton City received a ‘Transportation and Land Use Connection’ grant through the Wasatch Front Regional Council to support this General Plan update process. The following planning efforts and studies support key land use initiatives recommended in this Plan:

Joint Land Use Study, Hill Air Force Base – Layton’s engagement in a Joint Land Use Study (JLUS) will support a comprehensive, regional long range planning effort between a military installation (Hill Air Force Base) and surrounding local communities. The JLUS is to be funded through a grant supported by the Office of Economic Adjustment, U.S. Department of Defense with a small local match required. The purpose of the grant is to identify threats to the existing and projected Base operations, and to provide opportunity for surrounding jurisdictions to voice their concerns. The goal of the study is to develop a long range plan that will help guide regional growth in surrounding communities while providing opportunity for the local military installation to successfully grow and operate at its intended capacity. Hill Air Force Base, eleven surrounding communities, and two counties have initiated this 18-24 month process following a recommendation from the Base and consideration by the Department of Defense. Hill Air Force Base is the largest employer in Utah with 25,500 military and civilian employees, \$1.38 billion payroll, and a \$3.4 billion annual economic impact on the Utah economy.

Economic Development Plan – Create an Economic Development Plan (EDP) as an element of the General Plan that serves as a resource to define commercial market demand and opportunity in Layton. An EDP should be produced through observations of existing development patterns, proposed development, existing and proposed zoning regulations, traffic patterns, traffic options and access, demographics, and



other market forces such as quality of life, education, workforce and housing availability. The EDP is to provide insight into local market potential, market loss, and opportunity, and provides guidance and strategy for future planning and development. In addition, the EDP can identify the feasibility of reserve land for recommended uses (especially Business Centers), refine market demand data for various types of retail and industrial land uses and identify job sectors served by the local workforce. The EDP should propose strategies to identify and attract employment opportunities that support families and home ownership based upon existing market conditions and the local economic environment.

Main Street Reconstruction – Study of the potential redesign and reconstruction of Main Street is needed to support Transit-Oriented Development (TOD) near the FrontRunner Station. Multi-modal transportation options and opportunities are key design elements commonly found in the most successful main streets and downtowns. Planning and design efforts should reference the Transportation Master Plan to accommodate vehicle movements along Main Street, as well as the Parks and Recreation Master Plan to provide for safe and convenient

pedestrian and bike facilities in support of a city-wide trails master plan. This includes crossing Main Street with a signalized intersection, and a pedestrian bridge along the Kays Creek Trail to connect TOD on east and west sides of the FrontRunner Station.

Other Potential Planning Studies

- The potential for a transit loop connecting the FrontRunner Station in Historic Downtown to a West Layton Town Center and West Davis Business Center.
- Future shuttle system to connect major employers to transit centers, such as Layton Hospital (Intermountain Hospital) to FrontRunner, and improved, multi-modal access to Hill Air Force Base.
- Fiscal and economic impacts of growth, including cost of services relative to various land use types and residential densities, compared to the City's ability to deliver desired services and amenities.
- Safe routes to schools in partnership with Davis School District.

3. PARTNERSHIP STRATEGIES

Partnership strategies represent the most diverse category of implementation activities and may include federal, state, county and/or local participation. The City has contributed to multiple projects as a public partner, making possible important investments that support Layton's economic development and tax base. Public/private or public/public partnerships strategies are critical to economic development as land becomes scarce and construction costs increase.

Strategies may include constructing and connecting a public infrastructure network such as a road, water line or sewer line which provides access and in turn supports growth. Transportation access, support for innovative workforce solutions and the development of a skilled workforce, and promoting workforce housing opportunities are all key to economic development success. Continuing to invest public funds toward the maintenance of existing infrastructure is also vital for



attracting new growth and private investment.

Public infrastructure is a common obstacle for new development due to the high cost of design, construction and materials. Quite often public infrastructure requirements go beyond what is needed for a single proposed development and are designed to serve existing or future development. In these instances the City has mechanisms such as impact fees and payback agreements to help facilitate the construction of said improvements. Sometimes access to existing utilities goes far beyond property boundaries for a proposed development making it infeasible, and a connection may provide benefit to Layton City. During these instances the City may choose to connect utilities or infrastructure to improve a utility system or to support new development.

Other contributions and partnerships include financial support using tax increment gained through urban renewal. Urban renewal areas have various names based upon Utah Code and have included the following: redevelopment areas, economic development areas, community development areas, and community reinvestment areas. Urban renewal areas allow new growth to pay for itself over time, including costly public infrastructure, without the need to increase property tax-

es City wide. Tax increment financing (TIF) funding is a fund only collected in urban renewal areas. TIF funding is provided through property taxes within these urban renewal areas equal to the same rate normally applied. However, when property is developed or redeveloped and property values increase based on new investment and increased value, the urban renewal agency is able to collect the difference in property taxes paid. These funds are commonly used to pay for major public infrastructure projects often serving multiple areas or developments.

TIF funds also allow new business and new development to occur where it may not otherwise and costs are reimbursed over time. This tool has supported various public private partnerships, spurring new development and investment in Layton City without placing an additional tax burden on its residents.

Urban renewal with TIF funding has assisted in the development and redevelopment of the following urban renewal project areas:

- South Main Street TOD Redevelopment
- South Main/Fort Lane RDA Project Area
- East Gate Business Park Economic Development Project Area
- Antelope Drive Community Development Project Area

Other potential urban renewal community reinvestment areas or projects may include, but not be limited to the following (or similar):

- Layton Hills Mall Reinvestment
- Potential shared transportation systems, including shared car programs, shared bike organizations, or other private alternative transport systems.
- Pedestrian bridge connecting the Intermountain Health Care property west of the FrontRunner Station to the FrontRunner Station.
- Trail Easements and Public Open Space Access
- Public/Private partnerships such as private developments reserv-



ing public open space for public purposes, such as a PRUD open space designation for public park, trail or future school site, or regional storm water detention facility.

- Public regional storm water detention facility supporting private development.
- Transportation system connecting the FrontRunner Layton Station at south Main Street to Hill Air Force Base



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APPENDIX A - MODERATE INCOME HOUSING PROCLAMATION

Passed Unanimously by the Layton City Council on November 1, 2018

WHEREAS, Utah's population growth is among the highest in the nation, the result of a strong economy, larger family sizes and high quality life measures; and

WHEREAS, as the population increases the developable land in Utah's most populated valleys is correspondingly diminishing; and

WHEREAS, research conducted by the University of Utah has shown that for the first time in 40 years Utah has had more new households than new housing units provided, resulting in a housing shortage that is contributing to increasing housing costs, challenging many Utah families to meet their housing needs; and

WHEREAS, since 2011 this housing shortage is estimated to be above 50,000 units and growing each year, even as Utah led the nation, percentage wise, in housing construction last year; and

WHEREAS, "Housing affordability" means the ability of a household to occupy a housing unit paying no more than 30% of the household's income for gross housing costs, including utilities; and

WHEREAS, the current affordable housing deficit in Utah is concentrated in households with incomes below the median income, impacting a number of Utah families; and

WHEREAS, accommodating a significant portion of Utah's population growth in proximity to employment opportunities allows people to live closer to work, reduce air pollution, reduce household transportation costs, slow the increase of infrastructure costs, and improve the quality of life for Utah's residents; and

WHEREAS, cities that adopt measures encouraging and supporting housing affordability will improve the overall prosperity, not only for their cities, but for the region and state; and

WHEREAS, being mindful of regulations and fees for all types of housing is one portion of the process to improve housing affordability, while maintaining Utah's premier business climate; and

WHEREAS, the Salt Lake Chamber's Housing GAP Coalition is working with local governments to maintain awareness about the choices to promote and increase housing affordability, preserve our strong economy and protect the quality of life in the face of rapid growth; and

APPENDIX A - MODERATE INCOME HOUSING PROCLAMATION

Passed Unanimously by the Layton City Council on November 1, 2018

NOW, THEREFORE, BE IT PROCLAIMED BY THE CITY OF LAYTON, UTAH:

1. Layton City, together with other Utah local governments and community stakeholders are committed to facilitate that housing affordability is attainable for Utah residents, and the City will continue to implement various smart growth strategies to promote and maintain housing affordability.
2. The City has adopted and will continue to implement measures that are designed to:
 - A. Recognize barriers, ensure the proper application of impact and permit fees, and to provide for all housing types and housing opportunity for all incomes and life stages;
 - B. Continue to review practices, including zoning and other potential impacts that would impact housing affordability;
 - C. Continue to plan and allow housing opportunities near employment centers, public transportation, and other amenities;
 - D. Maintain its awareness and understanding of the housing affordability needs of our City, region and state;
 - E. Be cognizant of the opportunity to coordinate regionally regarding local land use decisions;
 - F. Continue to align housing, infrastructure, and economic development efforts; and
 - G. Promote collaboration with other communities, elected officials, and stakeholders on additional solutions,

Toward these ends, the City will continue to review and, as needed, update its general plan, and accommodate the 2018 moderate income housing legislation, and take other steps as appropriate.

APPENDIX B – RESIDENTIAL AND MIXED USE LAND USE DENSITIES

A	B	C	D	E	F
Land Use Designation	Land Use Density	Gross Density Example – (including right-of-way land area) ¹	Equivalent Net Development Density (excluding projected right-of-way land area) ¹	Equivalent Net Development Density – Average Lot/Unit Size or Ac. / S.F.	Applicable Zone District (s)
- Agriculture, - Low Density Residential	Low Density 0-3 Units per Acre	0.8	1.0	1.0 / 43,560	A, R-S
- Neighborhood Ag Heritage	Low Density 0-3 Units per Acre	2.3	3.1	0.33 / 14,050	R-S, R-S PRUD
- Low Density Residential - Neighborhood Ag Heritage	Low Density 2-4 Units per Acre	3	4.0	0.25 / 10,890	R-S PRUD, R-1-10, R-1-8
- Neighborhood Ag Heritage - Neighborhood Residential	Low Density 3-6 Units per Acre	4	5.44	0.18 / 8,000	R-1-10, R-1-10 PRUD, R-1-8, R-1-8 PRUD
- Neighborhood Residential - Community Residential	Low Density 3-6 Units per Acre	5.4	7.2	0.14 / 6,000	R-1-6, R-2, R-1-8 PRUD
- Community Residential - Transitional Residential - Mixed Use Corridors ²	Medium Density 6- 12 Units per Acre	8	10	0.092 / 4,000	C-TH, R-2, R-MH
- Transitional Residential - Condo/Townhouse - Town Center ² - Mixed Use Corridors ²	Medium Density 6- 12 Units per Acre	12.0	14.0	0.063 / 2,725	C-TH, R-M1
- Condo/Apartment - Town Center ² - Mixed Use Corridors ²	High Density Over 16 Units per Acre	18 22.5	24 30	N/A	R-M2, R-H MU MU
- Mixed Use ² - Town Center ² - Urban District ³	MU (Mixed Use)	22.5 (3 Story) 33 (4 Story)	30 39	N/A	MU, MU-TOD
- Urban District ³	MU-TOD (Mixed Use – Transit Oriented Development)	40 (4.5 Story) 50 (5 Story) 60 (7 Story)	53 67 80	N/A	MU-TOD

1. Typical Right-of-Way area ranges from 10% to 25% percent of the gross development land area.

2. Mixed Use, Urban District and Town Center areas may include various residential housing types, including moderate to high densities mixed with non-residential uses. See [Chapter 2. Land Use](#), [Chapter 3. Urban Districts](#) and [Chapter 4. Town Centers](#) for specific housing type and building height recommendations.

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Layton City General Plan

LEGEND

- Future City Boundary*
- West Davis Corridor
- Highway/Freeway
- Interstate 15
- Rail Lines
- Arterial Street
- Collector Street
- Off Ramp
- On Ramp
- Rights of Way
- Property
- APZ Easement
- Open Space/Public Facility
- School
- Institutional Use
- Manufacturing
- Industrial Flex
- Urban District
- Town Center
- Commercial
- Professional Business
- Business/Research Park
- Agriculture
- Low Density with Neighborhood Ag Heritage Overlay
- Low Density Residential
- Neighborhood Residential
- Community Residential
- Transitional Residential
- Condo/Townhouse
- Condo/Apartment
- Mixed Use
- Mixed Use Corridors
- Great Salt Lake
- ELEVATION
- 4202
- 4218
- Lakes
- Streams
- Hill Airforce Base Runway
- Buildings(Public/Quasi Public)
- Fire Stations

*Includes future annexation areas

Land Use descriptions are provided in Section 2 of the Layton Forward General Plan document.



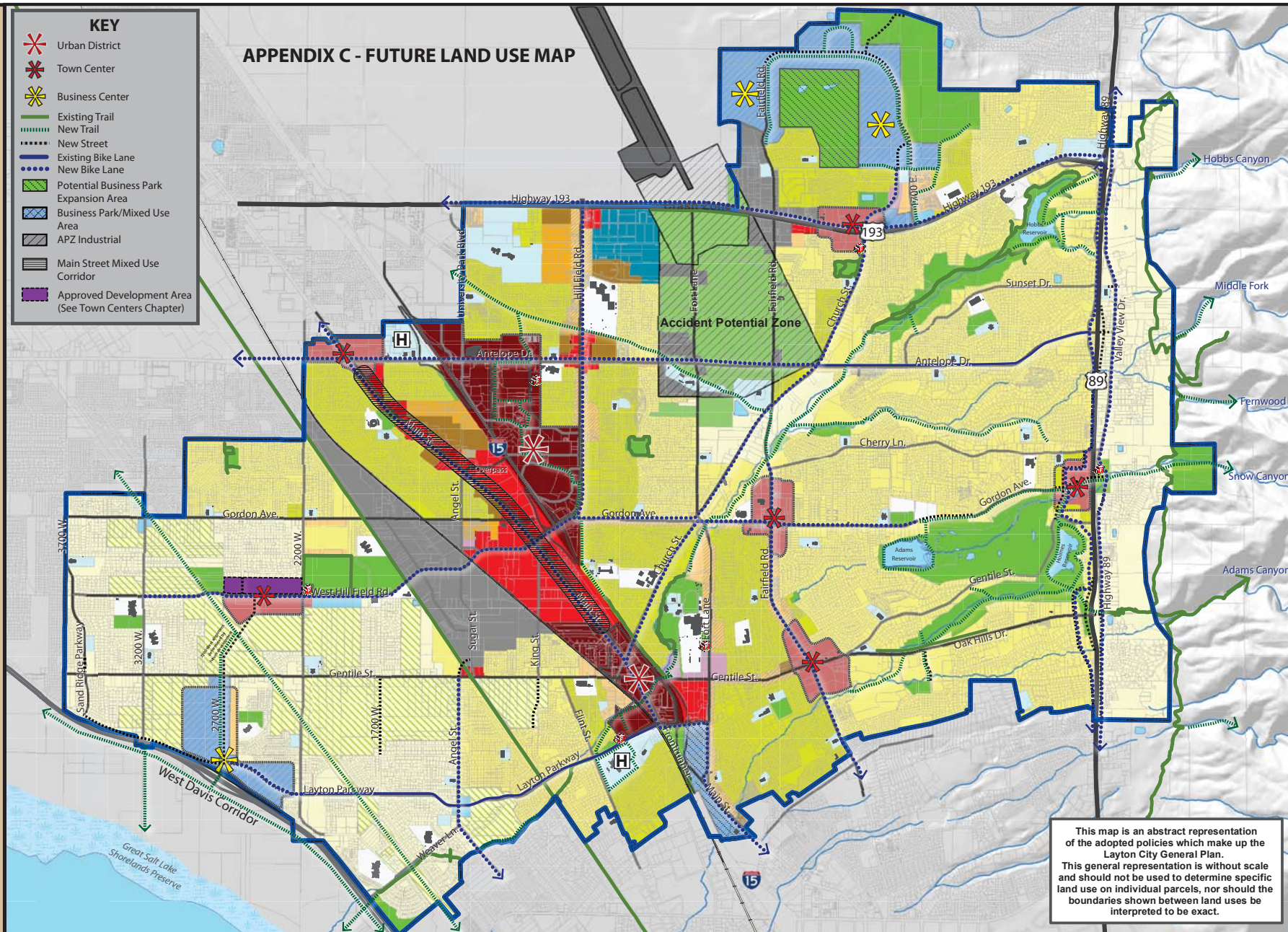
Adopted Date: 9/5/2019

Printed Date: 9/6/2019

KEY

- ✱ Urban District
- ✱ Town Center
- ✱ Business Center
- Existing Trail
- - - New Trail
- New Street
- Existing Bike Lane
- - - New Bike Lane
- Potential Business Park Expansion Area
- Business Park/Mixed Use Area
- APZ Industrial
- Main Street Mixed Use Corridor
- Approved Development Area (See Town Centers Chapter)

APPENDIX C - FUTURE LAND USE MAP



This map is an abstract representation of the adopted policies which make up the Layton City General Plan. This general representation is without scale and should not be used to determine specific land use on individual parcels, nor should the boundaries shown between land uses be interpreted to be exact.

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Zoning Code Title.Chapter.Section	Recommended Zoning Updates	Plan Land Use
19.08 Planned Residential Unit Development (PRUD) Overlay Zone	<ul style="list-style-type: none"> - Design standards to promote diversity of housing types in a walkable pedestrian-friendly format. - Usable open space area that is “right-sized” to promote social interaction and recreation of development residents, and that accommodates storm water detention. - Establish standards for small plot agriculture as an open space option in Neighborhood Ag Heritage areas, including the provision of fencing, water source and attractive greenhouse or accessory shed structures. - Encourage varied lot sizes and housing types that are predominantly single-family detached, with varying types of usable private yard areas; a minority percentage of single family attached units are integrated into the development. - Encourage a high standard of landscaping, street trees and associated neighborhood amenities. - Provide options for the integration of neighborhood commercial. 	<p>Neighborhood Residential</p> <p>Neighborhood Ag Heritage</p>
Title 19 – Zoning Ordinance	Study and adoption of context-appropriate street tree standards for new development.	
19.24 - Condominium/Townhouse (C-TH) Zoning District	<ul style="list-style-type: none"> - Site and architectural design standards for townhomes, live/work townhomes, mansion homes and condominiums. - Garages and parking located to the rear of structures, with attractive variation to facades with entrances and porches that front onto streets and open space areas. - Study and adoption of appropriate setbacks and height limitations next to established single family residential areas, and on elevation changes. 	<ul style="list-style-type: none"> - Neighborhood Residential, - Neighborhood Ag Heritage, - Transitional Residential, Apartment/Condo <p>Neighborhood Residential Neighborhood Residential</p>
Title 20 - Sign Regulations	Balance community aesthetics and safety with marketing needs of businesses in nonresidential and mixed use areas.	Non-Residential and Mixed Uses
19.25 Mixed Use (MU) 19.26 Mixed-Use/Transit Oriented Development (MU-TOD) Form-Based Code	<ul style="list-style-type: none"> - Establish appropriate setbacks and height limitations next to established single family residential use areas. - Establish design overlay districts to define appropriate building height transitions in specific areas. - MU-TOD Design standards reflecting the desired architectural character the Historic Downtown Urban District. - Provide more specific design standards, form-based density criteria, and flexibility for residential only buildings vs. mixed buildings with residential and commercial uses. - Explore design requirements and possible funding to encourage the integration of Public Art into new projects. 	<ul style="list-style-type: none"> - Mixed Use Corridors - Mixed Use Areas - Town Centers - Urban Districts - Condo/Apartment
Title 19 – Zoning Ordinance	Study each proposed Town Center location to determine the appropriate zone district(s) needed to support the unique context, character and scale of each area recommended in this Plan.	- Town Centers
Title 19 – Zoning Ordinance	<p>Create a new CP-3 Planned Regional Commercial and Urban Core Zoning District to support high density residential development in the Midtown Urban District.</p> <ul style="list-style-type: none"> - Design standards to reflect the desired architectural character and minimum density recommendations. - Explore design requirements and possible funding for Public Art integrated into new projects. 	- Midtown Urban District
19.13.060 Development Plan Requirements (Specific To Multi-Family Uses)	Establish Condo/Apartment site and building design standards consistent with a walkable, pedestrian-friendly format.	<ul style="list-style-type: none"> - Condo/Apartment - Town Center - Mixed Use Corridors - Mixed Use Areas