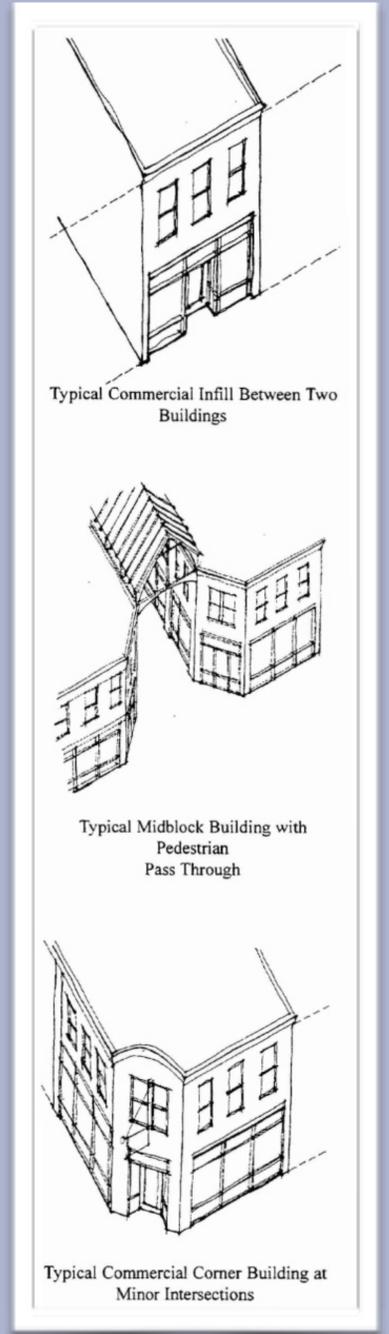
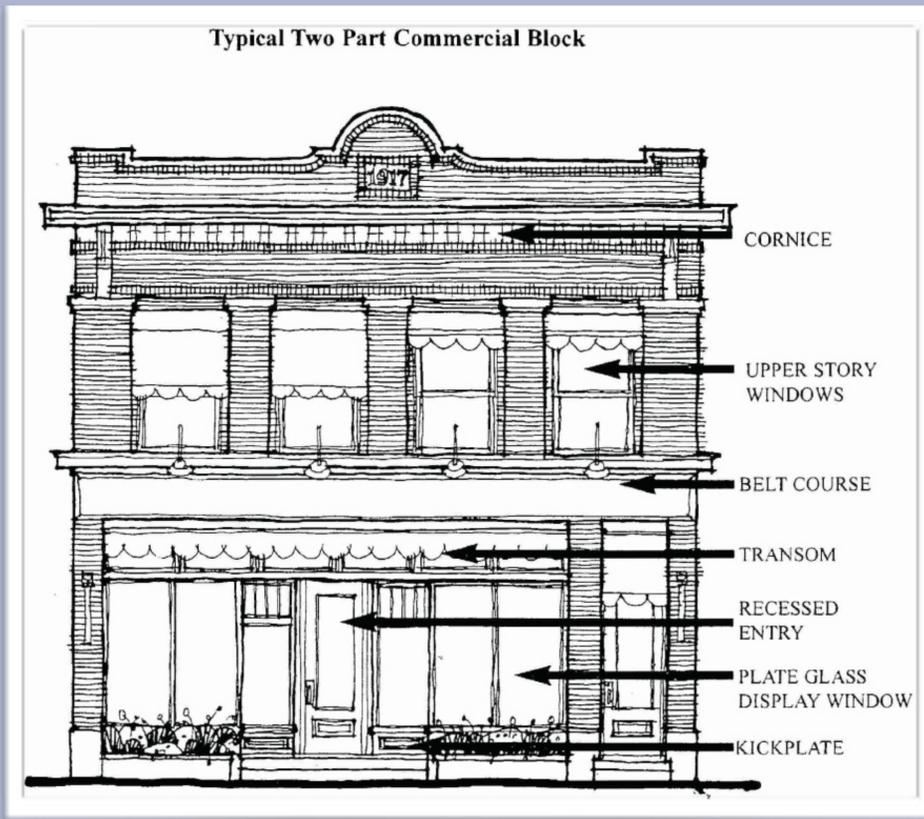


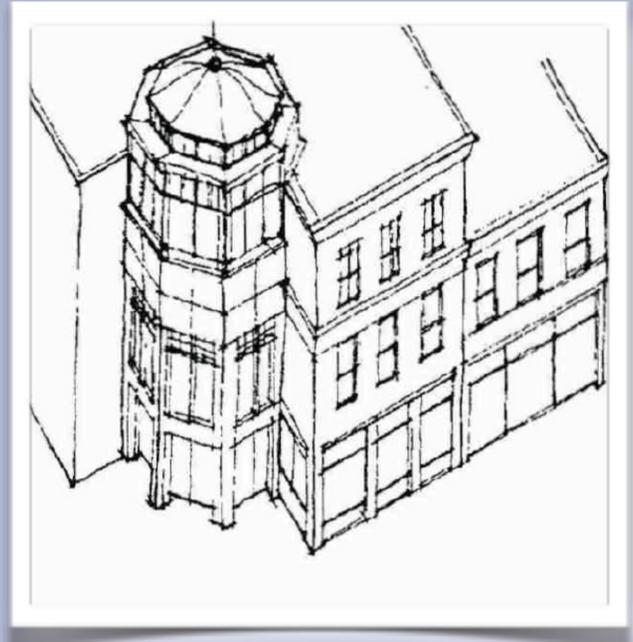
Downtown PLAN



LAYTON



LAYTON CITY COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT
JUNE 2007

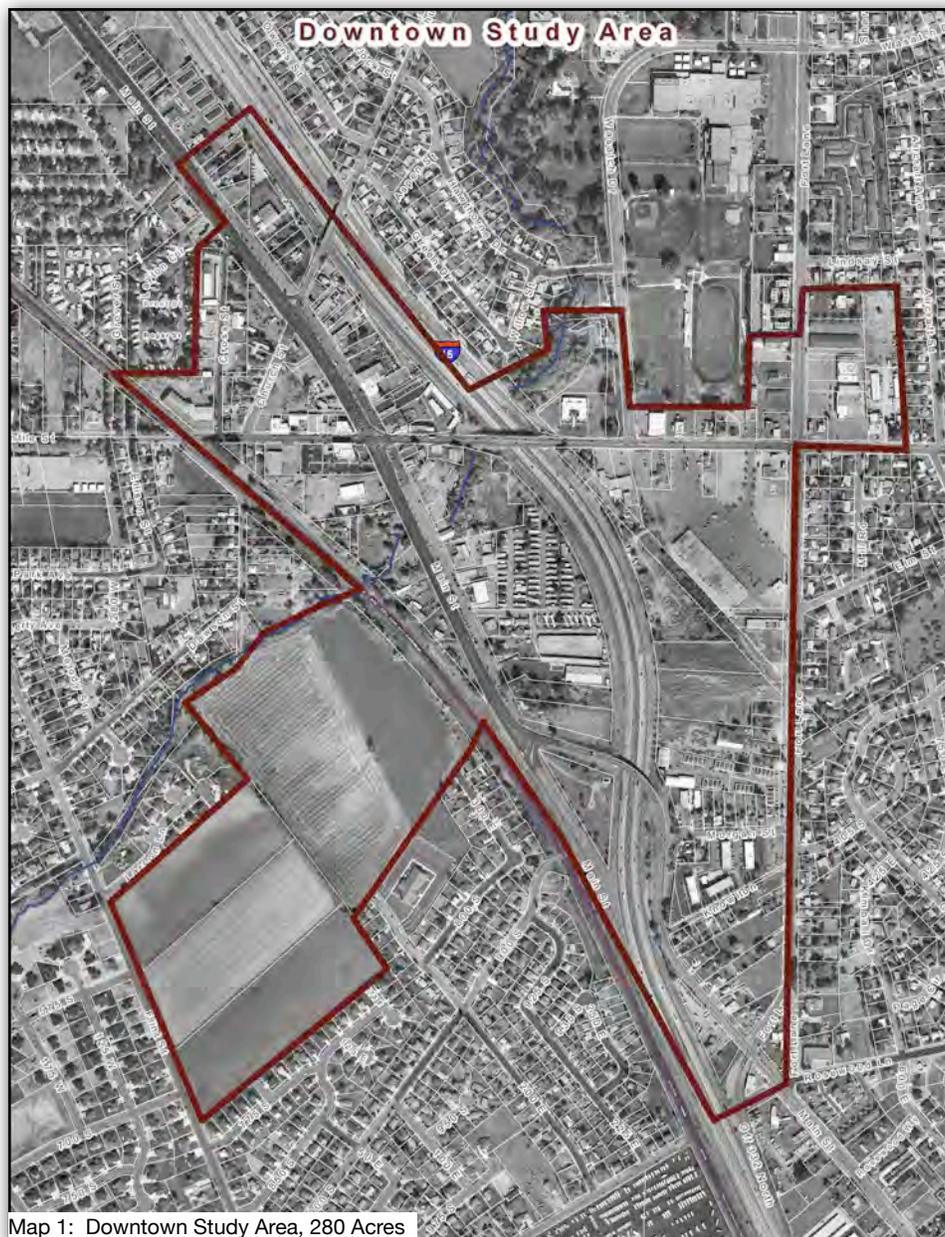


LAYTON DOWNTOWN PLAN

Introduction

Layton City, in collaboration with the area merchants, stakeholders, residents, the Utah Department of Transportation and an Advisory Committee, has moved forward to create a plan focused on the Old Downtown and Fort Lane areas. This document is based on a foundation of ideas and the vision that many people have given to the project over the years. For the purposes of this plan document, downtown Layton refers to the 280-acre study area described on the map below. This Plan document was generated from planning committee meetings, advisory committee meetings, text from the Downtown Revitalization Study (2001), Envision Utah's TOD Guidelines (2002, the Layton City RDA Plan (2004) and various other studies affecting the downtown area.

The key organizing compass that has emerged to guide the development and redevelopment of downtown Layton is the vision of a "district". While urban development issues are by nature rather complex, this complexity does not have to confuse participants, especially when there is a very clear goal: a district. A district is an area or place with a "distinguishing character". In order to be successful, this Plan will rely on the leadership and skills of all those who have interests in the area and a desire to implement the strategies outlined in this Plan.



LAYTON DOWNTOWN PLAN

Background

Native Americans inhabited the area now known as Layton for centuries prior to the first tentative explorations by trappers and mountain men in the early part of the 19th century. The first permanent settlements in the Layton area were part of the larger effort of Mormon pioneers, who began to populate the Wasatch Front with various towns and fortifications following their arrival in 1847. Layton began as part of Kaysville and was developed as the rural extension of that community until 1902, when, after years of litigation, Layton was legally separated from Kaysville. Layton City was incorporated in 1920.

Today, Layton is a rapidly expanding community with a population in excess of 70,000. Its major employer is Hill Air Force Base, which is located immediately north of the city. Layton also serves as home for commuters who work in neighboring cities, principally Salt Lake City and Ogden. In recent years, Layton has become a significant retail and service center with most of that activity centered near the Layton Hills Mall.

The study area for this planning work is bounded by Fort Lane to the east; by Flint Street to the west; by the convergence of Main Street, the railway and I-15 to the south; and by 500 North Main Street to the north. This area encompasses approximately 250 acres, and includes a variety of open spaces, circulation corridors, buildings and land-use types.

Historic Development Patterns

The street configuration of downtown area does not follow the historic development patterns typical of Wasatch Front cities. Most cities were platted in the so-called Mormon grid of orthogonal street organization and ten acre blocks. The existing old downtown street layout was heavily influenced by local topography, Kay's Creek, irregular property boundaries, and the locations of the rail and highway corridors that pass through Davis County. The historic core of downtown Layton developed around the intersection of Gentile Street and Main Street. The street layout more closely resembles the organic patterns of historic New England towns and European villages than the square grid patterns of many other Utah communities. A goal is to use this unique existing street layout as a framework for the district - a place with distinguishing character.



Main Street & Gentile Street Intersection, 1909



Main Street & Gentile Street Intersection, 2005

World War II Development Patterns

Since World War II, Layton's population has rapidly increased. During this period, the interstate highway system and the proliferation of cars produced changes to the nature of communities. Utah neighborhoods and commercial areas that formed at this time were designed to support vehicular rather than pedestrian circulation. These land-use decisions created the relatively low density of development and high infrastructure investments typical of the Wasatch Front. Many people have recognized that these land use decisions have also created what is called "suburban sprawl." Traditional downtowns and historic neighborhoods have often been a casualty of this trend in development. There is, however, considerable interest nationwide and in Utah in the restoration of traditional downtowns and neighborhoods. To develop new or rehabilitated communities, principles found in traditional neighborhood design are focussed on concepts such as pedestrian based transit, intermodal transportation hubs and integrated community gathering areas.

North/ South Transportation Orientation

As with most Utah communities developed during the mid 19th century, Layton's development patterns were strongly influenced by the north-south transportation corridors of various railroads. The rail station provided the access point to a variety of commercial establishments tied to both the railroad and the agricultural economy of early Layton. A small central business district arose along Main Street, comprised of buildings constructed in styles popular during the last of the 19th century: commercial vernacular, Italianate and classical revival style. A few examples of these architectural styles remain today.

Unity in Appearance

During the earliest period of downtown construction (1880-1905), commercial and residential design utilized uniform setbacks and a consistent organization of the architectural elements of the buildings. Strong street walls characterized Main Street in the commercial section between Church Street and Gentile. Relatively dense single-family residential neighborhoods were built surrounding downtown. These neighborhoods were comprised of both large and small lots with detached houses of uniform front and side yard setbacks. The overall appearance of both the commercial and residential districts was one of unity created by the use of locally available material and a limited pallet of materials. The unity was also created by the consistent setbacks and by the careful observance of the orders of classical building organization and articulation. In short, limits and standards were instrumental in the coherent image one often sees when looking at historic photographs of Layton and other downtown districts.

Transition

Downtown is now an area in transition. The existing buildings vary significantly in age as well as historical and architectural significance. The existing building types also vary considerably: historic commercial blocks, small single family detached houses, a former Catholic church (ca. 1940), an historic rail station, various contemporary commercial structures, commercial strip facilities, mobile homes, and warehouses all coexist within this area.

The Foundation of the Plan

Today, there are very real pressures on the downtown area. Successful redevelopment will come down to a series of very important but simple decisions. If the priority remains on the automobile, downtown will evolve one way. If the priority moves to the quality of experience one has when out of the car and the experience as a pedestrian, downtown will evolve another way.

The central decision that must be made is whether to prioritize the automobile, or prioritize the pedestrian. Downtown Layton could conceivably become even more of an automobile district, and less of a pedestrian district. Neither the planning work nor this document pursued this hypothetical goal, as the stakeholders and committees clearly advised otherwise. There are many reasons not to make this area more of an automobile district. These include the low density of land use, the potential for greater sprawl and the sub-optimization of land values.

LAYTON DOWNTOWN PLAN

The other option is that downtown can become a pedestrian friendly district, where trade-offs are made and the pedestrian is given priority over the automobile. Layton City cannot continue to prioritize the automobile and also redevelop this area as a unique pedestrian friendly destination or district with a distinguished character.

Models

Special and unique places that are destinations typically will have prioritized the pedestrian in the design. The pedestrian scale and the design of the pedestrian environment is given priority in the design. This is the basis of place-making success.

To develop downtown Layton as a destination and to create a distinct district, precedent and history will point towards the necessity of creating a very safe pedestrian place. This destination needs to have a scale that will distinguish it from other parts of the City. Destinations are seen and experienced as high quality pedestrian places, or people go somewhere else.

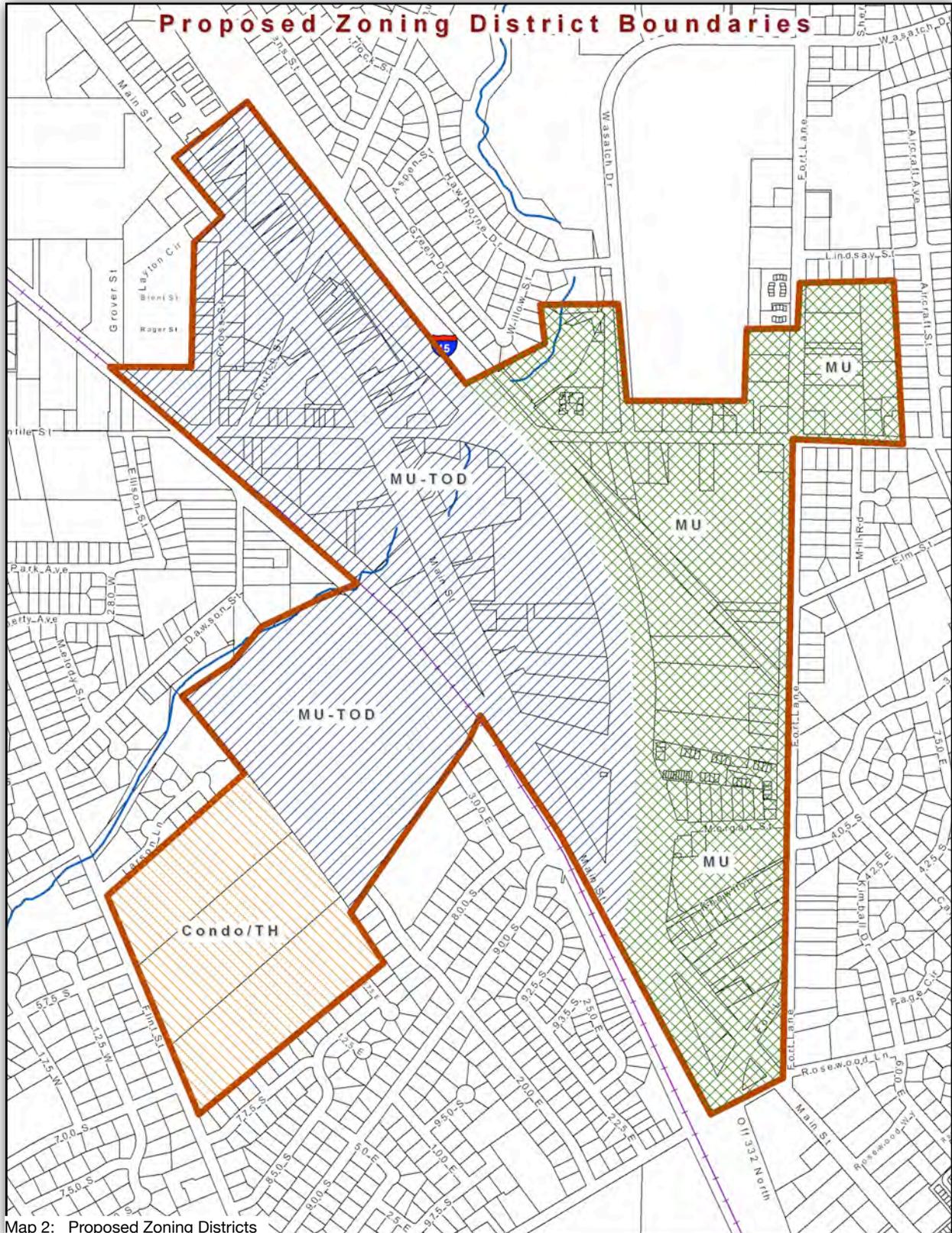
The decisions made around Main Street and Gentile Street, as well as the east side of I-15 near Fort Lane, will influence, more than any other set of decisions, whether Downtown Layton can become a pedestrian friendly district. To make the area more pedestrian friendly, the Plan should not try to marginalize the automobile. To do so would be unrealistic. The plan should try to reorder priorities within the district.

We all know it is easier to set goals than to execute them. To execute this goal of creating a district and designing a pedestrian friendly Main Street area has been a central focus of this planning effort. These central issues, as well as other key components of the district, are developed in the following chapters of this document.

Proposed Zoning District Boundaries

For the purposes of land use management and zoning, the 280-acre Downtown Layton study area is broken down into three geographic planning areas and three zoning districts as described in the text below and the following map.

1. **Main Street Core Area:** A 100-acre area focused on the intersection of Main Street and Gentile Street situated between the Union Pacific Rail Road tracks and Interstate 15. This area is completely covered by the proposed Mixed-Use/Transit Oriented Development Zone (MU-TOD). The purpose of the MU-TOD zone is to provide locations for developments near the FrontRunner Commuter Rail Station that allows concentrations of retail, office, and multiple-family residential that takes advantage of the transit facility to generate 24-hour vitality.
2. **Fort Lane Area:** A 110-acre located east of Interstate 15 along the north side Gentile Street and extending south along Fort Lane to south Main Street. This area is completely covered by the proposed Mixed-Use Zone (MU). The purpose of the MU Zone is to provide for a mix of land uses that complement each other at a density less than that of the MU-TOD Zone.
3. **West Field Area:** A 70-acre area located west of the Union Pacific Rail Road Tracks south of Kay's Creek and extending west to Flint Street. This area is covered by the MU-TOD zone on the eastern portion adjacent to the FrontRunner station and the Condo/Townhouse Zone (C-TH) on the western portion. The purpose of the C-TH Zone is to allow for a variety of housing options including townhouses, "Big House" condos, live-work units and patio homes with convenient access to commercial uses, office uses, and public transit.



LAYTON DOWNTOWN PLAN

Commercial Redevelopment

Commercial activity is one of the key elements of a city, or a district within a city. This chapter places the commercial district of the older portion downtown Layton in an architectural context. Recommendations are then made regarding the use of architectural guidelines, as a tool, to guide commercial development so that a district identity can emerge from the current aggregation of uses.

Background

The Commercial structures that could be deemed significant for historical or architectural value are clustered along Main Street. The majority of these buildings can be described as one-part, two-part, and two-part vertical blocks. These forms were typical to Utah commercial districts during the late nineteenth and early twentieth centuries. The commercial one-part block is a single story building whose facade is comprised of plate-glass display windows arranged in between one to four parallel retail bays. The two-part blocks incorporate a transparent main floor and one or more floors above street level that usually houses offices, domiciles or meeting rooms. The upper story facades of the two-part block are typically masonry with vertically proportioned punched windows. An excellent example of the two-part is the *Bingham Cyclery Building*.



Modern (post World War II) commercial buildings, in Layton and throughout the US, are less easily categorized since the prevailing modernist design customs tend to create buildings that do not set up a visual dialogue with other adjacent buildings. These buildings often do not conform to conventions that help create civic spaces.

From an urban design standpoint, buildings of this period often do not strive to provide a unified or integrated urban environment: building setbacks vary to accommodate front yard parking, and the wide range of materials and structural systems (brick, concrete masonry, metal siding, artificial stucco, aluminum storefront, wood frame, steel frame, etc.) serve to undermine the coherence and image of the downtown as a district.

Purpose of Design Guidelines

As part of the process to create a district, this plan recommends that design guidelines be created for the Downtown area. The basic idea is to create a set of principles that work for Layton, and guide development "so you can get to where you want to go." This goal to create a district should include guidelines that incorporate the following design components:

- Architectural Character
- Building Mass and Scale
- Solid-to-void Ratios
- Building Form
- Building Materials
- Building Fenestration
- Color
- Lighting
- Awnings
- Service Areas
- Mechanical Equipment and Utilities
- Handicap Accessibility
- Signs
- Sidewalk character
- Tree plantings
- Fences
- Site furnishings

Design Guidelines

This Plan document addresses issues to be addressed in a set of design guidelines for the study area. The following diagrams and text suggest a structure for the guidelines.

Commercial Types

Guidelines should include a series of “building blocks” for future commercial development in the downtown Layton. These building blocks are adapted from the existing historic commercial blocks found on Main Street and on either side of Gentile Street. The intent of the “building blocks” to provide a unified framework to create a visually stimulating and pedestrian friendly central business district.

Typical Commercial Infill Between Two Buildings

The most basic of building blocks is the single bay commercial infill (here represented by a two-part commercial block). The facades of infill buildings should align with the buildings on either side to create a strong edge to the street (spatial definition). They should appear similar in width to those seen historically (24 to 40’ modules) and should incorporate new interpretation of traditional building elements, such as cornices, belt course, kick plates and transoms. They should also reflect an appropriate solid-to-void ratio, with a transparent lower floor to help activate the sidewalk.



Typical Commercial Infill Between Two Buildings

Typical Mid-block Building with Pedestrian Pass-Through

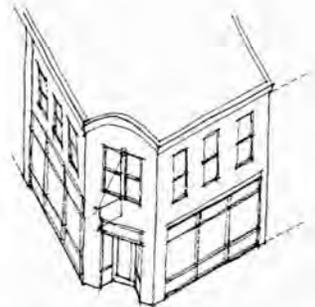
When buildings along a street are interrupted by access ways to parking areas or by pedestrian pass-throughs, galleries can be created that maintain the visual edge of the street and also increase the amount of retail frontage along the edges of the Galleria. This example demonstrates how the two buildings are designed as corner buildings and then joined by an open, glazed or roofed structure that provides the visual reinforcement of edge from the primary street. These small-scaled galleries also strongly contrast in scale and intimacy from the primary vehicular streets, creating a strong sense of place.



Typical Midblock Building with Pedestrian Pass Through

Typical Commercial Corner Building at Minor Intersections

Buildings on corners should acknowledge their relationship to the intersection of streets or pathways by “turning the corner”. This is one example of how traditional buildings turn corners, by easing or beveling the corner and by locating the entry at the corner.

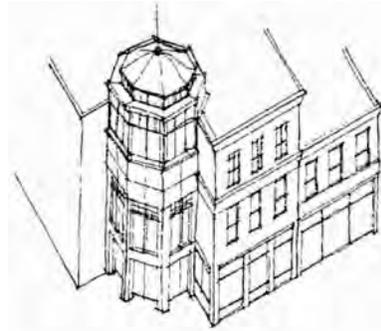


Typical Commercial Corner Building at Minor Intersections

LAYTON DOWNTOWN PLAN

Typical Commercial Corner at Major Intersection

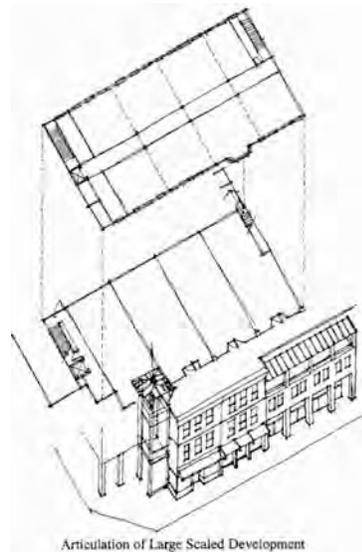
Major intersections, like at Gentile Street and Main Street, should be designed to create a civic character. The goal is to set up a hierarchy of scales and textures that both engage the pedestrian as well as provide definition from long distant vantage points. These intersections should be developed so they are experienced as landmarks.



Typical Commercial Corner Building at Major Intersection

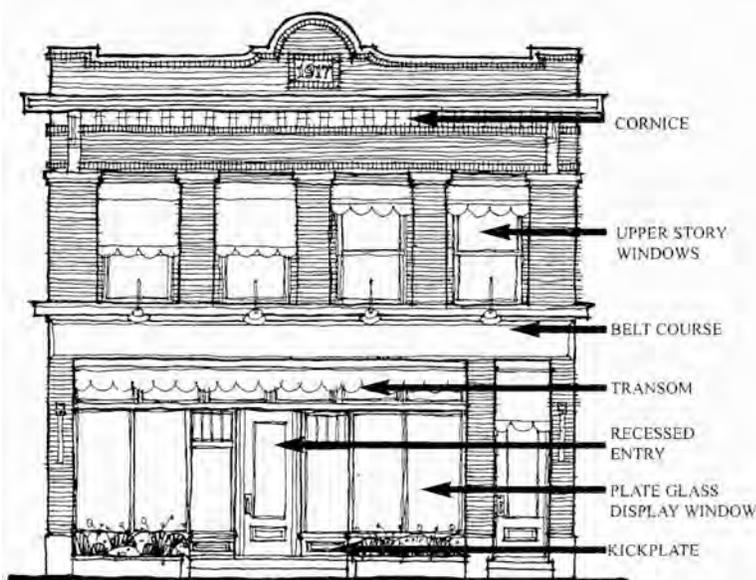
Articulation of Large-Scaled Developments

Large-scaled buildings are attractive development models because of their greater efficiency of scale and use of resources compared to the relatively small floor plates of a typical historic commercial block. The advantages include common restroom facilities, stairs and elevators (required for new construction over one story high), common service yards, possible accommodation of underground parking, and lower construction costs. Large-scaled buildings are, for the purposes of this study, facilities in excess of 8,000 square feet per level. The challenge of fitting buildings of this magnitude in the small-scaled fabric of downtown Layton can be mitigated through the careful attention to the scale and overall character of the building.



Articulation of Large Scaled Development

Typical Two Part Commercial Block



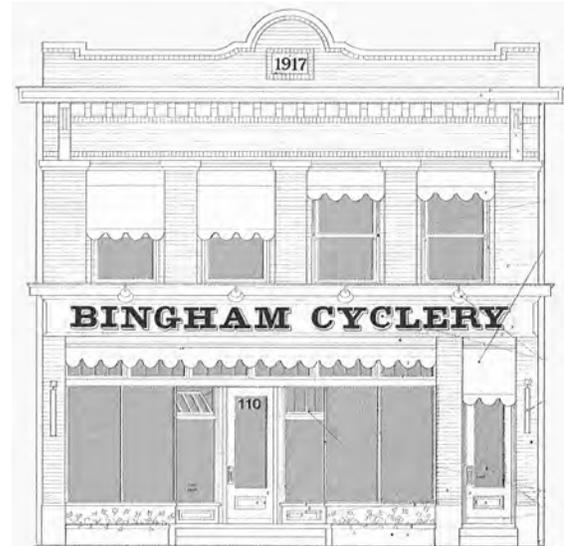
Basic architectural character

Typical historic commercial buildings of Layton are articulated according to a prescribed ordering of parts. New infill construction in the downtown should integrate these components using contemporary interpretations. This would allow for a consistency of basic visual appearance, ensuring alignment and unity, and would still allow one to distinguish between new and historic architecture. These components have a vertical expression (buildings should relate in floor elevation and overall height), a horizontal expression (buildings should reflect the scale and modularity of the historic retail bay), and solid to void ratio (buildings should appear compatible in the placement and ratio of transparent versus opaque elements).

Vertical articulation

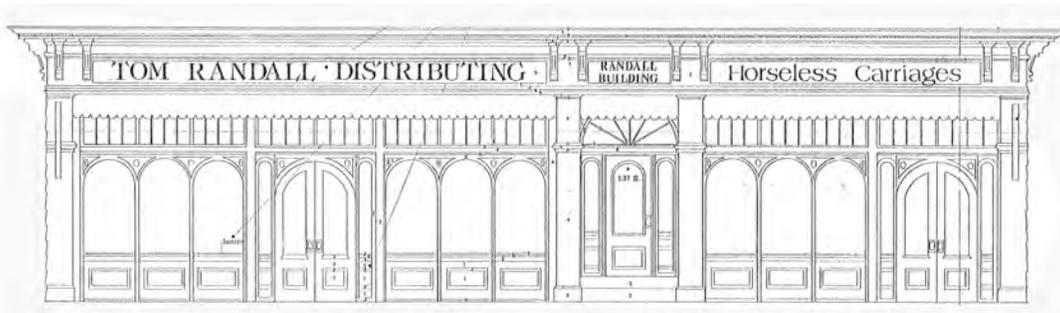
The Commercial structure to the right is an example of the two-part commercial block typical to many historic Utah towns including Layton. The two-part block incorporates a transparent main floor and one or more floors above street level that usually houses offices, domiciles or meeting rooms. The upper story facades of the two-part block are typically masonry with vertically proportioned punched windows.

Successful spatial definition is achieved when bounding buildings are aligned in a disciplined manner and the defined space does not exceed height-to-width ratios appropriate to the local context. Alignment occurs when building facades are positioned to delineate the public space, as walls form a room.



Horizontal Articulation

Historic commercial buildings in downtown Layton are typically rectangular with narrow facades to the streets. Common retail bay sizes range from 24 feet to 40 feet wide. Wider buildings are generally subdivided into small retail bays to provide a fairly uniform rhythm. New construction should reference these intervals in their facades.



Spatial Enclosure

Spatial enclosure is particularly important for shopping streets that must compete with shopping malls, which provide very effective spatial definition. The height-to-width ratio of the space generates spatial enclosure, which is related to the physiology of the human eye. If the width of a public space is such that the cone of vision encompasses less street wall than sky opening, the degree of spatial enclosure is slight. The ratio of 1 increment of height to 6 of width is the absolute minimum, with 1 to 3 being an effective minimum, if a sense of spatial enclosure is to result.

As a general rule, the tighter the ratio, the stronger the sense of place, and, often, there are higher the real estate values.

In the absence of spatial definition by facades, spatial definition can be created by well-organized tree and shrub plantings. Trees, aligned for spatial enclosure, are necessary along Main Street, in front of open lots and along properties with substantial front yards.



Typical Mixed-Use Street

LAYTON DOWNTOWN PLAN

Signage

The design of signs can make a significant contribution to the character of the Downtown district. A design review process for signs should be developed to enable Layton City and the merchants to move toward the goal of creating a sense of place and an identity necessary for the district to attract customers.

Focal Points

Focal points serve to give definition to the district. Focal points can define both the edges to the district and key elements within the district. Focal point can be small, like a water fountain, or large, like the facade of a church or school.

A number of diverse focal points are suggested below:

- A. The FrontRunner Rail Station access points on Main Street.
- B. The potential for an architectural elements to be seen from I-15
- C. The intersection of Gentile Street and Main Street offers clear design potential. Each of the corner buildings can be a significant focal point.
- D. Veterans Park on Gentile Street at the southern end of Church Street.
- E. Kay's Creek as the heart of a civic/commercial development.
- F. Plaza spaces throughout the study area.
- G. View corridors to the commuter rail station.
- H. Architectural development of a clock tower or roof profiles.
- I. Potential gateway locations at both the southern and northern end of Main Street.



Mixed Use Development and Infill Redevelopment

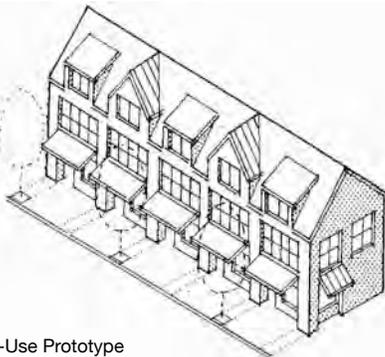
Mixed-use development and infill redevelopment are desired goals for the project area. Mixed-use is often understood to be some combination of commercial, or retail, associated with residential. Mixed-use can also denote commercial or retail in combination with office space, entertainment and other non-industrial uses.

The challenge facing Layton City, stakeholders and investors is both “where” and “how” does one increase the density of development to create a character for the downtown district. The alternative have focused on the “where.” The “how” is typically done through private sector investors, subsequent to this initial planning work.

Density and character are two key elements that are needed for mixed-use development to occur in the downtown area. The Alternatives show potential locations where mixed-use development could work. The commuter rail station area is an anchor that will facilitate mixed-use development.

There is some limited opportunity for new mixed-use development on the east side of Main Street from Church Street to 500 North. Relatively small buildings on large lots characterize this area. A few properties have expansive front yards intensively landscaped. Appropriate infill for this section of Main Street should align with the existing houses. Buildings should have relatively narrow fronts and proportions that reference the existing bungalows.

Mixed Use Building Examples



Mixed-Use Prototype



Mixed-Use Building - Mountain View, California



Mixed-Use Streetscape - Seattle, Washington



Mixed-Use at Intersection - California



Mixed-Use Arts District - Arlington Hts., Illinois



Destination Homes Office Bldg. - Layton, Utah

LAYTON DOWNTOWN PLAN

Housing

The Housing portion of the Plan takes place in the context of providing a population base to support the commercial and office development. The stated direction is to “identify sufficient housing areas within walking distance of Gentile and Main (1/2 mile) to support the development of neighborhood services.

Background

Single family homes in the downtown area are typically small single-story residences. Early examples (c. 1910) are bungalow in form, characterized by simple rectangular plans with deep front porches. They are typically built of brick, although there are some wood-framed/wood sheathed examples. Slightly earlier than these bungalows is the large residence located at the intersection of Main and Church Street (Chantilly Mansion). This house is an important local example of the Queen Ann style and is noteworthy for the building detailing and picturesque grounds. Later houses were built in a variety of Period-revival styles, including Cape Cod and Colonial-revival. Presently, many of the houses are being used for commercial applications. In addition, the central portion of the downtown study area is comprised of a mobile home park (Cedarwood).

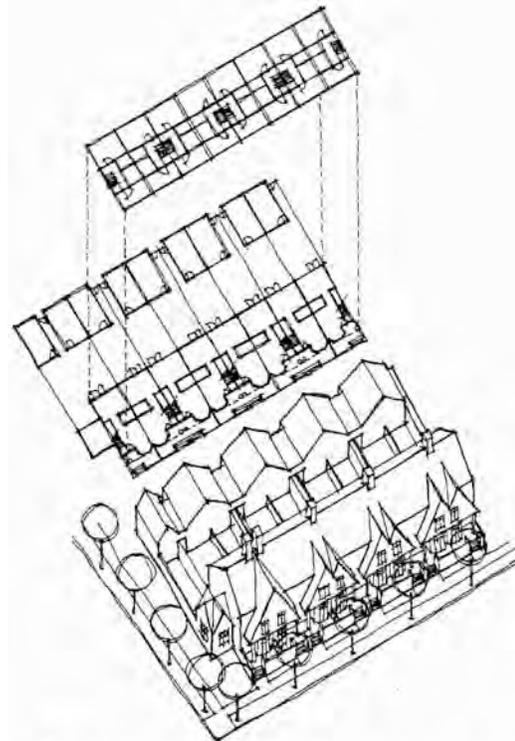
Residential Housing Types

The target market for this housing in the study area includes empty-nesters, young families, and young professional couples. These populations assume a lower ratio of 2.5 people/household average. These would be primarily market-rate, owner-occupied units that would be predominantly attainable to families with average income. Other types of higher priced housing may be interspersed depending on the nature of development in the area.

The proposed housing would be provided as a combination of housing types and densities that would generally provide an enhanced sense of community and greater support of pedestrian activities. Housing densities would increase closer to the center (intersection of Main Street and Gentile). Several housing options are possible in the study area including, but not limited to, the following:

1. Mixed-Use (residential over retail and office) in the designated Mixed-Use areas.
2. Townhomes of between 12 to 18 units/acre throughout the study area.
3. Semi-detached or detached housing throughout the study area

Since the area within the 1/2 mile radius is beyond the 1/4 mile or 2,000 foot optimum walking distance from the center and there are weak pedestrian connections across some strong visual and physical barriers/edges (I-15 and the rail lines), it may be worth considering them as separate but interrelated neighborhoods with their own neighborhood service centers.



Row Housing with Alley vehicle and service access

Estimated parking needs for this 1 mile diameter of housing are as follows: 1-car per 2 bedrooms plus 1/2 car for visitors (typically 1.5 space/unit). This parking would be provided through a combination of street parking, on-site parking for each unit (detached, semi-detached and row housing), and common parking facilities (surface, structured, or underground) for apartments buildings or residential over commercial/office-type buildings.

Housing Examples



UNION SQUARE, OGDEN, UTAH



Boulder, Colorado



Stapleton - Denver, Colorado



Clearwater Cove - Layton, Utah



Daybreak - S. Jordan, Utah



Senior Housing - Oakland, California



Daybreak - S. Jordan, Utah



Pearl District - Portland, Oregon

LAYTON DOWNTOWN PLAN

Traffic Control and Flow

There are many outstanding political, jurisdictional and financial issues that will engage the participants in the revitalization of Old Downtown Layton. A high-quality dialogue and design for traffic control, flow and parking is essential to revitalization. The obvious place to begin is Main Street.

One of the goals given to the Downtown Revitalization Study design team was to responsibly address these goals, it is clear that Main Street may need to be redesigned to meet these goals. This chapter of the plan has the intention of advancing the dialogue and informed decision making necessary for the redesign of downtown study area.

Six preliminary road sections were developed and reviewed at public meetings as part of the Downtown Revitalization Study (2001). These are identified as A, B, C, D, E and F. Three different plan Alternates have been developed.

Main Street, or State Route (SR) 120 is owned and operated by the State of Utah Department of Transportation (DOT). SR 120 is one of the heaviest traveled routes in Utah.

In 2001, it was noted that from UDOT's perspective, this route will be carrying 34,000 vehicles per day in the years 2020 to 2025. The 2001 volume in Downtown was approximately 18,000 vehicles per day. This projected volume of traffic can still be handled with two lanes in each direction (along with right and left turn lanes and turn pockets). UDOT, in an effort to provide guidance to the downtown studies, has noted that any alteration to SR 120 must not adversely impact traffic flows on 1-15, or significantly diminish the through flow capability of SR 120.

From the perspective of merchants and residents, SR 120 is also Main Street in Downtown Layton, the retail core of historic Layton. Downtown is not an urban metropolis, which can easily accommodate a major state route through its center. Rather, it is an historic environment with mostly one and two story structures providing a quaint and very special retail and commercial area. There are single-family homes located adjacent to and behind the retail land uses. This community is affected from the volume and speed of traffic on Main Street. Certain traffic characteristics do not increase the real estate values in the business district, nor do they increase the values of residential uses. The volume and speed of traffic do not contribute to pedestrian safety.

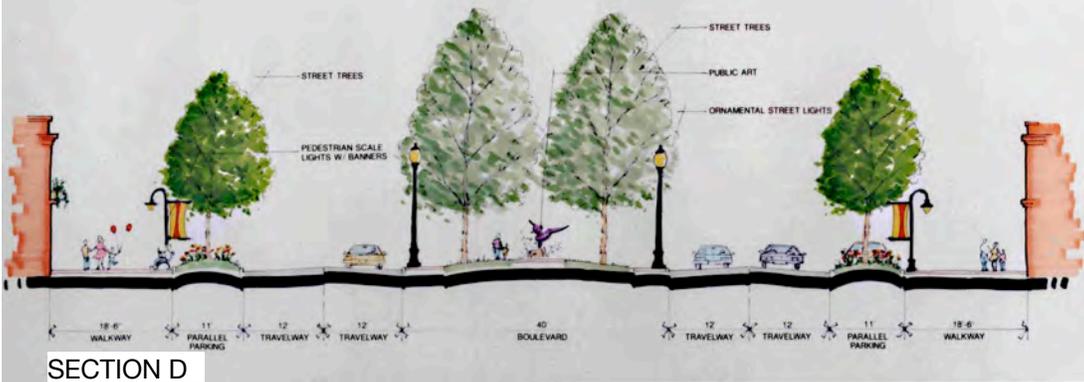
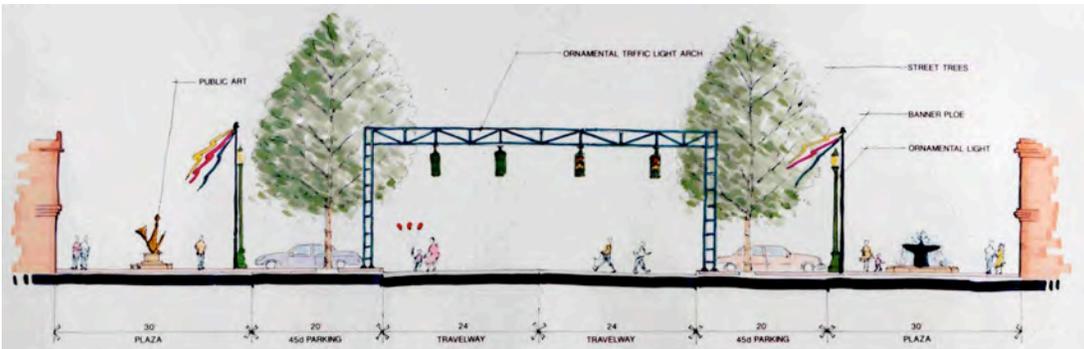
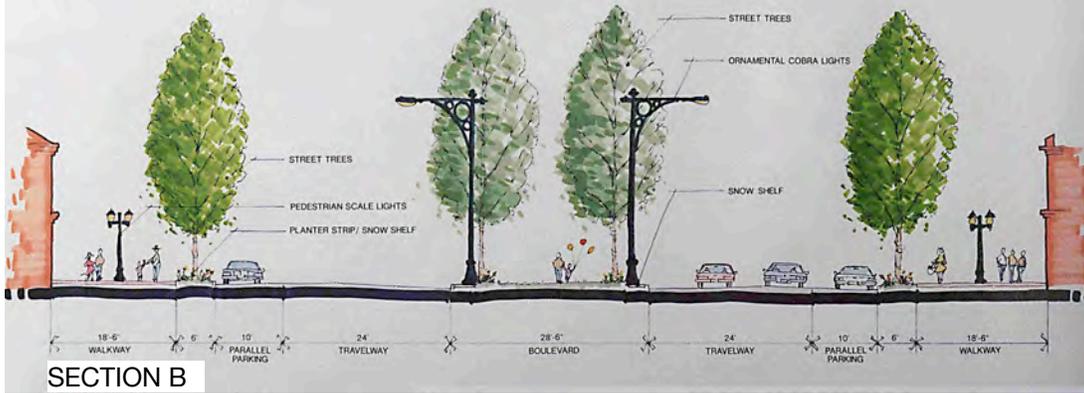
There is a consensus that if Downtown Layton is to be revitalized, it needs to be considered as a district, and Main Street must be extremely well integrated into the character of the district, and serve businesses on both sides of the street. Main Street must be safe for pedestrians. These core intentions are not being adequately addressed by the current street design.

The existing road configuration addressed a different set of priorities than is being heard today from the current businesses, residents and civic leaders. People see the value of a district and this plan recommends a district approach.

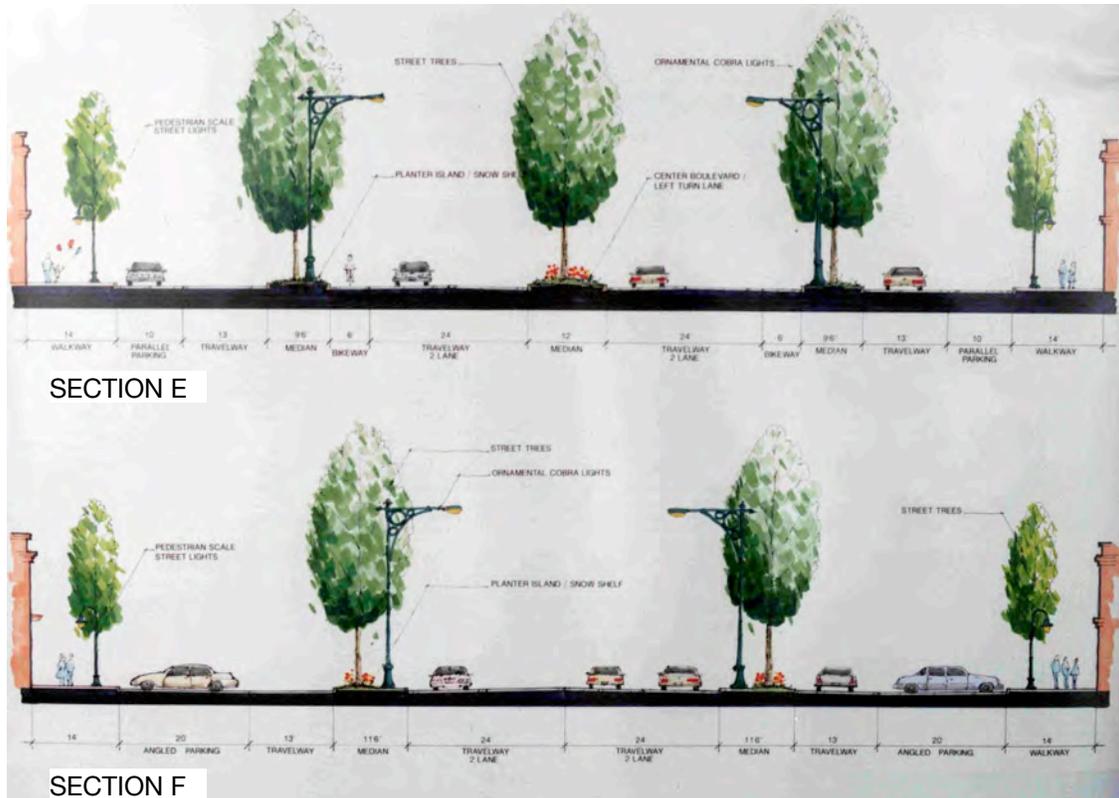
Section Drawings

The six alternative sections were originally critiqued by UDOT in what should be understood to be a preliminary review. Section E was favored because it provides the necessary two lanes in each direction and moves the parking off of the highway. It also supports the state of Utah's multi-modal law by providing a six-foot bikeway. The Wasatch Front Regional Bicycle Plan proposes Main Street as a Class III Bicycle Route (provides signage for bicycle travel on roadways shared with automobiles). The six feet also provides drivers with some "comfort" room. The proposed 14-foot sidewalks in Section E are wide, but given the scale of the street, they would seem to be appropriate.

Street lighting of an historic nature should be considered to enhance the sense that the traveler (pedestrian or automobile) is in a specific district.



LAYTON DOWNTOWN PLAN



Additional Steps to Pursue

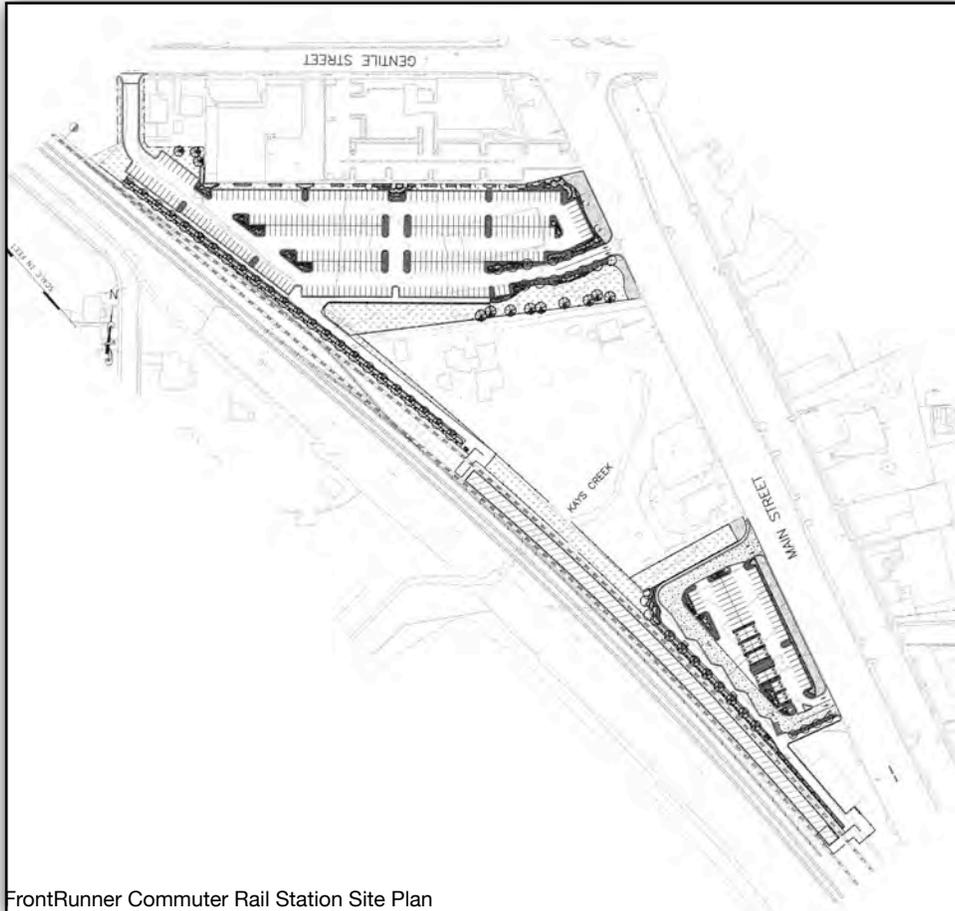
The critical Path for federal/state-funded projects is:

1. Concept Study Report* (Wasatch Front)
2. Design Study Report (UDOT)
3. Environmental
4. Final Engineering

* Concept Study Report is a Wasatch Front required document (modeled after and a prelude to the UDOT's Design Study Report). It must accompany requests for funding and includes: definition of project, project justification (i.e. safety improvements, multi-modal aspects, and capacity).

Commuter Rail Station

The Layton Station for the FrontRunner commuter rail is located near the site of the original town center. This triangular shaped site of approximately 12.5 acres is just north of the proposed South Layton I-15 interchange and is southwest of the Gentile Street/Main Street intersection. There is approximately 1,800 feet of frontage along the railroad corridor at this site. The south end of the site is occupied by the old Layton train depot building, which currently houses a restaurant. The site is bordered by a mixture of commercial and residential uses to the east and north, including a mobile home park and single-family residential and open agricultural land to the west.



FrontRunner Commuter Rail Station Site Plan

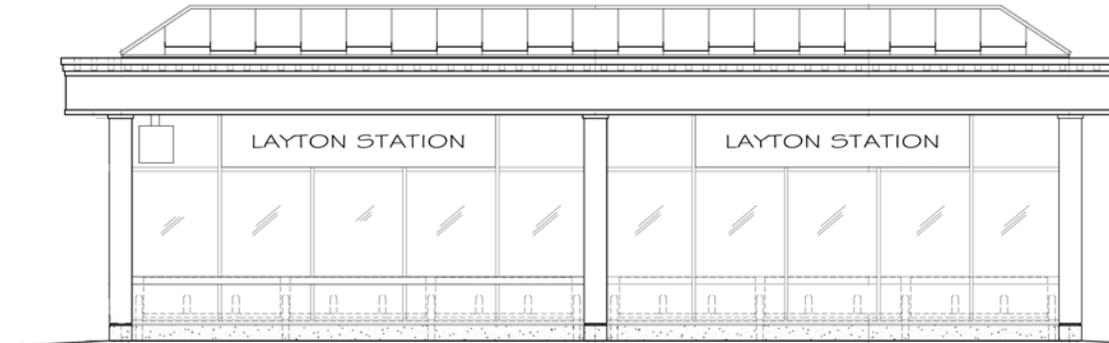


Station Area Visualization - Envision Utah

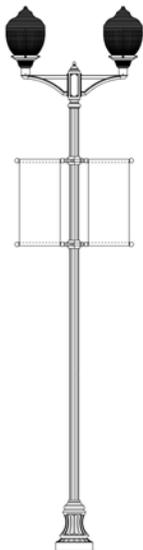
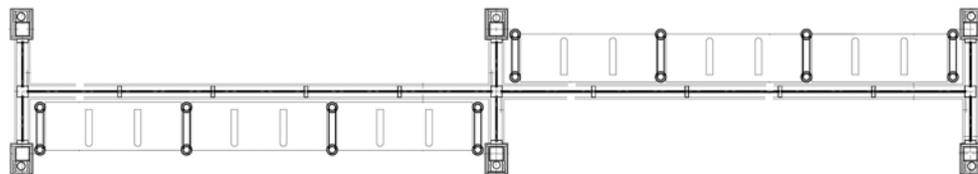
LAYTON DOWNTOWN PLAN

The primary vehicular access to the site is from Main Street and Gentile Street. If parking is located on the west side of the railroad tracks, a pedestrian access would be provided by means of a tunnel or a bridge to get access to the west of the tracks. Access west of the tracks would also allow Transit Oriented Development (TOD) and parking to be expanded to the west.

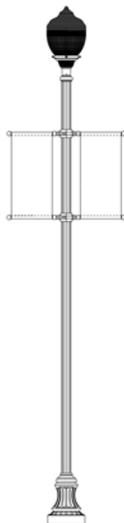
UTA projects that 700 to 800 parking stalls are needed to serve the station for the year 2030. The opening day parking demand would be met with two parking areas on the site. One area would be located toward the north end of the station site and the other would be adjacent to the south half of the station platform. The balance of the parking needed to meet 2030 demand could be provided in the area west of the tracks. Layton and UDOT are pursuing the upgrade of the nearby I-15 interchange. This upgrade could provide access to the properties west of the tracks.



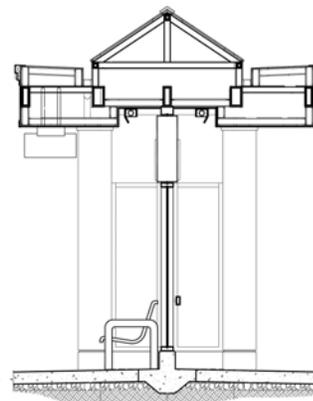
Station Platform Canopy



Platform Lighting



Parking Lot Lighting



Envision Utah TOD Study and Transit Oriented Development (TOD)

The Downtown Study Area is divided into three areas by the rail line that separates the residential and agricultural areas west of the rail line from the downtown area, and I-15, which separates downtown from the Fort Lane Shopping Center. All three areas have limited freeway access to and from I-15, and east/west circulation is confined to Gentile Street on the north. Kay's Creek winds through all three areas running northeast to southwest.

Envision Utah held a workshop in 2002 where almost 100 participants reviewed development options for the Downtown Study Area. The *Illustrative Plan*, as outlined below, took into account a proposed new east/west road to connect the Fort Lane Shopping Center to Main Street and west to the proposed station and new growth areas. Trails along Kay's Creek would provide additional means of pedestrian circulation through the study area, connecting to a future trail system across the city. These new circulation routes will open this area to greater development opportunities. Workshop participants stressed the need to develop design guidelines that would benefit and sustain historic downtown Layton and local residential neighborhoods, balance growth and preservation needs and develop distinct neighborhoods based on smart growth ideals.



The revitalization of historic downtown includes the FrontRunner Station area to support preservation and growth plans. The original intent was to locate the station and surface parking along the rail line reserving the street edge for higher-density mixed-use development that would support employment and downtown living within walking distance of the station. Kay's Creek would be developed as a pedestrian friendly zone fronted by urban amenities such as nearby mixed-use buildings. The proposal also creates an arts and business district east of Main Street with connections to the transit station to the west and surface parking to the south.

West of downtown there is great potential for residential development. Because people were concerned that new growth respectfully develop existing agricultural lands, higher-density housing is kept adjacent to the rail line. Three-to-four story apartments and higher density town homes located near the Kay's Creek corridor would step down in scale to single family homes to the west, similar to the scale of existing local development. Neighborhood parks,

LAYTON DOWNTOWN PLAN

play areas and landscaped sidewalks support the expressed need for walkable neighborhoods linked by green space.

In the Fort Lane area, development plans include the creation of a new retail center at the corner of Fort Lane and Gentile Streets. Plans include bringing buildings to the street, creating smaller scale parking areas and focusing the development onto an amenity, such as a manmade creek or water feature. A new street would provide access through the area and link the Layton City civic district and High School to the north to the a new highway off-ramp.

The Fort Lane Shopping Center could be a potential receiving zone for the transfer of development rights, a tool for the preservation of open space lands. This current low-density retail area would benefit from a greater density, allowed by purchasing the development rights from critical lands in other areas. Along the Great Salt Lake shoreline in Layton and other cities, a number of property owners have expressed interest in limiting future development on their land through the sale of development rights.



Layton (Main Street)- Before



Layton (Main Street)- Interim



Layton (Main Street)- After

Transit Oriented Development (TOD)

Transit Oriented Development (TOD) employs a variety of housing types and lot sizes such as townhomes, houses on small lots, mixed-use buildings and ancillary units to achieve a population density that supports transit yet blends into its surroundings. Building height and massing steps up as one gets closer to the transit station, so that there is no visual gap between lower-density and transit-oriented areas. In compact growth areas, pedestrian-friendly design can create the feel of a small town or an active urban landscape, depending on what a community prefers. In fact, TOD can greatly enhance the design of neighborhoods that currently lack a center by creating a publicly oriented central neighborhood area.

TOD is a long-term regional strategy; its benefits will increase over time as the region's structure for growth begins to connect land use policy and transit investment.

The FrontRunner Commuter rail stop presents an example of how to accommodate barriers in a TOD. Three parallel sets of tracks create a north/south barrier, and a creek that crosses the tracks presents an east/west barrier, dividing the station area into quadrants that are difficult to access from one another. The proposal generated from the Layton community design workshops calls for utilizing the creek as a pedestrian way underneath the rail crossing. The creek, once thought of as a barrier, becomes a connector across a wide rail right-of-way. Park-and-ride areas are situated in the Northeast quadrant, connected to the station by a road over the creek, while the more pedestrian-friendly areas are situated to the South of the creek, between the station and Layton's existing Main Street district.

Small parks and plazas are distributed throughout a TOD, so that no home or job is more than a few blocks away from one. The compact nature of TODs generally means that there will be less private open space for each household or workplace. Instead, there should be an emphasis on a variety of open space types within the TOD, including urban plazas and pocket parks, small neighborhood parks that can act as centers for their small community, major regional parks and ballfields, linear green connections, and natural areas. Not every TOD needs to have all of these types, however some sort of open space plan is highly important. Parks provide for a combination of active uses and passive recreation, both places where one can go to participate in community life and places where one can get a respite from the built environment.

Civic uses are also an important component of TOD. Civic buildings provide a unique identity and civic pride to an area and a forum for community gatherings and interaction. Because of their unique character, civic buildings may be located on axis with major circulation routes to reinforce the community's identity. Schools and church buildings are examples of appropriate civic uses in walkable TOD areas, so that children can access them independent of having to rely on a parent to drive them there. These buildings also provide a community focus. Civic buildings, including the transit station may also be located adjacent to civic plazas or parks to provide outdoor community spaces. Civic buildings may also provide indoor public gathering spaces where community members can interact when the weather is poor and outdoor spaces are inaccessible.

Transit station as community landmark

A well-designed transit station can become a community-centering landmark in a TOD, both a distinctive central place that draws people by choice and necessity, and a symbol that people associate with their community's identity. The station's nodal importance can be expressed through a variety of design treatments. For example, stations can generate community landmark quality through distinctive and unique architecture, a style that picks up on the vernacular of surrounding buildings, or vertical punctuations that align with major community routes and can be seen throughout the neighborhood.

The FrontRunner Commuter Rail station presents an example of where commuter parking is necessary but an important goal of station area planning is to create a main street pedestrian-oriented environment. Where park-and-ride lots must be located in a TOD, there are several design strategies that minimize their visual impact and allow for more intense use of station-adjacent lands.

Structured parking is a land-efficient parking solution, taking up less horizontal space by stacking cars vertically. Parking structures can be shared between the transit system and adjacent development, and a parking structure can replace a surface lot over time as station-adjacent land begins to be developed.

LAYTON DOWNTOWN PLAN

Shared Parking

Shared parking recognizes that different land uses, including multi-family, mixed-use, office, retail, entertainment and transit uses, routinely experience peak parking accumulations at different times of the day, week, or season. Parking spaces not occupied by one use at a given time can accommodate another nearby use at that time. An interrelationship between adjacent land uses not only increases the vitality of businesses but also results in lower parking demand. A successful local example of shared parking is Jordan Common in Sandy, which combines restaurant and office uses. The office building enhances the restaurant's noon business; many of the noon diners are office employees who are already parked at the offices, and so don't use up more parking spaces. In the evening, when restaurant parking demand is at its highest level, office demand has dropped off sufficiently to provide more than enough space for the restaurant. With two complementary land uses sharing the same parking stalls, the area devoted to parking has been significantly reduced.

Municipal parking requirements should allow shared parking arrangements so that parking spaces are used more efficiently, and the land used for parking lots can be limited. The following steps help determine shared parking ratios for mixed-use districts:

1. Start with municipal parking standards for each building type which uses the shared parking arrangement.
2. Determine the parking demand for each building type for key times when parking conflicts are most likely to occur, e.g. weekdays and Saturdays at 10 AM, 1 PM, 4 PM, 8 PM and 10 PM.
3. Determine the aggregate parking demand for these key times by summing the demand of the various land uses for each key time.
4. Determine the minimum shared parking space requirement by noting the largest of the aggregate parking demand figures.

Example of Shared Parking Calculation

The following example illustrates how to determine the parking demand from joint-use shared parking for a mixed-use area combining a 10,000 square foot restaurant and 200,000 square feet of office space:

South Jordan parking standards require 10 spaces per 1,000 square feet of restaurant space and 3 spaces per 1,000 square feet of office space. The 10,000 square foot restaurant and the 200,000 square foot office building thus require 100 and 600 spaces, respectively, or 700 total. To determine parking demand if spaces are shared, parking demands for the 2 uses are added for peak times on weekdays and Saturdays, to see which hour produces the highest parking demand. In this case, the highest total demand is at 2 pm on a weekday, when the restaurant is at 70 percent of peak and the office is at 95 percent of peak, for a total demand of 640 spaces, 60 fewer spaces than would be required with the individual conventional requirements. Even larger reductions in demand are possible with uses that have greater differences in their demand curves, such as office and cinema.

Examples of Structured Parking above Retail



Infrastructure

The primary focus of this section identifies the current status of utilities within the study area. Also included are recommendations as to upgrades these utilities may need to accommodate new development. These recommendations are based on an interview with Layton City staff and public utility personnel. They are only preliminary and when new development takes place in the Downtown area, more detailed investigation must be conducted at to actual existing condition and required upgrade to each utility to accommodate new development.

Underground Utilities

The underground utilities discussed in this chapter are primarily culinary water (water), sanitary sewer and storm sewer (storm drain).

Water

The water system in the Downtown area is coordinated through the Layton City Public Works Department. Within the Main Street right-of-way there is one line running from the north project limit to the south project limit. This line is at the east side of the right-of-way, typically under what is now off street parking. There is also a second line on the west side of Main Street running from the north project boundary south to Church Street. Another line also runs on the west side of Main Street from Gentile Street to a point approximately 460' feet north of the fork at the south end of Main Street.

Within the Gentile Street right-of-way there is a water line running along the south side from the east project boundary to the west project boundary.

At Church Street there is a water line located on the west side from the east project boundary to the intersection of Church and Gentile.

The water line at Cross Street is located on the east side running the entire length of the street.

The water available for fire protection in this area ranges from 2000 to 4000 gallons per minute (gpm). This volume of water is adequate for existing conditions and according to Layton City Engineering Division, this will also accommodate new development proposed in this Plan.

It is suspected that the water lines located at Cross Street and Church Street may need to be replaced in the near future this is due to the length of time these lines have been in the ground.

The water lines within the Main Street right-of-way are subject to the requirements of UDOT. One of these requirements is to have water lines located at each side of the right-of-way. This is to minimize traffic interruptions should service be required on the water lines. The only place where dual lines do not occur is on the west side of Main Street between Cross Street and Church Street. When development occurs in this area a new water line will need to be located there.

Sanitary Sewer

Existing sanitary sewer lines within the project area are located within Main Street, Gentile Street and Cross Street. More particularly at Main Street the sanitary sewer service is located at the east side from approximately 1460' north of the intersection of Church and Main. It then runs south to the south project boundary, however the line stops at the intersection of Main and Gentile and another line starts just south of Gentile. On the west side of Main Street a line runs from the north project boundary to the intersection of Cross Street and Main Street.

At Cross Street sanitary sewer is located on the west side and runs the length of the street. It is noted on the City engineering drawings that there is a question at to whether this line is abandoned.

LAYTON DOWNTOWN PLAN

Current city mapping indicates not sanitary sewer lines within the Church Street right-of-way from I-15 to Gentile Street.

There are two sanitary sewer lines running along the north side of Gentile Street. One line is a Layton City line the other is a North Davis County Sewer District (NDCSD) line. Mapping from Layton City shows the NDCSD line beginning west of I-15 and continues west beyond Main Street. It is unclear from the mapping the extent of this line. The Layton City line begins beyond the project limit to the east. The western extent of this line is unclear from current mapping.

Future development within the project area may require a new sanitary sewer line along the west side of Main Street from Cross Street to the south project boundary.

Conditions of the existing sanitary lines are in question. It can be safe to assume that at least half of these lines have been in place and servicing the community for a longer time than they were designed and ought to be replaced. City Engineering has video records of the condition of some of these lines but were not reviewed under this planning effort.

Storm Sewer

Storm Sewer in the Old Downtown area is insufficient to adequately accommodate the storm drainage needs of the area based on current drainage requirements. First, the storm water of Main Street is collected into a 36" line running along the west side of Main Street from the north project boundary to Kay's Creek. Secondly there are no storm drain lines in either Cross Street or Church Street. Storm water from these streets runs across the surface until it reaches Gentile Street where it is caught and channeled underground to Kay's Creek. No underground storm drain lines are located in Main Street south of Kay's Creek. Because Main Street is a state highway, the storm drainage for Main Street is the obligation of UDOT.

At Gentile Street a storm drain line is located on the south side and runs from the intersection of Church Street west to just beyond the Union Pacific Railroad tracks where it turns south to Kay's Creek.

Should new development occur as proposed storm sewer for the entire area would need to be upgraded to meet current standards.

Gas and Telephone

Gas and telephone lines are also located underground within the project area and within the rights-of-way of Main Street, Gentile Street and Church Street east of Main Street. Maintenance, upgrades and expansion to these utilities are the obligation of their respective utility company.

Overhead Utilities

Currently there are utility poles with overhead lines running along the west edge of Main Street from the north boundary of the project to the intersection of Church Street where they continue west along the north edge of Church Street and north along the south edge of Church Street. Overhead utility lines also run east and west along the south edge of Gentile Street. Other overhead utility lines within the project area are located between the east side of Main Street and the I-15 right-of-way. This line is set back some distance from the east edge of Main Street. Additionally there are overhead lines running between Cross Street and Church Street assumed at the back property lines of the lots fronting on those two streets.

An estimate given by Utah Power and Light for moving these overhead lines to underground indicates the cost to be \$400,000 (year 2000 dollars). Should it be determined to put these lines underground, additional communications with Utah Power and Light will need to take place to identify the extent of lines effected and the actual costs at time of construction. Additionally, utilities who may share the utility poles need to be contacted when poles are to be removed. These utilities are local telephone and cable TV provider.

Pedestrian Walkways and Open Space

The community idea of developing a "district" inherently includes the notion of network of walkways. A network of sidewalks and a connection to Kay's Creek is critical to the success of the area. Pedestrian crosswalk on Main Street, Gentile Street and Fort Lane will help provide connections to the surrounding neighborhoods and developments. Crosswalk lights and the possibility of installing pedestrian scaled electric lights along Main Street, Gentile Street and Fort Lane will enhance the pedestrian experience along these busy streets.

The most difficult challenge to creating a safe pedestrian district that benefits businesses and residents is the north south traffic flow on Main Street. Main Street is now the exclusive domain of the automobile. This exclusiveness of the current roadway design prevents the pedestrian walkways from functioning as a coherent network in a coherent district. Designing an uninterrupted quality pedestrian experience is essential to the success of this initiative.



Kay's Creek offers a unique opportunity to develop a linear recreation system. Certain retail and recreation development proposals could benefit from incorporating Kay's Creek into final design solutions. In addition, connecting the study area with the *Kay's Creek trail system, Layton Commons Park and the Civic Center* is vital to the success of the area.

Pedestrian connections between uses and through parking areas throughout the study area will be an important part of design review and approval. The typical suburban strip-commercial development pattern will no longer be appropriate for this area to succeed.



LAYTON DOWNTOWN PLAN

REDEVELOPMENT PLAN (RDA)

Statement of Development Objectives

- Removal of structurally substandard buildings or improvements to permit the return of the Redevelopment Project Area land to economic use and new construction.
- Removal of impediments to land disposition and development through assembly of land into reasonably sized and shaped parcels served by improved public utilities, infrastructure improvements and new community facilities.
- The elimination of environmental deficiencies, including: irregular sized lots, improper drainage, weeds and excessive vegetation. The land is currently underutilized.
- Achievement of an environment reflecting a high level of concern for architectural, landscape and urban design principles, developed through encouragement, guidance, appropriate controls, and professional assistance to owner participants and redevelopers.
- Promote and market sites for development or redevelopment that would be complementary to existing businesses and industries or would enhance the economic base through diversification.
- Provide utilities, streets, curbs, sidewalks, parking areas, landscape areas, plantings, and/or street furniture to give the area a new look and to attract business activity.
- Provide for the strengthening of the tax base and economic health of the entire community, region and the State of Utah.
- Provide improved public streets and road access to the area to facilitate better traffic circulation and reduce traffic hazards.
- Insure compatible relationships among land uses and quality standards for their development, such that the area functions as a unified and viable center of social and economic activity for the City.
- Provide attractive pedestrian circulation systems.
- Coordinate and improve the transportation system, including streets and public transit services within the project area.

General Design Objectives

The general design of redevelopment projects may be developed by the Agency in cooperation with the Planning Commission. The particular elements of the design should be such that the overall redevelopment of the Project Area will:

Provide an attractive urban environment;
Blend harmoniously with the adjoining areas;

Provide for the optimum amount of open space in relation to new buildings

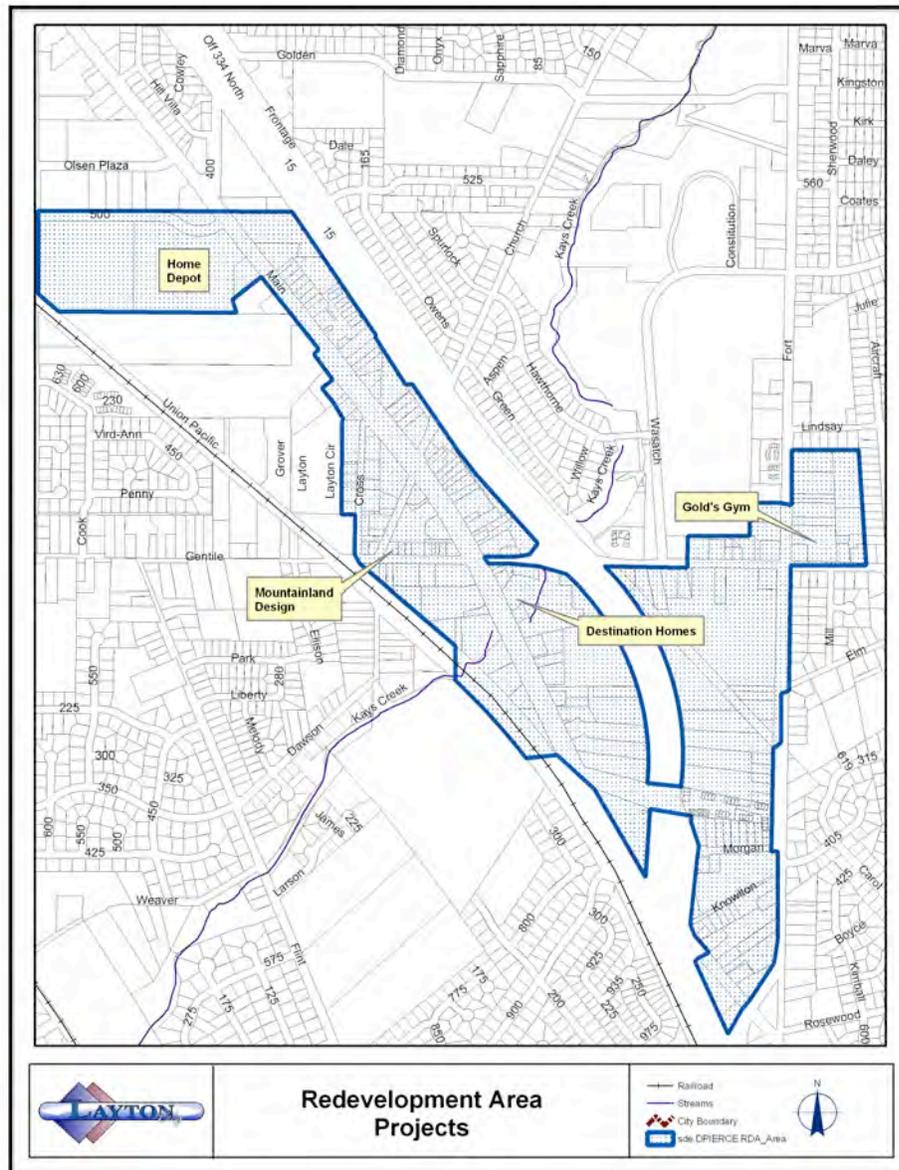
Provide unobtrusive parking areas, appropriately screened and landscaped to blend harmoniously with the area;
Provide open spaces and pedestrian walks which are oriented to the directions of maximum use and designed to derive benefit from topographical conditions and views;
Provide for the maximum separation and protection of pedestrian access routes from vehicular traffic arteries;
The development of land within the Redevelopment Project Area will be undertaken in such a manner that available offstreet parking will be maintained to the maximum degree. Special emphasis will be placed on phases of construction of all new development projects to support the parking program.

Building Design Objectives

All new buildings shall be of design and materials which will be in harmony with other new development and shall be subject to design review and approval by the Agency.

The design of buildings shall take optimum advantage of available views and topography and shall provide, where appropriate, separate levels of access.

Buildings within the Redevelopment Project Area should be designed and placed to act as significant landmarks in the Redevelopment Project Area and the City.



Open Space Pedestrian Walks and Interior Drive Design Objectives

All open spaces, pedestrian walks and interior drives shall be designed as an integral part of an overall site design, properly related to existing and proposed buildings.

Attractively landscaped open spaces shall be provided, which will offer maximum usability to occupants of the building for which they are developed.

Landscaped, paved, and comfortably graded pedestrian walks should be provided along the lines of the most intense use, particularly from building entrances to streets, parking areas, and adjacent buildings on the same site.

The location and design of pedestrian walks should afford maximum safety and separation from vehicular traffic, and should recognize desirable views of new and existing development in the area and surrounding community.

Materials and design of paving, retaining walls, fences, curbs, benches, and other accouterments, shall be of good appearance, easily maintained, and indicative of their purpose.

LAYTON DOWNTOWN PLAN

Landscape Design Objectives

A coordinated landscaped design over the entire Redevelopment Project Area incorporating landscaped treatment for open space, roads, paths, and parking areas into a continuous and integrated design shall be a primary objective.

Primary landscape treatment shall consist of nondeciduous shrubs, ground cover, and shade trees as appropriate to the character of the Redevelopment Project Area.

Project Improvement Design Objectives

Public rights-of-way. All streets, sidewalks and walkways within public rightsofway will be designed or approved by the City and will be consistent with all design objectives.

Street lighting and signs. Lighting standards and signs of pleasant appearance and modern illumination standards shall be provided as necessary.

Techniques to Achieve The Redevelopment Plan Objectives:

Activities contemplated in carrying out the plan in the area include the acquisition, clearance and rehabilitation of properties in the Redevelopment Project Area.

Implementation of Redevelopment Projects:

Redevelopment projects may be undertaken and carried out as provided in Section 17B4401, 402 and 403, of the Act. Funding for redevelopment projects and activities shall be provided for in the Project Area or the annual budget of the Agency.

Cooperation with the Community and Public Bodies:

The community and certain public bodies are authorized by state law to aid and cooperate, with or without consideration, in the planning, undertaking, construction, or operation of this project. The Agency shall seek the aid and cooperation of such public bodies in order to accomplish the purposes of redevelopment and the highest public good.

South Main/South Fort Lane Redevelopment Budget Detail

Year	Expenditure	Description	
2005	\$430,000	Environmental for Interchange	
	10,000	Sidewalks	
	<u>4,000</u>	Administrative, advertising, postage & printing	
	\$444,000		
	<u>44,400</u>	10% Contingency	
	\$488,400		
2006	\$196,800	Storm Drain Main Street 2400lf @\$40.00	
	103,800	Storm Drain Gentile St 1700lf @\$40.00	
	52,800	Storm Drain Church St 600lf @\$40.00	
	50,200	Storm Drain Cross St 550lf @\$40.00	
	106,400	Storm Drain Fort Lane 1100lf @\$40.00	
	<u>151,400</u>	Demolition of existing lines	
	\$661,400		
	<u>66,140</u>	10% Contingency	
		\$727,540	

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2007	\$204,000	Water Lines	Main Street	2400lf	@\$85.00
	144,500	Water Lines	Gentile St	1700lf	@\$85.00
	51,000	Water Lines	Church St	600lf	@\$85.00
	46,750	Water Lines	Cross St	550lf	@\$85.00
	<u>156,100</u>	Demolition of existing lines			
	\$602,350				
	<u>60,235</u>	10% Contingency			
	\$662,585				
2008	\$252,000	Sanitary Sewer	Main Street	2400lf	@\$105.00
	178,000	Sanitary Sewer	Gentile St	1700lf	@\$105.00
	63,000	Sanitary Sewer	Church St	600lf	@\$105.00
	57,750	Sanitary Sewer	Cross St	550lf	@\$105.00
	<u>192,500</u>	Demolition of existing lines			
	\$743,250				
	<u>74,325</u>	10% Contingency			
	\$817,575				
2009	\$4,180,000	Right-of-way for Interchange			
	<u>2,360,000</u>	Design/Engineering for Interchange			
	\$6,540,000	(Contingent Liability)			
2010	\$1,046,850	Streets	Main Street	49,850sy	@\$21.00
	98,000	Streets	Gentile St	4,300sy	@\$23.00
	65,090	Streets	Church St	2,830sy	@\$23.00
	69,460	Streets	Cross St	3,020sy	@\$23.00
	<u>80,850</u>	Demolition on Main and Church		53,900sy	@\$ 1.50
	\$1,360,250				
	<u>136,025</u>	10% Contingency			
	\$1,496,275				
2011	\$ 75,000	Upgrade traffic control @ Main and Gentile			
	90,000	New traffic control @ Main and Church			
	75,000	New pedestrian signals @ Main and Kays creek			
	35,000	Traffic signal interconnect system (U.G.)			
	187,200	Crosswalks @ Main 15,600sf specialty paving @ \$12.00			
	<u>40,000</u>	Regulatory traffic signs, pavement markings with epoxy paint			
	\$502,200				
	<u>50,220</u>	10% Contingency			
	\$552,420				
	\$281,160	Curbs	Main Street	23,430lf	@\$12.00
	36,000	Curbs	Gentile St	3,000lf	@\$12.00
	25,200	Curbs	Church St	2,100lf	@\$12.00
	26,400	Curbs	Cross St	2,200lf	@\$12.00
	86,316	Curbs	Fort Lane	7,193lf	@\$12.00
	<u>55,000</u>	Curb Demolition		22,000lf	@\$ 2.50
	\$510,076				
	<u>51,008</u>	10% Contingency			
	\$561,084				
	\$629,200	Sidewalk	Main Street	114,400sq ft	@\$5.50
	80,850	Sidewalk	Gentile Street	14,700sq ft	@\$5.50
	56,100	Sidewalk	Church Street	10,200sq ft	@\$5.50
	59,400	Sidewalk	Cross Street	10,800sq ft	@\$5.50

LAYTON DOWNTOWN PLAN

	395,615	Sidewalk	Fort Lane	71,930sq ft	@\$5.50
	<u>68,400</u>	Demolition		45,600sq ft	@\$1.50
	\$1,289,565				
	<u>128,957</u>	10% Contingency			
	\$1,418,522				
	\$2,532,026	Total for 2011			
2012	\$1,080,000	Lights	Fort Lane	144 16'	@\$ 7,500
	760,000	Lights	Main Street	76 30' ornamental cobra	@\$10,000
	637,500	Lights	Main Street	85 16' pedestrian	@\$ 7,500
	285,000	Lights	Gentile Street	38 16' pedestrian	@\$ 7,500
	187,500	Lights	Church Street	25 16' pedestrian	@\$ 7,500
	<u>210,000</u>	Lights	Cross Street	28 16' pedestrian	@\$ 7,500
	\$3,160,000				
	<u>304,900</u>	10% Contingency			
	\$3,464,900				
	\$ 76,800	Trees	Main Street	128 4"	@\$600
	40,250	Trees	Main Street	115 3"	@\$350
	17,500	Trees	Gentile Street	50 3"	@\$350
	11,550	Trees	Church Street	33 3"	@\$350
	12,600	Trees	Cross Street	36 3"	@\$350
	<u>50,400</u>	Trees	Fort Lane	144 3"	@\$350
	\$ 209,100				
	<u>20,910</u>	10% Contingency			
	\$ 230,010				
	\$ 108,000	Benches	90	@\$1,200	
	72,000	Trash Receptacles	90	@\$ 800	
	75,000	Bus Shelters	5	@\$15,000	
	30,000	Veterans Memorial Park Enhancements			
	9,000	Directional and Image Signage			
	<u>400,000</u>	Burying existing overhead electrical, telephone and cable			
	\$ 694,000				
	<u>69,400</u>	10% Contingency			
	\$ 763,400				
	\$4,458,310	Total for 2012			
2013	\$3,041,429	Loan Guarantees (Contingent Liability)			

APPENDIX A**Chapter 19.24
Condominium-Townhouse Zone
Adopted 12/21/06****19.24.010 Condominium-Townhouse Zone**

Purpose. The Condominium-Townhouse (C-TH) zone allows for townhouses, row houses, courtyard/garden court residential, "Big House" condos, live-work units, patio homes, alley-fed townhomes and cottages, senior housing or other commonwall residential buildings for more than two (2) families to be used near city transportation corridors and nodes. The intent of this zone is to create residential projects and neighborhoods that provide a variety of housing opportunities and choices that include a range of housing types. Condominium and townhouse projects shall provide convenient access to commercial uses and employment opportunities that are located in areas with existing, or probably future, multiple transportation choices. These types of housing offer several advantages over single-family detached houses: lower costs for land development, conservation of the land by using less land for a given number of houses and preserving open space, lower long-term maintenance costs, energy efficiency, and increased security for both the house and the neighborhood.

19.24.020 Definitions

"Big-house condominium": Multiple dwelling units in one building designed to appear to be a large home.

"Courtyard/garden court residential": A group of detached or attached residential dwelling units (small-lot homes or townhomes) surrounding a common green or plaza area.

"Live-work unit": Townhouse dwelling unit where office space is allowed to be secondary to the primary residential use and a limited number of outside employees and customers may be allowed.

"Patio homes": Detached, single-family units typically situated on a reduced-size lot that orients outdoor activity within rear or side yard patio areas for better use of the site for outdoor living space.

"Townhouse": A one-family dwelling unit, with a private entrance, which is part of a structure whose dwelling units are attached horizontally in a linear arrangement.

19.24.030 Ownership and Control

1) The area proposed for the Condominium-Townhouse zone shall be in one ownership or control during design and construction to provide for full supervision and control of said development, and to insure conformance with these provisions and all conditions imposed upon the preliminary and final development plans.

2) Residential buildings shall be designed so that ownership of the individual dwelling units may be individually conveyed.

19.24.040 Open Space and Common Areas

1) Open space and common areas should be held in common via public ownership or by a homeowner's association with a permanent open space easement;

(a) The open space should be large enough for the use of all residents of the project or the general public. Such spaces should include improvements such as playgrounds, pathways, pavilions, play courts, ball fields, as well as informal spaces, which encourage the use and enjoyment of the open space. Such areas may include lands, which are buildable, such as prominent ridgelines, views and vistas, and areas of significant native vegetation; or

2) The Planning Commission and City Council shall require the preservation, maintenance and ownership of all open space through one, or a combination of the following:

(a) Dedication of the land as a public park or parkway system;

(b) Dedication of the land as permanent open space on the recorded plat;

(c) Granting the City a permanent open space easement on the private open spaces to guarantee that the open space remain perpetually in recreation use, with ownership and maintenance being the responsibility of a homeowner's association; or

(d) Through compliance with the provisions of the Condominium Ownership Act as outlined in Title 57 of the Utah Code, which provides for the payment of common expenses for the upkeep of common areas and facilities.

(e) In the event the common open space and other facilities are not maintained in a manner consistent with the approved final PRUD plan, the City may at its option cause such maintenance to be performed and assess the costs to the affected property owners or responsible association.

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3) Any changes in use, or arrangement of lots, blocks, and building tracts, or any changes in the provision or type of common open spaces must be submitted for review and approval by the City Council upon recommendation of the Planning Commission.

19.24.050 Preliminary Townhouse/Condominium Review Process

1) A preliminary plan shall be submitted and approved by the Planning Commission and City Council. Said preliminary Plan shall contain the following information:

(a) A complete and accurate legal description of the property which is the subject of the condominium townhouse development. A preliminary title search showing legal ownership of the property. If the developer is not the property owner, written proof that said developer has sufficient legal claim on the property, and each parcel therein, or authority to represent its owners, must be provided to proceed with development plans;

(b) Topographic maps of the entire site, including contour intervals no greater than two feet (2');

(c) A tabulation of the total acreage of the site and the percentages thereof to be designated for various uses, i.e. parking, residential units, open space, streets, etc;

(d) Proposed circulation pattern including private driveways, public and private streets, and pedestrian and bicycle paths;

(e) Parks, common open spaces, playgrounds, school sites, and other public or private recreation facilities and improvements proposed within the project;

(f) General locations of all dwellings and other structures in the project, and an indication of proposed population densities and building densities (units per acre), including tables or graphs showing the percentages of each dwelling type proposed;

(g) Proposed location of parking, ingress and egress;

(h) A general landscaping plan showing what areas are to be landscaped and what types of plants and materials are contemplated;

(i) Preliminary elevations or perspectives of all building types proposed within the development;

(j) Preliminary subdivision plat, if the site is being divided, showing a general layout of all proposed lots as outlined in Title 18 of this Code;

(k) A preliminary utility plan showing the manner in which adequate sewage disposal, storm drainage, and water services are to be provided, including the point from which said services are to be extended or connected; and

(l) A geotechnical report as outlined in Chapter 19.07 of the City Code and the development guidelines and design standards.

2) The Planning Commission may impose such conditions on a preliminary plan, as it may deem appropriate to meet the goals and objectives of this Chapter and the General Plan.

19.24.060 Design Review Committee

1) A Design Review Committee shall be established by Layton City. The Committee shall be responsible for providing support and recommendations to the staff regarding basic design elements as presented in a preliminary plan.

2) The Planning Commission shall instruct staff to select a group of at least five (5) members who are professionals from among the fields of: architectural design, landscape architecture, urban design, architectural history, planning, and engineering.

(a) The Committee shall receive copies of the preliminary plan and design elements and together with staff, shall review all design aspects of the preliminary plan, landscaping plans, and building elevations. The committee may provide written input to staff or a formal meeting may be scheduled to review the proposed project.

19.24.070 Final Townhouse/Condominium Review Process

1) After the approval of the preliminary plan and prior to the construction of any building or structure, a final plan shall be submitted and approved by the Planning Commission and City Council. Said plans may be submitted in phases, provided each phase can exist as a separate project capable of independently meeting all of the requirements of this Chapter. The separate development of said phases shall not be detrimental to the overall project nor to the adjacent properties in the event that the remainder of the project is not completed. Said final plan shall be drawn to scale and shall contain the following information:

(a) All of those requirements designated for submission with preliminary plans;

(b) A certified survey of the property showing any survey conflicts with adjoining properties, any discrepancies between the survey descriptions and existing fence lines, and overlaps with adjoining property descriptions;

(c) Tabulations of all dwelling units to be constructed by types and number of bedrooms per unit;

- (d) Detailed development plan with completed dimensions showing precise locations of all buildings and structures, lot or parcel sizes and locations, designations of common open spaces and special use areas, detailed circulation pattern including proposed ownership and typical cross section of streets;
 - (e) Final exterior design for all building types, presented as exterior perspectives or exterior elevations;
 - (f) Detailed landscaping plans showing the types and sizes of all plant materials and their locations, decorative materials, recreation equipment, special effects, and sprinkler irrigation systems;
 - (g) Dimensioned parking layout showing location of individual parking stalls and all areas of ingress or egress;
 - (h) Detailed engineering plans showing site grading, street improvements, drainage, and public and private utility locations, and submission of engineering feasibility studies, stamped by a licensed professional engineer, if required by the City Engineer;
 - (i) Fully executed declaration of covenants, conditions, and restrictions, together with open space easements and other bonds, guarantees, or agreements as required herein or, as may have been recommended by the Planning Commission and deemed necessary by the City Council to meet the objectives of this Chapter. The bond will be one hundred ten percent (110%) of all improvements both public and private. Including, but not limited to, all landscaping, playgrounds, pathways, fencing and any other recreational amenity;
 - (j) A time schedule for the completion of landscaping, parking, street improvements and other improvements and amenities which are guaranteed by bonds or other securities; and
 - (k) Any additional information required by the development guidelines and design standards.
- 2) Any failure to receive final plan approval from the City Council within two (2) years of the approval of the preliminary plan shall terminate all proceedings and render the conceptual plan null and void.

19.24.080 Condominium-Townhouse Design Standards

- 1) The Condominium-Townhouse zone serves to buffer low-density residential neighborhoods from adjacent high-density residential, high traffic arterial streets (major corridors) and commercial developments. Height, setback, and massing standards promote development that fits well architecturally near existing single-family houses, while allowing densities that promote transit use, shared open space amenities, and a pedestrian orientation in a vibrant urban environment.
- 2) The following design standards shall be applied to townhouse development in conjunction with all other applicable multi-family standards identified in this chapter.
- 3) Bulk and Dimensional Standards
- (a) Height. Residential buildings shall have a maximum height of thirty-five (35) feet. An additional five (5) feet of height may be allowed if sub-grade or underground parking is provided for at least fifty percent (50%) of the units.
 - (b) Setbacks. The setbacks identified shall be dictated by the overall design of the project.
 - (c) Density. Condominium-Townhouse density shall not exceed twelve (12) dwelling units per acre in a side-by-side configuration and not exceed sixteen (16) dwelling units per acre for other configurations specifically approved by the Planning Commission and City Council.
- 4) General Design Standards.
- (a) Roof Line Variation.
 - i. Roof pitch of at least six (6) feet of height for each twelve (12) linear feet of roof shall be required for all townhouse development.
 - ii. Additionally, at least two (2) of the following types of roof line variation shall be required for all Condominium-Townhouse development:
 - a. Vertical offset in ridge line;
 - b. Gables;
 - c. False facades;
 - d. Exaggerated cornices;
 - e. Dormers;
 - f. Vegetated terraces;
 - g. Other architectural features such as trellises, cornices, portals or porches.
 - iii. The maximum roof line length without variation shall not exceed thirty (30) feet.
 - iv. The minimum roof line variation length shall be four (4) feet for dormers and eight (8) feet for all other types of variations.
- 5) Open Space. Open space shall be provided in all Condominium-Townhouse projects according to the following standards:
- (a) Two hundred (200) square feet of private open space shall be provided for each dwelling unit or 35% open space for the entire project.
- 6) Off-street parking is encouraged to be provided in the rear of each unit via an alleyway or drive separate from the street.

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7) Specific Design Standards

The following design standards shall be required for projects in order to create a cohesive appearance that is pedestrian friendly and which encourages travel by public transportation, bicycling, van pooling, and car pooling.

(a) Trash storage areas, mechanical equipment, transformers, meters and similar devices are not permitted to be visible from the street. Where site constraints would otherwise force these uses into visible locations, they shall be screened by decorative walls, earthen berms, landscaping or architectural treatments capable of screening views from streets and sidewalks. If in rooftop locations, mechanical equipment shall be screened by roof components, parapets, cornices or other architectural features.

(b) All uses located in the zone shall be conducted entirely within a fully-enclosed building. There shall be no outside storage of materials or equipment, other than motor vehicles licensed for street use.

(c) All new utility transmission lines shall be placed underground.

8) Pedestrian and Vehicle Circulation

(a) The public right of way in front of a project shall be encouraged to accommodate bike lanes and sidewalks for multiple modes of non-vehicular transportation.

9) Landscaping

(a) Street trees shall be provided on all street frontages at a maximum spacing of thirty (30) feet on center.

(b) Street trees shall be planted within a landscape strip between the roadway and sidewalk where feasible.

(c) Street trees shall be planted no closer than twenty (20) feet to light standards.

(d) All areas of a developed site not occupied by buildings, required parking, driveways, walkways or service areas shall be landscaped according to an approved landscaping plan. These areas may also incorporate hardscape for patios, plazas and courtyards.

(e) Parking areas shall be shaded by large broadleaf-canopied trees placed at a rate of one (1) tree for each twelve (12) parking spaces. Parking shall be adequately screened and buffered from adjacent uses. Parking shall be provided in accordance with section 19.12 of this Title.

CHAPTER 19.25: MIXED USE (MU) ZONE

Proposed

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19.25.020	Definitions
19.25.030	Permitted and Conditional uses
19.25.040	Dimensional Standards
19.25.050	Density
19.25.060	Design Standards
19.25.070	Pedestrian and Vehicle Circulation
19.25.080	Landscaping
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19.25.010 Purpose and intent.

The purpose of the Mixed Use (MU) Zone is to provide locations for developments that combine commercial, retail and multiple-family residential uses. By allowing a mix of uses, non-residential development can create jobs, shopping and entertainment opportunities for residents while residential development can generate 24-hour vitality in support of the non-residential uses.

19.25.020 Definitions

"Floor Area Ratio (FAR)," means the area of all the floors of a building, minus floor area used for required parking, divided by the area of the lot on which the building is located. (Example: A building with two 10,000 sq. ft. floors of office space on a 20,000 sq. ft. lot has a floor area ratio of 1.0.)

19.25.030 Permitted and Conditional Uses.RESIDENTIAL/DOMESTIC

Accessory Residential Dwelling - C
Accessory Building - P
Community Center - C
Multiple-Family Residential - C
Off-Street Parking Incidental to Main Use - P

INSTITUTIONAL AND SPECIAL SERVICES

Church/Temple/Rectory - C
Commercial School - P
Community Use - C
Convent, Monastery or Other Dwelling for Group Religious Community - C
Day Care Center - C
Fraternal/Benevolent Societies - C
Institutions of a Religious or Philanthropic Nature - P
Library, Art Gallery, Museum - P
Park, Playground, Fairground - C
Private Country Club - C
Public Administration Offices - P

UTILITY RELATED SERVICES

Electric Substation - C
Fire Station - C
Gas Metering and Transmission Station - C
Local Utility Distribution Line - P
Radio, TV or Microwave Tower - C
Railroad Tracks and Right Of Way - C
Sewage or Water Pumping or Control Station - C
Telephone Business Office - C
Telephone Switching, Relay and Transmission Equipment - C
Utility Private/Public Other than Listed (Offices) - C
Utility Shops, Storage Yards & Buildings - C

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Water Treatment Plant - C
Water Wells, Reservoir or Storage Tank - C

RECREATIONAL USES

Amusement Arcade - C
Amusement Commercial, Indoors - C
Amusement, Limited Commercial, Outdoor - C
Athletic/Tennis/Swim Club - C
Indoor Theater - C
Live Theater - C

AUTOMOBILE RELATED USES

Car Wash - C
Commercial Parking Structure - Auto Only - C
Gasoline, Retail, (No Repairs) - C
Automobile Rental - C

RETAIL OR RELATED USES

Antique or Collectable Shop - P
Art Supply Store - P
Bank, Credit Union, or Savings and Loan with Drive-In - C
Barber or Beauty Shop - P
Big Box Retail - C
Book or Stationary Shop - P
Camera Shop - P
Convenience Store - C
Department or Discount Store - C
Fast Food Eating Establishment - C
Florist Shop - C
Furniture/Appliance Store - C
Garden Shop, Plant Sales, Nursery - C
Grocery Store - P
Handicraft and Art Object Store - P
Hardware Store - C
Hobby Shop - P
Laboratory, Medical or Dental - P
Laundry/Laundromat - P
Locksmith or Key Shop - P
Medical Appliance Fitting or Sale, Medical Pharmacy - p
Medical/Dental Clinic - P
Music Store - P
Office, Professional or General Business - P
Optical Shop - P
Optical Laboratory - P
Package Liquor Store - C
Personal Custom Services, i.e. Tailor, Milner, etc. - P
Pet Shop, Small Animals, Birds & Fish - P
Pharmacy - P
Reception Center - C
Repair of TV, Radio, Appliances & Similar Equipment - C
Restaurant - P
Shoe, Boot, Saddle & Other Leather Goods Sale & Repair - P
Specialty Food Stores, Retail Sales - P
Studio, Artist, Photography, Dance, Music, Drama - P
Studio, Health, Exercise, Reducing or Similar Services - P
Studio, Decorator & Display - P
Tavern - C
Variety Store - P

COMMERCIAL OR RELATED SERVICES

Bakery Wholesale – C
Bed & Breakfast – C
Building Materials Sales – C
Cabinet or Furniture Upholstery Shop – C
Cleaning, Laundry or Dyeing – C
Clothing or Similar Light Manufacturing – C
Dance Hall or Night Club – C
Hotel or Motel – C
Kiosk – C
Laboratory, Scientific or Research – C
Lithography or Print Shop – C
Milk Depot – C
Mobile Store – C
Paint Store – P
Plumbing Store – P
Pre-School – P
Railroad or Bus Passenger Station – C
Resource Recycling Collection Point - C
Reverse Vending Machine – C
Travel Trailer Park – C

INDUSTRIAL AND RELATED USES

Precision Instrument & Jewelry Manufacturing - C

AGRICULTURAL AND RELATED USES

Agriculture – P
Crop Production for Sale – P
Orchard Commercial – P
Orchard Home Use – P

19.25.040 Dimensional Standards.

All structures shall comply with the requirements of the “C-H” (Highway Commercial) zone as set forth in Section 19.05.050, "Development regulations specific to professional, commercial and manufacturing zones" and Table 5-2. Where these provisions are in conflict with the requirements of this Chapter, the requirements of this Chapter shall apply.

19.25.050 Density and Intensity.

(1) Residential

(a) Minimum density - One unit per 4,000 sq. ft. of lot area (10.89 units per acre).

(b) Maximum Density - Maximum residential density allowed shall be one unit per 1,750 square feet of lot area (24.89 units per acre).

19.25.060 Design Standards.

(1) General Requirements

The following design standards shall be required of all development in the Mixed Use Zone in order to create a cohesive appearance that is pedestrian friendly and which encourages travel by public transportation, bicycling, van pooling, and car pooling.

(a) Wherever practical, buildings shall incorporate arcades, roofs, alcoves, porticos and awnings that protect pedestrians from the rain and sun.

(b) Trash storage areas, mechanical equipment, transformers, meters and similar devices are not permitted to be visible from the street. Where site constraints would otherwise force these uses into visible locations, they shall be screened by decorative walls, earthen berms, landscaping or architectural treatments capable

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of screening views from streets and sidewalks. If in rooftop locations, mechanical equipment shall be screened by roof components, parapets, cornices or other architectural features.

(c) All uses located in the zone shall be conducted entirely within a fully-enclosed building. There shall be no outside storage of materials or equipment, other than motor vehicles licensed for street use except as specifically approved by the Planning Commission in conjunction with a conditional use application.

(d) Primary building orientation shall be toward the street. Buildings that are open to the public and are within 30 feet of the street shall have an entrance for pedestrians from the street to the building interior. This entrance shall be designed to be attractive and functional, be a distinctive and prominent element of the architectural design, and shall be open to the public during all business hours.

(e) Buildings shall incorporate exterior lighting and changes in mass, surface or finish to give emphasis to entrances.

(f) Buildings shall provide a clear visual division between all floors. The top floor of any building shall contain a distinctive finish, consisting of a roof, cornice or other architectural termination.

(g) The facade of every residential floor greater than 30 lineal feet with street frontage shall incorporate features designed to provide human scale and visual interest. Compliance can be achieved through balconies, alcoves or wall segments that create at least a two-foot variation in plane for at least ten lineal feet within each thirty (30) foot segment of facade.

(h) In paseos, plazas and courtyards, lighting shall incorporate fixtures and standards designed for pedestrian areas.

(i) All new utility transmission lines shall be placed underground.

(2) At least 75 percent the lineal frontage of any ground-floor, non-residential wall with street frontage shall incorporate windows, doors or display windows.

19.25.070 Pedestrian and Vehicle Circulation.

The following site design standards shall apply to all development within the Mixed Use Zone:

(1) Public right of way shall be wide enough to incorporate bike lanes and sidewalks at least eight (8) feet in width.

(2) Public seating and bicycle racks shall be provided near entrances to buildings or groups of buildings.

19.25.080 Landscaping.

The following site landscaping standards shall apply to all new development in the Mixed Use Zone. Species shall be selected from the approved plant list provided herein.

(1) Street trees shall be provided on all street frontages at a maximum spacing of thirty (30) feet on center.

(2) Street trees shall be planted within a landscape strip of at least six (6) feet in width, between the roadway and sidewalk where feasible.

(3) Street trees shall be planted no closer than twenty (20) feet to light standards.

(4) All areas of a developed site not occupied by buildings, required parking, driveways, walkways or service areas shall be landscaped according to an approved landscaping plan. These areas may also incorporate hardscape for patios, plazas and courtyards.

(5) Parking areas shall be shaded by large broadleaf canopied trees placed at a rate of one (1) tree for each twelve (12) parking spaces. Parking shall be adequately screened and buffered from adjacent uses.

19.25.090 Parking.

Parking shall be provided in accordance with section 19.12 of this Ordinance. In addition, the following provisions shall apply:

(1) Parking areas shall be located behind or at one side of the building. Parking may not be located between a building and the street.

(2) Where feasible, pedestrian walkways shall be incorporated into parking lots of any size. Parking lots with more than one hundred (100) spaces shall be divided by landscaped areas including a walkway at least ten (10) feet in width.

CHAPTER 19.26
MIXED-USE/TRANSIT ORIENTED DEVELOPMENT (TOD) ZONE
Proposed

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19.26.040	Dimensional Standards
19.26.050	Density
19.26.060	Design Standards
19.26.070	Pedestrian and Vehicle Circulation
19.26.080	Landscaping
19.26.090	Parking

19.26.010 Purpose and intent.

The purpose of the Transit Oriented Development (TOD) Zone is to provide locations for developments near transit centers that allow concentrations of commercial, retail and multiple-family residential uses that can take advantage of public transportation facilities. By allowing a mix of uses, non-residential development can create jobs, shopping and entertainment opportunities for residents while residential development can generate 24-hour vitality in support of the non-residential uses. This zone also uses the demand for higher density development generated by mixed-use design to help accomplish Layton's land preservation goals through the voluntary use of transfer of development rights.

19.26.020 Definitions

"Floor Area Ratio (FAR)," means the area of all the floors of a building, minus floor area used for required parking, divided by the area of the lot on which the building is located. (Example: A building with two 10,000 sq. ft. floors of office space on a 20,000 sq. ft. lot has a floor area ratio of 1.0.)

"Transit center," means a commuter, passenger or light rail station or the community's central bus transfer hub.

19.26.030 Permitted and Conditional Uses.

RESIDENTIAL/DOMESTIC

- Accessory Residential Dwelling - C
- Accessory Building - P
- Community Center - C
- Multiple-Family Residential - C
- Off-Street Parking Incidental to Main Use - P

INSTITUTIONAL AND SPECIAL SERVICES

- Church/Temple/Rectory - C
- Commercial School - P
- Community Use - C
- Convent, Monastery or Other Dwelling for Group Religious Community - C
- Day Care Center - C
- Fraternal/Benevolent Societies - C
- Institutions of a Religious or Philanthropic Nature - P
- Library, Art Gallery, Museum - P
- Park, Playground, Fairground - C
- Private Country Club - C
- Public Administration Offices - P

UTILITY RELATED SERVICES

- Electric Substation - C
- Fire Station - C

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Gas Metering and Transmission Station - C
Local Utility Distribution Line - P
Radio, TV or Microwave Tower - C
Railroad Tracks and Right Of Way - C
Sewage or Water Pumping or Control Station - C
Telephone Business Office - C
Telephone Switching, Relay and Transmission Equipment - C
Utility Private/Public Other than Listed (Offices) - C
Utility Shops, Storage Yards & Buildings - C
Water Treatment Plant - C
Water Wells, Reservoir or Storage Tank - C

RECREATIONAL USES

Amusement Arcade - C
Amusement Commercial, Indoors - C
Amusement, Limited Commercial, Outdoor - C
Athletic/Tennis/Swim Club - C
Indoor Theater - C
Live Theater - C

AUTOMOBILE RELATED USES

Car Wash - C
Commercial Parking Structure - Auto Only - C
Gasoline, Retail, (No Repairs) - C

RETAIL OR RELATED USES

Antique or Collectable Shop - P
Art Supply Store - P
Bank, Credit Union, or Savings and Loan with Drive-In - C
Barber or Beauty Shop - P
Big Box Retail - C
Book or Stationary Shop - P
Camera Shop - P
Convenience Store - C
Department or Discount Store - C
Fast Food Eating Establishment - C
Florist Shop - C
Furniture/Appliance Store - C
Garden Shop, Plant Sales, Nursery - C
Grocery Store - P
Handicraft and Art Object Store - P
Hardware Store - C
Hobby Shop - P
Laboratory, Medical or Dental - P
Laundry/Laundromat - P
Locksmith or Key Shop - P
Medical Appliance Fitting or Sale, Medical Pharmacy - p
Medical/Dental Clinic - P
Music Store - P
Office, Professional or General Business - P
Optical Shop - P
Optical Laboratory - P
Package Liquor Store - C
Personal Custom Services, i.e. Tailor, Milner, etc. - P
Pet Shop, Small Animals, Birds & Fish - P
Pharmacy - P
Reception Center - C
Repair of TV, Radio, Appliances & Similar Equipment - C

Restaurant – P
Shoe, Boot, Saddle & Other Leather Goods Sale & Repair – P
Specialty Food Stores, Retail Sales – P
Studio, Artist, Photography, Dance, Music, Drama – P
Studio, Health, Exercise, Reducing or Similar Services - P
Studio, Decorator & Display – P
Tavern – C
Variety Store – P

COMMERCIAL OR RELATED SERVICES

Bakery Wholesale – C
Bed & Breakfast – C
Building Materials Sales – C
Cabinet or Furniture Upholstery Shop – C
Cleaning, Laundry or Dyeing – C
Clothing or Similar Light Manufacturing – C
Dance Hall or Night Club – C
Hotel or Motel – C
Kiosk – C
Laboratory, Scientific or Research – C
Lithography or Print Shop – C
Milk Depot – C
Mobile Store – C
Paint Store – P
Plumbing Store – P
Pre-School – P
Railroad or Bus Passenger Station – C
Resource Recycling Collection Point - C
Reverse Vending Machine – C
Travel Trailer Park – C

INDUSTRIAL AND RELATED USES

Precision Instrument & Jewelry Manufacturing

AGRICULTURAL AND RELATED USES

Agriculture – P
Crop Production for Sale – P
Orchard Commercial – P
Orchard Home Use – P

19.26.040 Dimensional Standards

Non-Residential, Residential and Mixed-Use structures shall comply with the requirements of the CH zone as set forth in Section 19.05.050, "Development regulations specific to professional, commercial and manufacturing zones" and Table 5-2. Where these provision conflict with the requirements of this Chapter, the requirements of this Chapter shall apply.

19.26.050 Density and Intensity

(1) Residential

(a) Minimum Density - One unit per 4,000 square feet of lot area.

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(b) Maximum Density - Maximum residential density allowed through the TDR option shall be one unit per 1,400 square feet of lot area.

19.26.060 Design Standards

(1) General Requirements

The following design standards shall be required of all projects using the TDR option in the TOD Zone in order to create a cohesive appearance that is pedestrian friendly and which encourages travel by public transportation, bicycling, van pooling, and car pooling.

- (a) Wherever practical, buildings shall incorporate arcades, roofs, alcoves, porticos and awnings that protect pedestrians from the rain and sun.
- (b) Trash storage areas, mechanical equipment, transformers, meters and similar devices are not permitted to be visible from the street. Where site constraints would otherwise force these uses into visible locations, they shall be screened by decorative walls, earthen berms, landscaping or architectural treatments capable of screening views from streets and sidewalks. If in rooftop locations, mechanical equipment shall be screened by roof components, parapets, cornices or other architectural features.
- (c) All uses located in the zone shall be conducted entirely within a fully-enclosed building. There shall be no outside storage of materials or equipment, other than motor vehicles licensed for street use except as specifically approved by the Planning Commission in conjunction with a conditional use application.
- (d) Primary building orientation shall be toward the street. Buildings that are open to the public and are within 30 feet of the street shall have an entrance for pedestrians from the street to the building interior. This entrance shall be designed to be attractive and functional, be a distinctive and prominent element of the architectural design, and shall be open to the public during all business hours.
- (e) Buildings shall incorporate exterior lighting and changes in mass, surface or finish to give emphasis to entrances.
- (f) Buildings shall provide a clear visual division between all floors. The top floor of any building shall contain a distinctive finish, consisting of a roof, cornice or other architectural termination.
- (g) The facade of every residential floor greater than 30 lineal feet with street frontage shall incorporate features designed to provide human scale and visual interest. Compliance can be achieved through balconies, alcoves or wall segments that create at least a two-foot variation in plane for at least ten lineal feet within each thirty (30) foot segment of facade.
- (h) In paseos, plazas and courtyards, lighting shall incorporate fixtures and standards designed for pedestrian areas.
- (i) All new utility transmission lines shall be placed underground.

(2) At least 75 percent the lineal frontage of any ground-floor, non-residential wall with street frontage shall incorporate windows, doors or display windows.

19.26.070 Pedestrian and Vehicle Circulation

The following site design standards shall apply to all development using the TDR option within the TOD Zone:

(1) Public right of way shall be wide enough to incorporate bike lanes and sidewalks at least eight (8) feet in width.

(2) Public seating and bicycle racks shall be provided near entrances to buildings or groups of buildings.

19.26.080 Landscaping

The following site landscaping standards shall apply to all new development using the TDR option in the TOD Zone. Species shall be selected from the approved plant list provided herein.

(1) Street trees shall be provided on all street frontages at a maximum spacing of thirty (30) feet on center.

(2) Street trees shall be planted within a landscape strip of at least six (6) feet in width, between the roadway and sidewalk where feasible.

(3) Street trees shall be planted no closer than twenty (20) feet to light standards.

(4) All areas of a developed site not occupied by buildings, required parking, driveways, walkways or service areas shall be landscaped according to an approved landscaping plan. These areas may also incorporate hardscape for patios, plazas and courtyards.

(5) Parking areas shall be shaded by large broadleaf canopied trees placed at a rate of one (1) tree for each twelve (12) parking spaces. Parking shall be adequately screened and buffered from adjacent uses.

19.26.090 Parking

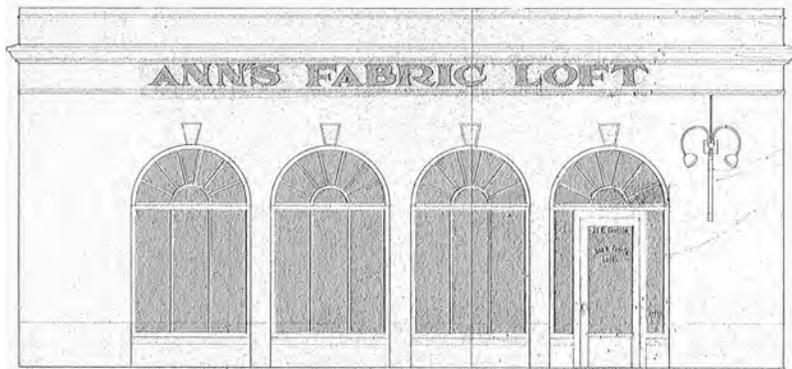
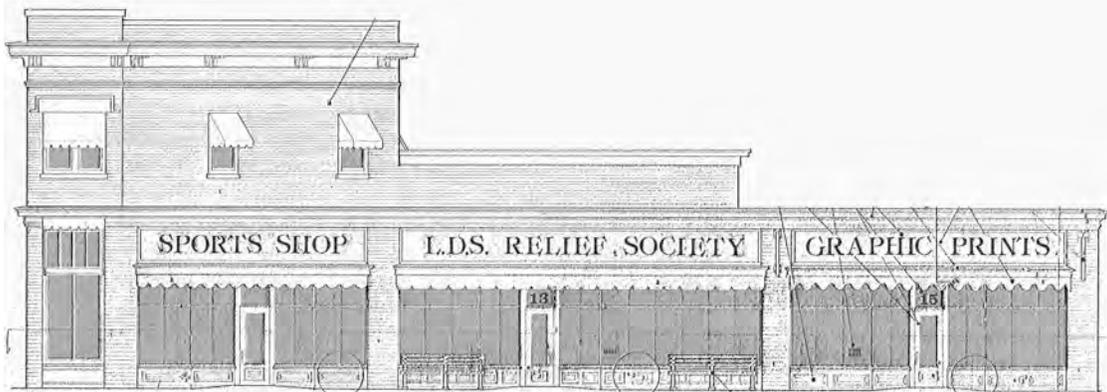
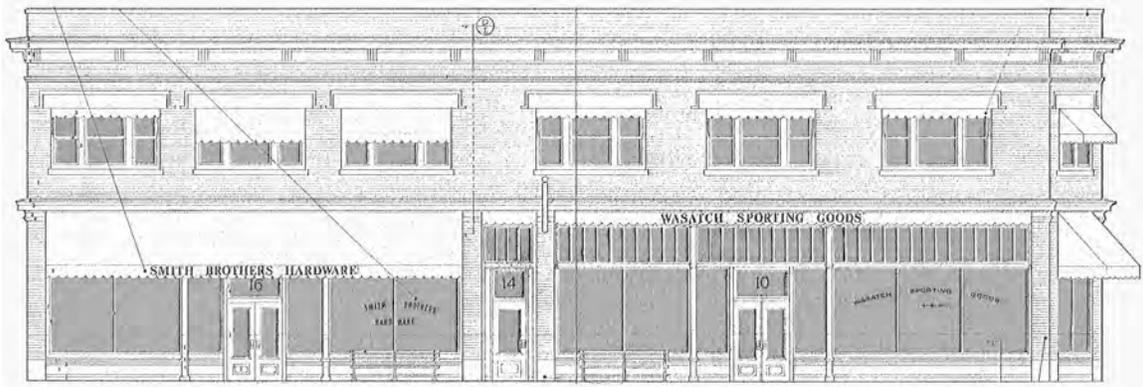
Parking shall be provided in accordance with section 19.12 of this Ordinance. In addition, the following provisions shall apply:

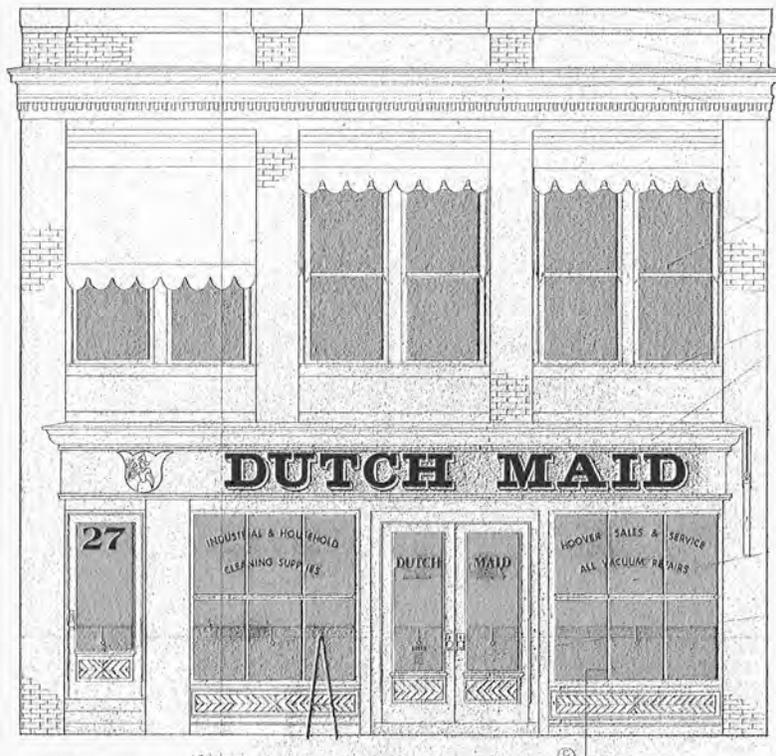
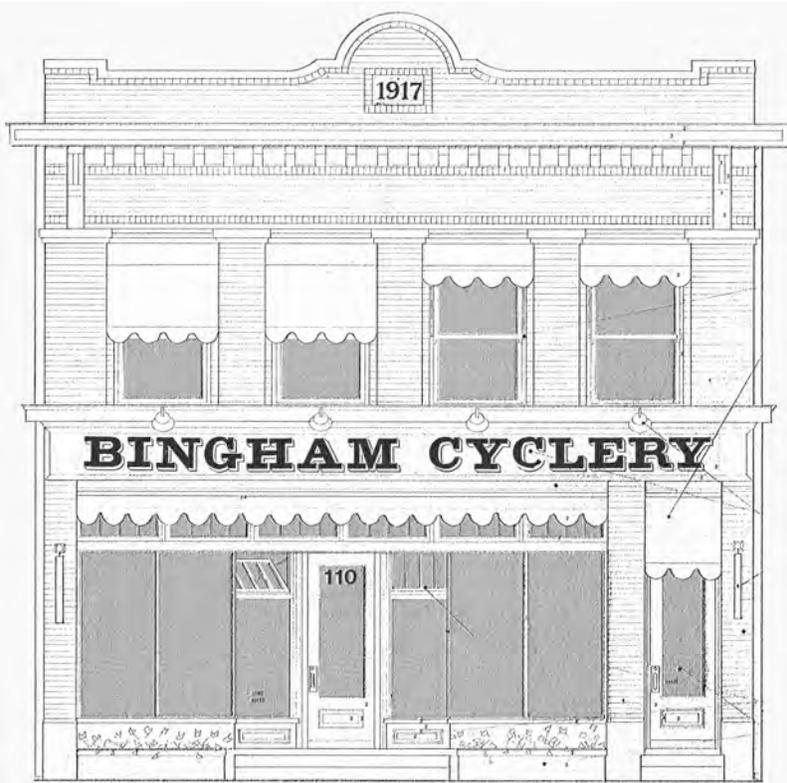
(1) Parking areas shall be located behind or at one side of the building. Parking may not be located between a building and the street.

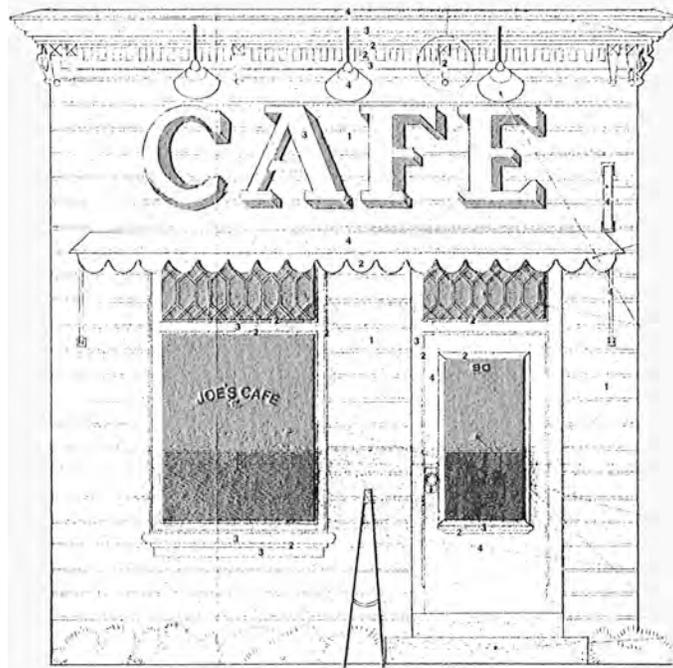
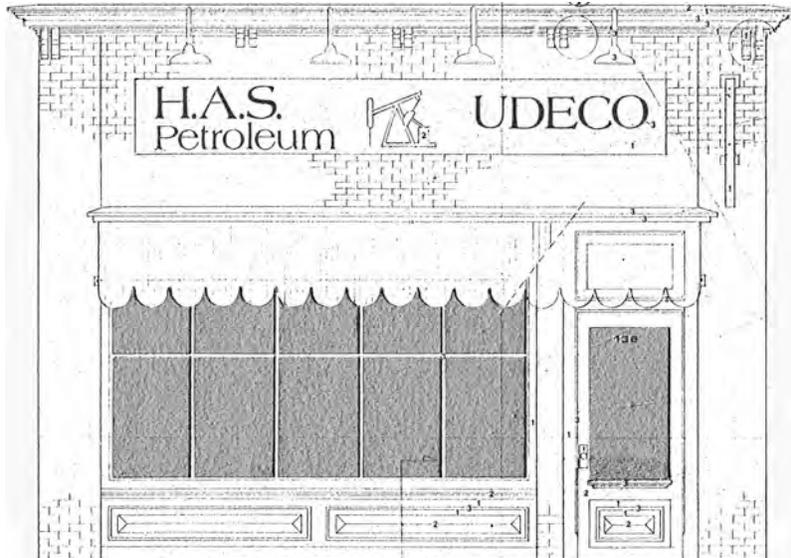
(2) Where feasible, pedestrian walkways shall be incorporated into parking lots of any size. Parking lots with more than one hundred (100) spaces shall be divided by landscaped areas including a walkway at least ten (10) feet in width.

APPENDIX B
Historic Building Elevations

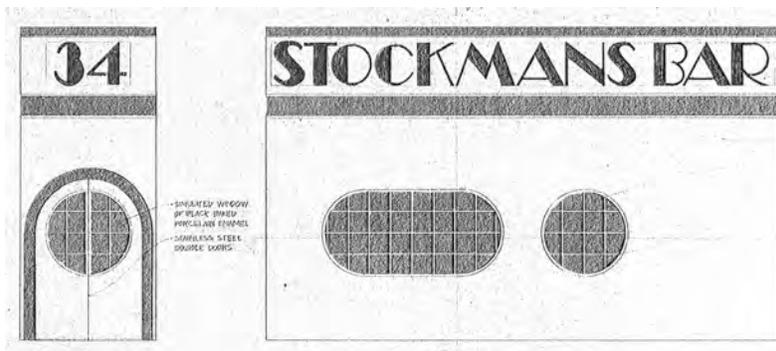
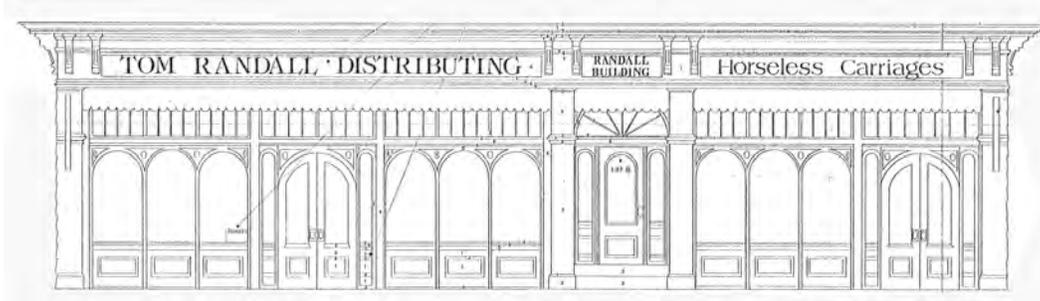
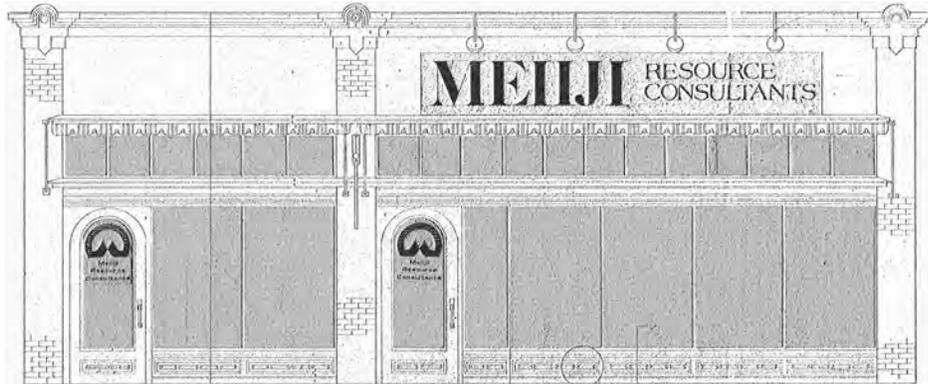








LAYTON DOWNTOWN PLAN



APPENDIX C
Concept Posters from Open House

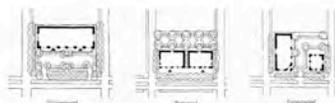
MIXED-USE: RETAIL, OFFICE & RESIDENTIAL



Contemporary suburban development frequently divides uses into isolated pods. Besides forcing people to drive to all activities and destinations, single-use environments are only used for part of the day- for example, office areas shut down after working hours and on weekends. By contrast, Mixed-Use include diverse and complementary high-activity uses such as retail, professional services, housing, and employment adjacent to transit. A mix of diverse activities permits residents and employees to run errands on foot, without relying on a car.



Mixed-Use Retail



Mixed-Use creates a vibrant pedestrian-scale urban landscape, in contrast to much recent development that has been designed primarily for auto access, and in which pedestrian features, walkable street design, or architecture that is interesting at the pace of a pedestrian are sorely neglected. Building and site design in Mixed-Use Centers should create pleasant and enjoyable urban places that make walking an attractive, preferred travel option.

Mixed-Use Office

The center of a Mixed-Use Center contains a diversity of uses, including convenience retail and services, small offices, day care, and civic amenities such as libraries and post offices. Apartments or other multi-family housing options are also appropriate, often over ground-floor retail. A mixed-use environment creates the vitality and round-the-clock activity associated with active urban environments and reinforces the vibrancy of shopping and employment destinations. Residential uses are vital to mixed-use cores in order to provide use of the area at all times of the day and week.



Mixed-Use Residential



HOUSING CHOICES AND OPPORTUNITIES



Multiple Family

Mixed Use (MU) and Transit Oriented Development (TOD) areas employ a variety of housing types and lot sizes such as townhomes, houses on small lots and mixed-use buildings to achieve a population density that supports transit yet blends into its surroundings.



Mixed-Use

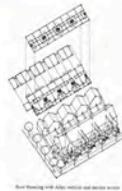


Building height and massing steps up as one gets closer to the transit station, so that there is no visual gap between lower-density and transit-oriented areas.



Single Family

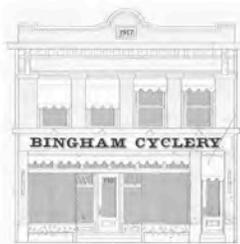
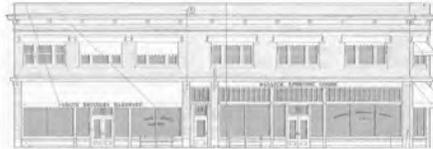
In compact growth areas, pedestrian-friendly design can create the feel of a small town or an active urban landscape, depending on what a community prefers. In fact, Mixed Use and TOD can greatly enhance the design of neighborhoods that currently lack a center by creating a publicly oriented central neighborhood area.



HISTORIC PRESERVATION



Prepared by E. Harris Adams



FRONTRUNNER - COMMUTER RAIL

