LAYTON CITY
GENERAL PLAN

LAND USE AND POPULATION ELEMENT

LAND USE AND POPULATION ELEMENT OF THE LAYTON CITY GENERAL PLAN

Table of Contents

	Page
I. Introduction	1
A. Methodology	1
B. Influence of the Topography and Circulation Pattern	2
II. Land Use	2
A. Overview and Comparison	2
B. Residential	8
1. Single Family	9
2. Multi Family	9
3. Mobile Home	9
C. Non-Residential Uses	9
1. Commercial	10
2. Manufacturing	10
III. Community Design Considerations	10
A. The Neighborhood Unit Concept	12
B. Hierarchy of Commercial Uses	12
C. Location Considerations for Land Uses	15
IV. Population	17
A. Introduction	17
B. Types of Projections	17
C. Historical Growth of Layton	18
D. Demographic Characteristics	18
E. Projection Methods Used	22
V. Development Potential	24
A. Projected Residential Build-out	24
B. Projected Build-out Population	25
Bibliography	27
Appendix	
A. 1991 Land-Use Acreage for Each Section by Type in Layton	28
B. 1991 Housing Acreage for Each Section by Housing Type in Layton	29
Goals & Policies	30

Maps

1.	Layton City with Sections	3
2.	Layton City Growth Potential	5
3.	Layton City Superblock	11
4.	Layton City Schools with Elementary User Areas Defined	13
5.	Layton City Land Use 1992	45
6.	Layton City Densities	46

Figures

1.	Land Development Potential in Layton City	4
2.	Developed Land Percentages by Use-Type in Layton City	6
3.	1991 Land-use Survey by Acreage and Percentages of the Developed and Total Land Area in Layton City	7
4.	Land-use Ratios (in percent) for Layton City, Compared with an Average for Small and Large Cities	8
5.	1990 U.S. Census Population for Layton City by Male and Female Cohort	19
6.	Minority Populations in Layton City for 1980 and 1990	20
7.	Income Distribution in Layton City, 1990	21
8.	Population Projections for Layton City	22
9.	Layton City Population Growth, Historical and Projected	23
10.	Estimated Number of Dwelling Units in Layton City at 75% and 100% Build-Out	25
11.	Estimated Population of Layton City Based on Persons Per Dwelling Unit at 75% and 100% Build-Out	26
12.	Development Potential for Layton City by Acres for Areas East and West of Fairfield Road	26

I. INTRODUCTION

The patterns of land use in Layton City have been set by street patterns and the topography of the area. Many of these patterns are the result of tradition, perception, and even planning. The Land-use and Population Element is that portion of the plan which has traditionally been identified as "city planning" by most people. It looks at the use of land throughout the city and the growth that is projected to occur and influence those land use patterns. Land use and population projections are also included, based on historical trends.

The information collected will be used as part of this plan, but it is also frequently requested by development firms, private individuals and other public agencies. For this reason, this information should ideally be updated at least every other year.

Population projections were also calculated and compared with those prepared by the Wasatch Front Regional Council.

METHODOLOGY

Three land-use surveys have been conducted in preparation of this element of the plan. The first survey was completed in April, 1988, the second survey in January, 1991 and the third survey in July, 1996 These were the first land-use surveys conducted in Layton in almost 30 years and the first full-scale surveys, covering all of the city. **All of the land-use information included in this study is based on July, 1996 information, unless otherwise noted!**

The five basic segments to the survey are as follow:

1. Base Map and Database Organization -
Layton City's boundaries include all or part of 36 separate square sections of land in Davis County. This survey is the first time in which a Geographic Information System (GIS) has been implemented for organizing and calculating land use data for Layton City. Individual computerized base maps, showing property lines, rights-of-way, and city boundaries, were made for each section. A database was then constructed to reflect the land use data for each parcel.

2. Office research and data transfer - Information from aerial photos, city directories, building permits, and other land records were used to identify uses, acreage and other pertinent information. Unlike surveys of the past, the land use was not transferred to hard copy maps but to the computer database

3. Windshield/Field survey work - The total city was surveyed by car to make corrections or additions to the information on the section maps.

4. Verification and input of survey data - The section maps were reviewed to determine any inconsistencies between the office research and windshield survey work.

5. Calculation of land-use data - The total acreage for each particular land use category was calculated by the GIS computer. The GIS allows for more accurate calculations, easy updates, and land use analysis which was not previously possible.

Influence of the Topography and Circulation Pattern

In discussing land uses in Layton, it is necessary to briefly discuss the topography of the city and the street circulation system as these two factors greatly influence much of the land-use pattern.

The slope of the city is from northeast to southwest with the highest point in the city in the northeast corner at 5,320 feet above sea level and the lowest point in the southwest corner at about 4,230 feet above sea level. A number of benches were created by the receding shoreline of Lake Bonneville, which once covered the area where the city is situated. These benches are located on the north and east boundaries of the city and are divided by several ravines created by creeks in the area. The slope of the land flattens towards the southwest.

Unlike most Utah cities, the Mormon grid pattern of streets and lots was never applied to Layton, as it originally started out as an appendage to Kaysville. The major east/west streets were located on the section lines in the flatter areas and were adjusted to fit the topography in the foothill areas. The north/south streets are generally gridded in the western portion of the city, but the roads in the east portion of the city are typically irregular. Church and Main Streets run on diagonals: Church from southwest to northeast and Main from southeast to northwest. (See Map 1)

II. LAND-USE

OVERVIEW AND COMPARISON

As of July, 1996, Layton City included 20.54 square miles of land with the possibility of annexing approximately 7.71 more square miles. (See Figure 1 and Map 2). Davis County includes 630 square miles of land and water within its border. Excluding the Great Salt Lake, mountainous areas, Antelope Island and Hill Air Force Base leaves a total of 139.9 square miles of potentially developable land. Based on these figures, Layton occupies 14.68% of developable land area in the county. At a maximum land area of 28.25 square miles, it will occupy 20.19% of the developable land in the county.

Just under half of the land in Layton City can be classified as undeveloped, based on the '96' survey. This includes vacant land, as well as land used for agricultural purposes. The reason for the inclusion of agricultural land in the category of undeveloped land is that this survey is an urban land-use survey. A breakdown percentage of all developed land is included in Figure 2. Figure 3 includes a breakdown of all land-uses by acreage, while Appendix A includes land-use breakdown information for each square-mile section located in the city.

FIGURE 3
1996 Land-Use Survey with Acreage and Percentages of the Developed and Total Land Area in Layton City

Land Use Category	Developed Land	% of Dev. Land	Total Land	% of Total Land
Single Family Res. Subdivision	2773.43		2773.43	
Single Family Res. Non-Subdivision	826.40		826.40	
Single Family Res. TOTAL	3,599.83	47.80	3599.83	27.38
Multiple Family Res.	173.82	2.31	173.82	1.32
Mobile Home	286.11	3.80	286.11	2.18
HOUSING TOTAL	4,059.76	53.91	4,059.76	30.88
Public/Quasi-Public	354.84	4.71	354.84	2.70
Utilities	97.36	1.24	93.36	.71
Parks & Open Space	557.55	7.40	557.55	4.24
Commercial	572.55	7.60	572.55	4.36
Manufacturing	156.58	2.08	156.58	1.19
Transportation	1,736.55	23.06	1,736.55	13.21
Vacant	--	--	5,615.06	42.71
TOTAL	7,531.19 or 11.77 square miles	100.00	13,146.25 or 20.54 square miles	100.00

Potentially Annexable	4,934.40 acres or 7.71 square miles

FIGURE 1

Land Development Potential
Layton City, July, 1996

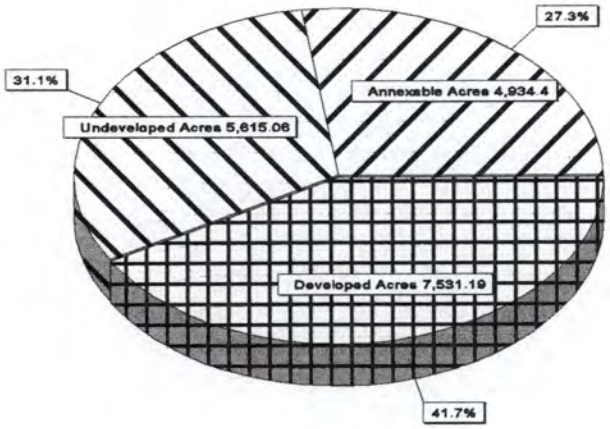
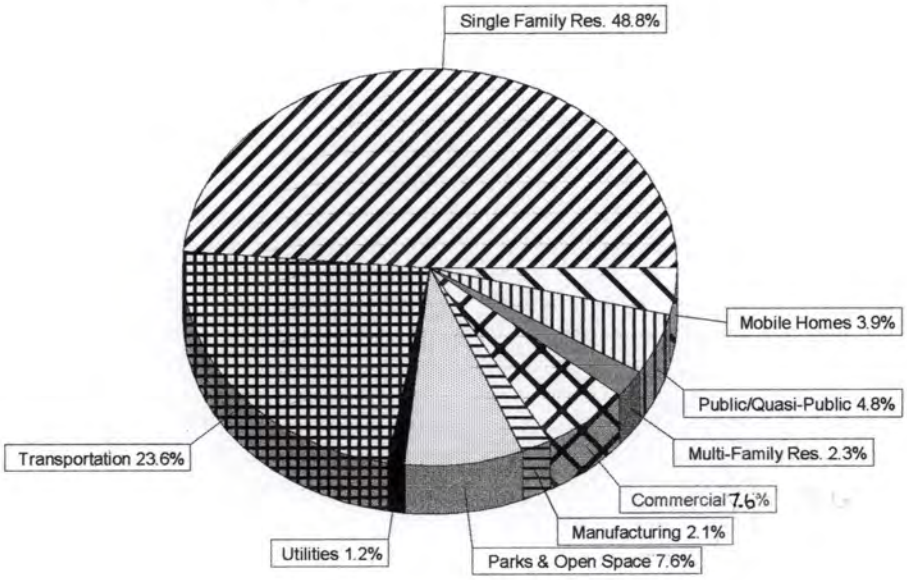


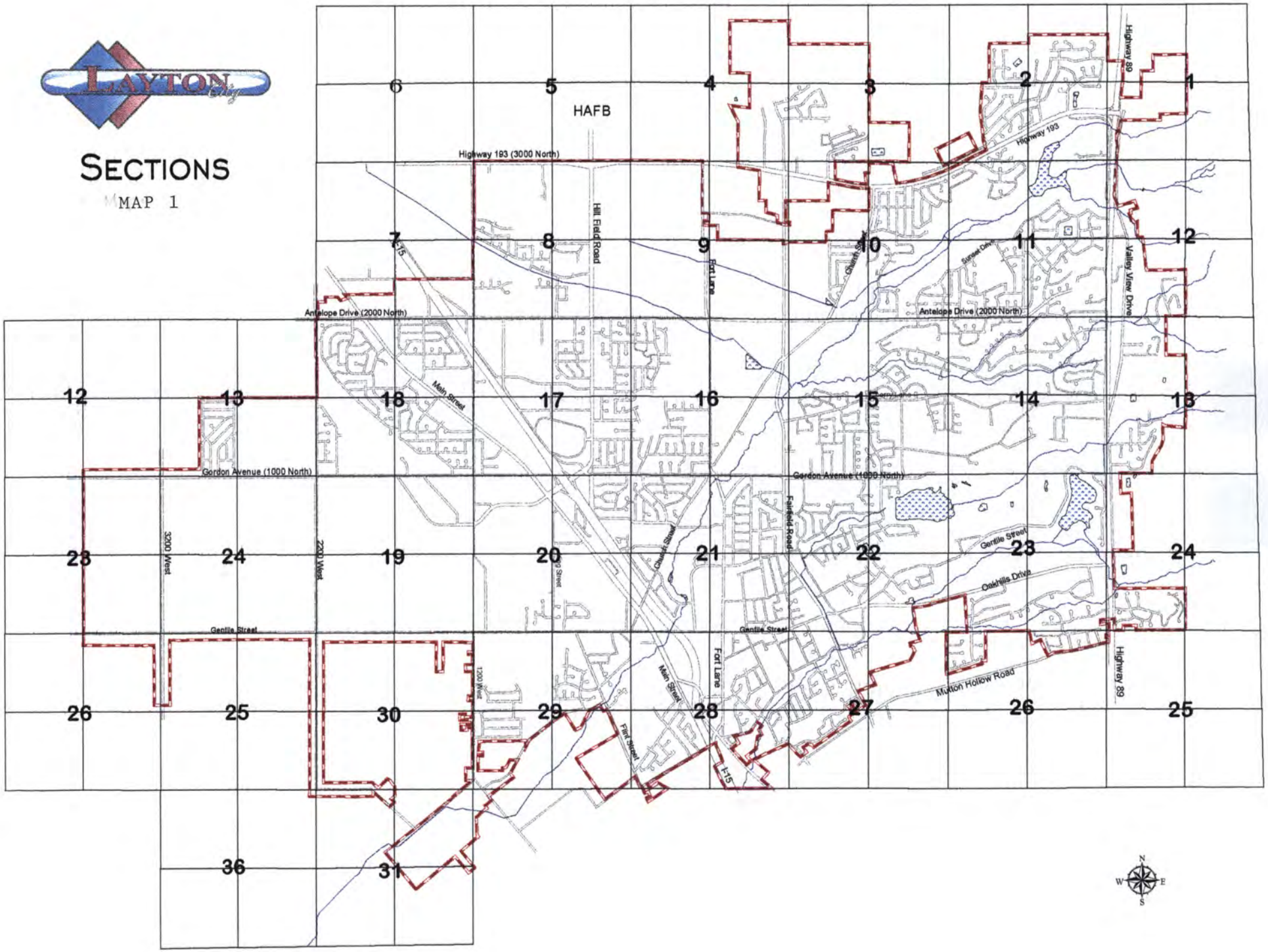
FIGURE 2

Developed Land Percentages by Use-Type
Layton City, July, 1996



SECTIONS

MAP 1



GROWTH POTENTIAL

MAP 2

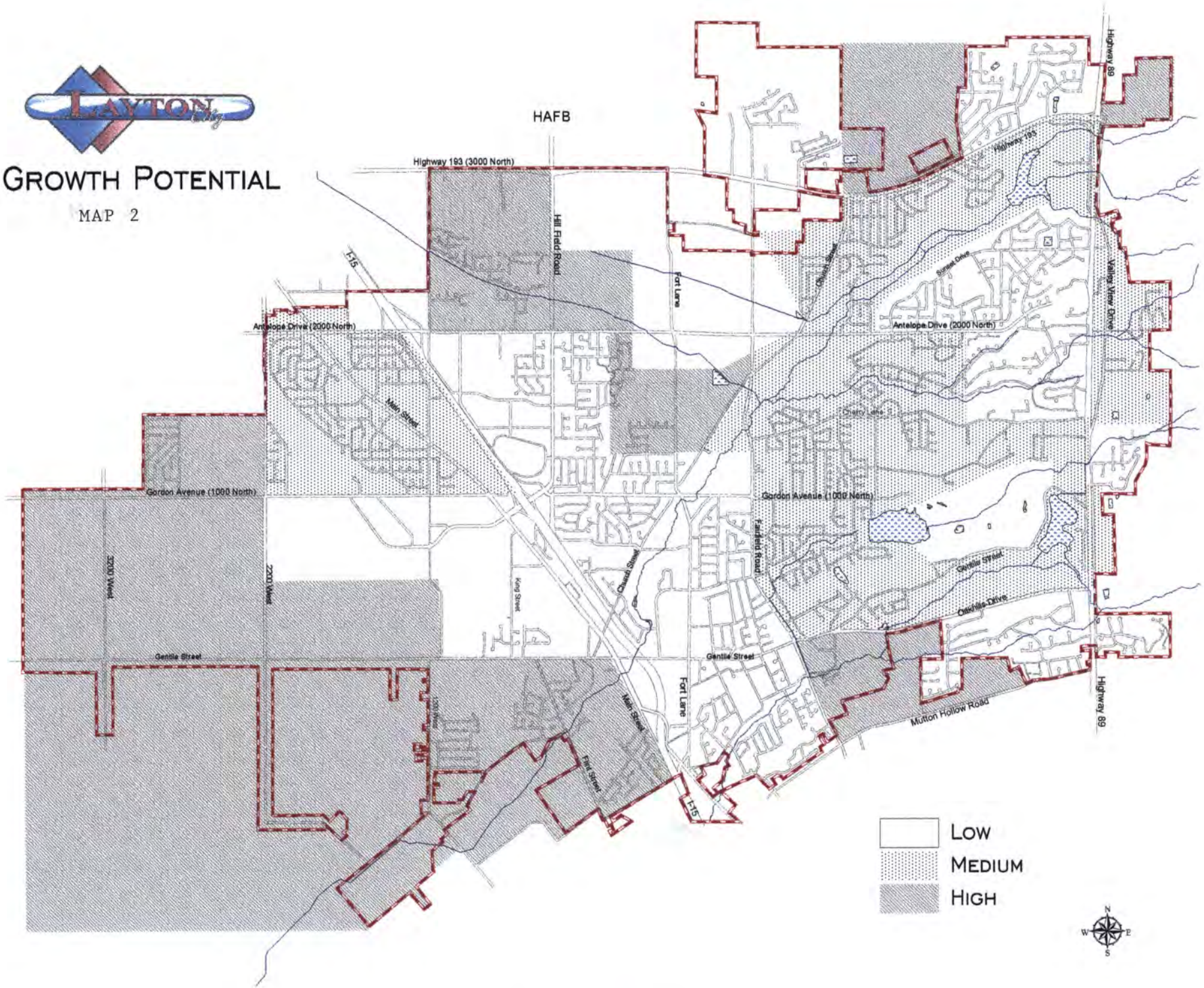


Figure 4 provides comparisons of land use percentages for Layton City and an average land use percentages for small and large cities throughout the United States.

FIGURE 4

Land-use Ratios (in percent) for Layton City, Compared with an Average for Small and Large Cities

Land Use Category	Layton City	Average Small City*	Average Large City*
Residential (Single Fam.)	53.91 (47.80)	52 (41)	48 (38)
Commercial	7.60	10	10
Industrial	2.08	7	10
Public**	36.47	31	32

*From PAS Memo, Planning Advisory Service, Bringing Land-Use Ratios Into the 90's, by Christopher Harris. The small cities are an average of 34 cities with population under 100,000, and large cities are an average of 32 cities with populations over 100,000.

**The public use category is the cumulative percentage of institutional uses, parks and recreation, and transportation and utility facilities.

Residential

Of the total land available in the city, 27.38% is used for residential purposes. Of that land which is developed, 47.80% is used residentially. The overall density for residential land in the city is 4.08 units per acre. The average density east of Fairfield Road is 3.00 units per acre. Of the total land used residentially in Layton, 40% (1,623 acres) is located east of Fairfield Road. The area east of Fairfield Road includes 34% (5,569 dwellings) of all dwelling units in the city. Appendix B indicates acreage usage by type of dwelling for each section identified on Map 1.

The lower densities east of Fairfield are the result of the topography of the area, along with the zoning, which is primarily for 10,000 square foot lot minimums. There is one mobile home park in the area along with several apartment complexes and condominiums. The area has an established "suburban character".

The higher densities developed to the west of Fairfield are indicative of smaller single family lots in that area and the large number of apartments and mobile home parks. The residential development in this area would best be classified as "urban".

Single Family
Layton City includes 3,600 acres of land used for single family dwellings. While the majority of older subdivisions in the city were zoned for 8,000 square foot lots, the trend now is for 6,000 and 8,000 square foot lots west of Fairfield and 10,000 square foot lots east of Fairfield. Non-subdivision lots are typically larger and make up 29.80% of all land used for single family residences.

Multi Family
Multi-family housing uses 173.82 acres of land in Layton. The average density for multi-family units is 18.71 units per acre, but the range of densities spans from a high of 38.82 units per acre for a three-plex above a commercial use on Main Street to a low of 4 units per acre for several complexes located adjacent to agricultural areas. The larger complexes of 20 or more units range from a high of 35.5 at South Gate Lodge to a low of 6.64 at Creekside Oaks.

The location of larger multi-family complexes has typically been on arterial streets. Where careful consideration to design, limited lot depth, and moderate densities have been used, the overall effect has been very pleasing. An example is the look that has been achieved on Fairfield Road. It is very attractive and contributes to a positive perception of the city. It is very much in keeping with the neighborhood unit concept, explained later in this document, in which multi-family dwellings are located at the neighborhood fringe.

Mobile Homes
Mobile Home Parks account for the use of 286.11 acres in Layton City. They have traditionally been located on Main Street and near the south gate of Hill Air Force Base, although three do not follow that pattern. The average density is 5.37 units per acre with the highest density being 10.55 at Cedarwood and the lowest being 4.45 at Country Village.

NON-RESIDENTIAL USES
Land used for non-residential purposes accounts for just over 46% of the developed land in Layton. The largest non-residential use of land in Layton City is transportation, with just over 1,700 acres. The smallest non-residential use of land is utilities at 97.36 acres. There are presently 5,615.06 acres of land identified as undeveloped. This represents 42.71% of all land in the city.

Commercial
Land used for commercial purposes is 7.60% of the total developed land in Layton City. The land use survey indicated that 572.55 acres of property in Layton City are used commercially. Additionally, there are just over 550 acres of vacant land zoned for commercial use.

Commercial development is located along most major arterial streets to some degree. Main Street is developing as the traditional strip of freestanding buildings, for the most part. The intersection of Fort Lane and Gentile Street is the location of two shopping centers, with several freestanding businesses along Gentile Street.

Fairfield Road and Gentile Street is the location of the Smith's Shopping Center, the new Tom Winegar's store, Gold's Gym, and several smalll commercial uses. The mix of residences,

professional offices and commercial uses, along with good site planning and design, have avoided the development of a commercial strip.

The development of the mall site and proximity to the south gate of Hill Air Force Base, have made Hillfield Road very desirable for commercial development. The perception by most property owners on the street is that it will become a commercial strip, with lot depths of up to 1,200 feet off of the street. The mix of uses in this area requires that land-use decisions be made with all land users in mind.

Manufacturing/Industrial

Manufacturing areas of Layton are in the west central part of the city and to the south and east of Hill Air Force Base along SR 193. There are currently 156.58 acres being used for manufacturing purposes. This constitutes 2.08% of the total developed land in the city and 1.19% of all land located in the city. The need for manufacturing and industrial growth is becoming more pronounced as Layton grows and becomes more diversified.

III. COMMUNITY DESIGN CONSIDERATIONS

While the percentages of the land uses in a city are important, the configuration of those uses is also important in that their relationships to each other is a major consideration of how "liveable" a place may be. While many people can survive in unpleasant physical surroundings, the correct location of land uses can provide a pleasant, healthy, and attractive environment. Because cities are for people, they necessarily include a variety of uses, but the place a person lives has traditionally been the most important. While some may argue otherwise, the question "would you like to live there or live by it?" has caused many people to consider how important other land uses ultimately may or may not be.

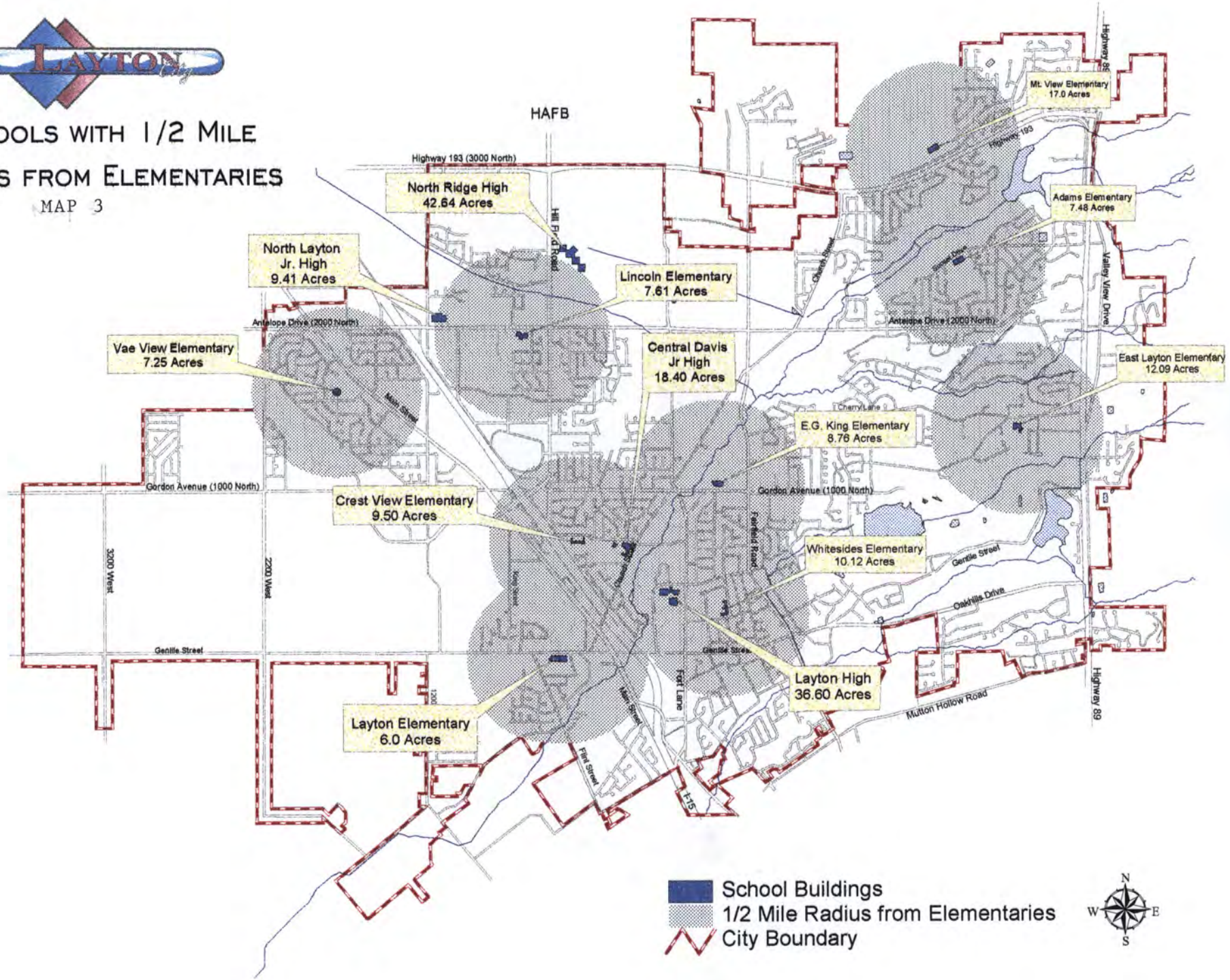
The Neighborhood Unit Concept

The city of Layton is the sum of its neighborhoods, units or parts. Geographically, superblock areas of Layton City have been identified on Map 3. These superblocks are bordered by major streets or natural boundaries. The question of what constitutes a neighborhood is not always easy to answer in a sociological sense. The functions of a neighborhood were described by C. J. Bushnell as maintenance, learning, control, and play.

In a physical sense, various design and population criteria have been established for defining the neighborhood unit. The ideal neighborhood as perceived by some, has as its focal point, an elementary school with a playground, a park, and a church. The population of the area could range between 3,000 and 12,000 people, with the ideal population being on the lower end of that range, with enough families to support an elementary school. There would be no arterial streets through the area; rather, this type of street would form the border of the neighborhood. A small neighborhood commercial center could be located either near the school or on the fringe of the neighborhood. Multi-family dwellings typically would be located on the edges of each neighborhood, near the arterial streets which would function as neighborhood borders. The maximum distance to schools, parks, churches and shopping would be 1/2 mile or less from any residence in the neighborhood.

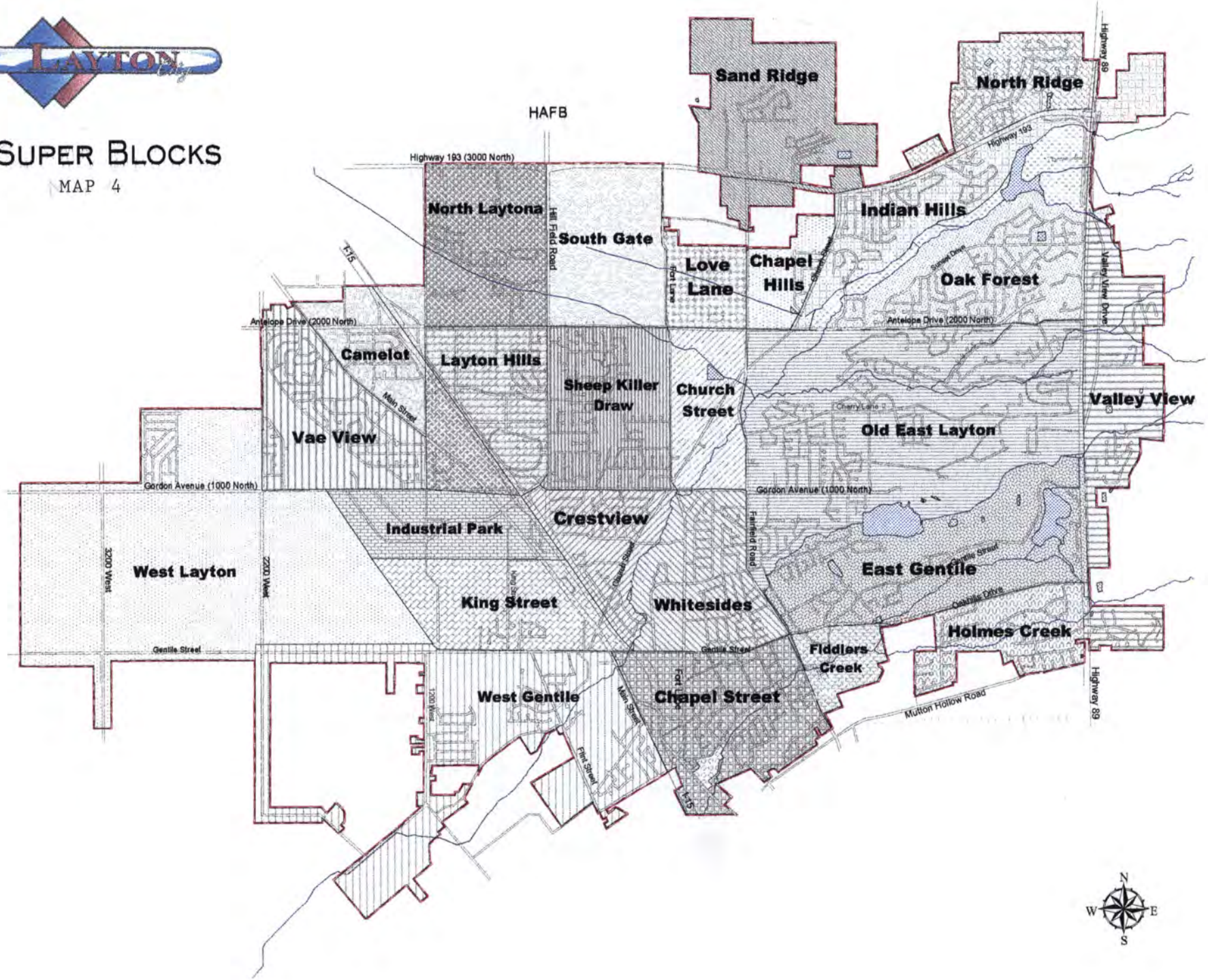
Schools with 1/2 Mile Radius from Elementaries

MAP 3



Super Blocks

MAP 4



Early subdivision developments in Layton closely followed this neighborhood unit concept in which the elementary school, churches and neighborhood park were built in a central location, functioning as a focal point for the neighborhood with residential development surrounding them. The streets servicing the school, park and church were never arterial streets, but were collector or local streets, most often used by local residents. In most cases, the majority of children did not have to cross a major street to attend school and as the schools, parks, and churches were built in connection with subdivisions, there were sidewalks for pedestrian traffic. In almost all cases, the best examples of the "neighborhood concept" in Layton took place prior to 1963.

Since the mid-1960s, five new schools have been built in Layton, one replacing an existing elementary. While four of the five new schools include some consideration for the "neighborhood concept", two are located on arterial streets. (See Map 4).

HIERARCHY OF COMMERCIAL USES

Neighborhood Commercial Centers

These shopping centers generally contain a minimum of three acres to a maximum of 10 acres. Gross leasable area for this type of development ranges from 30,000 to 100,000 square feet. These developments are generally anchored with a supermarket and include space for a number of retail stores with a wide selection of merchandise and personal services. The emphasis of these types of centers should be to provide goods and services needed on a daily basis. These may include drug stores, beauty or barber shops, laundry or dry cleaning stores, small sit-down restaurants with take-out, and video stores. Neighborhood centers may serve a population ranging from 3,000 to 40,000 within a five to 10 minute drive.

Community Commercial Centers

This type of shopping center generally contains a minimum of 10 acres to a maximum of 30 acres. Gross leasable area for this type of development ranges from 100,000 to 300,000 square feet. These types of developments are generally anchored by a junior department store, large variety, discount, or department store and will generally include many uses found in the neighborhood center. Stores which are generally included in this type of center include florists, shoe stores, athletic goods, book stores, office supply stores, banks and restaurants (drive-in or sit-down). Community centers may serve a population of 40,000 to 150,000 people who live within a 10 to 20 minute drive.

Regional Commercial Centers

The regional commercial center is a full-range shopping center which can be situated on a 10 acre site for a multi-level urban center to 100 acres for a single-level development. Gross leasable area may range from 300,000 to over 1,000,000 square feet. The larger centers are often referred to as "super-regional centers". This type of development includes one or more full-line department stores with a full range of retail shops and services available. The population needed for a regional mall is 150,000 people who live within a 20 to 30 minute drive. The regional and super regional malls do not differ in function, only in their range and strength in attracting customers.

Other Commercial
Other types of retail commercial activity do not fit into the preceding definitions. These may include convenience centers, strip commercial activity, or specialty centers.

The convenience center is typified by the quick-stop convenience store which has essentially replaced the mom-and-pop grocery store and gas station of yesterday. They may include space for several other convenience retail stores such as a coin-operated laundry. Ideally, convenience stores are developed in connection with a neighborhood commercial center or immediately adjacent to this type of use.

Strip commercial is a string of commercially-zoned lots developed independently or a string of commercial uses on a single site where there is no anchor tenant and where tenant mix is the result of leasing to tenants with good credit.

The specialty shopping center is a term recognized in the shopping center industry for classification of non-traditional shopping centers. The one significant difference between the specialty center and the conventional center is the absence of an anchor tenant. The role of the anchor may be filled by a group of tenants such as a bakery, delicatessen, meat market, and green grocery, which may collectively function as a supermarket. A food service cluster of restaurants or a cinema complex may also serve as anchor tenants. Terms defining these centers are often added, such as "off-price," "discount," "outlet," "theme," or "festival" are examples of some of the qualifiers used.

LOCATION CONSIDERATIONS FOR LAND USES

A philosophy, developed into policy, is important in determining where certain land uses should be located and at what point development of that land use should be permitted. The following examples illustrate this point. While some land in Layton may be appropriate for a house today, the population growth in that area and road classification of the abutting street may make the site on which the house was built less suitable for a residence and more suitable for commercial use at some future date. Conversely, some land may be zoned for a commercial use but due to the demand for housing in the area, and the location of the parcel, single-family housing is more appropriate.

Certain design considerations have become basics in land-use planning. While there are many conceptual variations to these siting and locational techniques, consider some of the following:

Single Family Dwellings - (detached and attached)
These types of uses typically range in densities from less than one unit per acre to as high as eight units per acre.

While some of these types of houses may be located on arterial streets, they typically either face onto local streets coming off of the arterial, with adequate sideyards to lessen the impact of the arterial street, or they should be located on lots of sufficient depth and frontage width to provide a major front setback far enough away from the street to create buffers (from noise, light, or other possible intrusions) for the residents residing there. Adequate driveway room for turn-arounds or circular driveways should also be provided to avoid having to back onto the arterial street. Ideally, the single family dwelling is not located on an arterial street, rather on a local one.

Multi-Family Dwellings

These types of dwellings typically range in densities as low as three units per acre to as many as 36 units per acre. At the lower densities, when compatible with adjacent single-family dwellings, they may be located adjacent to such dwellings at the interior of the superblock. As the densities increase, however, they need to be located on major collector or arterial streets. The lot depth off of the arterial streets should also be considered, as too deep a lot may protrude into a lower density residential neighborhood. Higher density dwellings are well suited to function as buffers between arterial streets and lower density areas. As most higher density dwellings in Layton are rental, they tend to be more transient than the owner-occupied single-family dwellings.

Commercial Uses

Commercial retail uses should generally be located at the intersections of arterials, and in some situations, the intersection of arterial and collector streets. In some cases, small neighborhood centers may be located along an arterial street, but these should be exceptions. Commercial uses should be part of a planned shopping center, as opposed to a random mix of freestanding buildings on small individual lots, which results in so many driveways entering and exiting the arterial street that traffic is slowed and the potential for accidents increased.

Highway commercial types of uses are those retailers which require large display or merchandise storage areas and generally serve a regional market, although in some cases, may include a more limited community market. These type of uses are typically located in large freestanding buildings.

Professional Business/Research Park

Professional businesses should be located along arterial streets, mixed with various densities of multi-family dwellings and may, depending on scale, size, and use, be appropriate at entry streets into single family neighborhoods. As with multi-family uses, the depth off of the street should be limited to avoid intrusion into the neighborhood.

Business/Research Parks are active environments for offices, research facilities, and environmentally appropriate assembly/light manufacturing uses as well as appropriate amenities supporting employee activity. Business/Research parks should integrate the various uses into an open, campus-like atmosphere with an emphasis on building design, landscaping and pedestrian amenities.

Manufacturing/Industrial

Manufacturing and Industrial uses should be located near arterial streets leading directly to the interstate highway and possibly, railroad lines. They should not have to pass through residential neighborhoods and should be within several miles of an interstate highway or a limited access highway (such as Highway 89).

IV. POPULATION

Introduction

The immediate problems of the present are often overwhelming enough, but the need for considering the future becomes more apparent as the past is reviewed. Determining how large the population of Layton City will be at various intervals in the future needs to be considered in order to determine how to provide adequate services and insure an acceptable quality of life for future residents. For purposes of this section, statistics from the 1990 U. S. Decennial Census have been used and are the figures cited unless otherwise noted.

Population projections are used by both the private and public sectors in a number of ways. It is important to remember that population projections are very susceptible to change based on certain unforeseeable events such as changes in the economy or natural catastrophes. The surprise elements of change should be kept in mind when considering population growth.

The private sector uses projections to help determine the need and location for new industrial and commercial facilities. As the majority of housing in this country is provided by the private sector, projections are helpful in determining the housing market over the years.

Public agencies use projections to determine need for community improvements and needs associated with population growth or decline. Examples include the need for schools, housing, new or improved streets, or underground improvements.

Types of Projections

There are four basic types of projections, explained in the following outline form:

1. Extrapolation of past population trends
    a. population extrapolations based on past trends
    b. share extrapolations which examine the sub-region's growth as a share of the regions growth
    c. differential extrapolation extends past trends of the difference between the sub-regions growth rate and the regions growth rate
    d. density extrapolations used to predetermine a maximum density

2. Projections based on demographic rates (birth, death & migration)
3. Projections based on employment projections
4. Hybrids of the above

THE HISTORICAL GROWTH OF LAYTON

Layton's growth rate over the last 50 years has typically been higher than that of the county's or state's, with the exception of the 1960s when the county's was slightly higher. The town has grown from a population of 646 persons in 1940 to a city of 41,784 in 1990. The early growth was almost exclusively tied to military installations in the area. While Hill Air Force Base continues to employ nearly 10% of Layton's population, over the last few years, there has been more diversity of employment among residents. That is to say, a smaller percentage of Layton City residents work at Hill Field than at any time since before the base was opened in the 1940s.

While approximately 13.11% of the developable land area in the county is in Layton, approximately 22% of the total county population resides here. Layton is destined to become the largest city in Davis County, based on useable land area.

DEMOGRAPHIC CHARACTERISTICS

The composition of people in a city can be revealing as to present and future needs. In general terms, Layton City is Utah's eighth largest city. The number of males and females is somewhat balanced, with 20,937 males and 20,847 females. From 1980 to 1990, the population grew 58.3%, or an average 5.83% per year. The average annual growth rate for the time period 1970 to 1980 was 9.4%. Figure 5 includes breakdowns of the population by sex and age groups for the city, based on the 1990 U.S. Census.

Age Information

In 1990, 40% of the residents of Layton were under 18 years of age and 4% were over 64 years of age. (This compares with 40% under 18 and 3% over 64 in 1980). These numbers are important in assessing the needs of children and senior citizens. They also help in calculating the age-dependency ratio for the city. The age-dependency ratio is the ratio of persons in the "dependent" ages (under 18 and over 64 years of age) to those in the "economically productive" ages (18 to 64 years) in a population. While this is arguably presumptuous and may require some adaptation, it is one method of considering the needs of a population. The age-dependency ratio is calculated as follows:

$$\frac{\text{Population under 18+}}{\text{Population aged 18-64}} \times 100 = \text{age-dependency ratio}$$

In 1990, Utah's age-dependency ratio was 82, which is to say that for every 82 people in the "dependent" ages, there were 100 in the "economically productive" ages. For Layton in 1990, the ratio was 79, slightly less than that for the state population. The national age-dependency ratio national ratio of 62. This ratio helps explain why Utah consistently has one of the lowest per capita income figures in the nation as the majority of persons falling in the age-dependent category are under 18 years of age.

Minorities

Minorities, as defined by the U.S. Census, made up 10.46%* of Layton's population in 1990. The percentage of Asian/Pacific Islanders has increased since 1980. The majority of the increase resulted from immigrants from southeast Asia (Vietnamese, Thais, Laotians, Hmongs, and Cambodians), who represent 209 persons in that category. In 1980, those categories were not specified, but grouped under "other" in the Asian/Pacific Islander section, which included a total of 54 persons. Over the last decade, all other minority groups declined as a percentage of the population in the city, but increased in real numbers. See Figure 6.

FIGURE 6

Minority Populations in Layton City 1980 and 1990		
	1980 Persons (% of Pop.)	1990 Persons (% of Pop.
Black	580 (2.20%)	864 (2.07%)
Asian/Pac. Is.	388 (1.47%)	965 (2.31%)
American Ind./Esk.	181 (.69%)	278 (.67%)
Hispanic	1841 (6.98 %)	2350 (5.62%)
Other	978 (3.71%)	950 (2.27%)
When the percentages of minorities are added together, they equal an amount greater than 10.46% (the actual percentage of minorities in Layton). This results from the inclusion of the "Hispanic" category. The other four categories are sometimes termed "race", but the Hispanic category includes people of many races, (e.g., a person may be a Pacific Islander and still consider himself Hispanic).		

Income

In 1990, average family income for city residents reported by statistics from the U.S. Census Report was $37,118, compared to a county-wide average of $38,050. See Figure 7. According to CICI, a local marketing firm, East Layton (as marked by Fairfield Rd.), has a median household income of $42,000. Median household income in West Layton is about $10,000 less at $32,000.

Per capita income (PCI) may be calculated two ways; per capita money or per capita person. Per capita money does not include capital gains, while per capita person includes in-kind benefits and implied rents. Using the per capita person method, the 1979 PCI for Layton was $6,165. Using the per capita money method, the PCI for Layton in 1985 was $8,893, an increase of 44.3% over 1979. In comparison, using the per capita money method, Davis County's PCI for 1985 was $8,761, and the State of Utah's was $8,535. In 1989, PCI for Layton was $11,545, an in crease of 30% over 1985. In comparison, Davis County's PCI for 1989 was $11,611 and the State of Utah's was $11,029.

FIGURE 7

Income Distribution in Layton City, 1990		
Dollars	Households* (%)	Families** (%)
Less than 5,000	434 (3%)	251 (2%)
5,000 - 9,999	496 (4%)	297 (3%)
10,000 - 14,999	786 (6%)	495 (5%)
15,000 - 24,999	2,209 (17%)	1,603 (15%)
25,000 - 34,999	2,567 (20%)	2,150 (20%)
35,000 - 49,999	3,072 (24%)	2,741 (26%)
50,000 - 74,999	2,484 (19%)	2,405 (23%)
75,000 - 99,999	453 (4%)	424 (4%)
100,000 +	254 (2%)	236 (2%)
TOTAL	12,755	10,602
MEDIAN FAMILY INCOME = $37,118 MEDIAN HOUSEHOLD INCOME = $34,466		
* Households include all persons who occupy a housing unit. Persons not living in households are classified as living in group quarters.		
** Families include a householder and one or more persons living in the same household who are related to the householder by birth, marriage, or adoption.		

Projections Methods Used

The population projections prepared for Layton City were provided by Wasatch Front Regional Council, and Layton City Planning.

The two methods used were: (1) a simple extrapolation of the average annual growth rate between 1960 and 1990, which produces an acceptable low and (2)an exponential extrapolation based on the regression of the logarithm of population against time as an acceptable high. In studies of population projections, the exponential extrapolation has proven to be the most accurate method for rapidly growing townships (greater than 25% increase in the decade) (Isserman, 1977). The concern with both of these models is that they do not take into account the amount of developable land in the city's boundaries.

Figure 8 indicates that the projections done by Wasatch Front Regional Council are slightly more conservative than Layton City's high projections through 2020.

FIGURE 8

Projected Population for Layton City			
Year	Planning Office Low Projection	Planning Office High Projection	Wasatch Front Reg. Coun. Proj.
2000	N/A	59,688	57,356
2005	58,164	68,442	62,741
2010	63,624	77,293	73,868
2015	69,082	86,083	82,453
2020	74,544	95,083	88,206

V. DEVELOPMENT POTENTIAL

To date, 51% (5,957 acres) of all land located in Layton City is considered to be developed. An additional 5,513 acres are included in the current city boundary which are not developed and the potential exists for annexation of another 6,394.34 acres. This means that Layton City could ultimately include 18,165 acres or 28.38 square miles of land.

While this much land area would be included in the city, it should not be assumed that all of this land could be developed with structures. Many areas in the eastern portion of the city include steep slopes which could not support structures. A brief survey of this area resulted in a calculation of 400 acres of land which would either be undevelopable or developable at only very low densities. This estimate is probably low. There are also areas in the extreme southwestern portion of the city, adjacent the Great Salt Lake, which are not appropriate for most, if any types of development.

It is also important to note that as more and more land is developed, fewer and fewer desirable parcels remain. The adjacent land uses can also affect whether or not a parcel develops. In some cases, certain parcels of land may sit vacant until existing structures on neighboring lots are destroyed and new development occurs.

Because most land use studies have indicated that build-out in satellite cities and most central cities does not reach the 100% point, figures have been calculated at 75%, as well as 100%. As noted elsewhere, the request for open space, parks, and lower densities becomes more pronounced as a community comes more built-up.

Projected Residential Build-Out

Based on housing and population trends in Layton, a projection of residential build-out has been calculated for housing on the areas east and west of Fairfield Road. This build-out projection includes vacant property within the city boundaries and in the proposed annexation area.

Based on the assumptions of a density reflecting the current density of 3.02 units per acre and 56% of developed land being used for housing, as is currently the case, the area east of Fairfield would be built out with a total of 5,300 additional dwelling units if 75% (of 56%) of the currently vacant land in the ultimate city border were developed. The 5,300 units added to the current 4,640 housing units in the area would result in 9,940 dwelling units in the area. This would mean 2.14 times as many dwellings in eastern Layton as there are today. It should be noted that there were 880 vacant single family subdivision lots in this area at the time this survey was completed.

In looking at the area west of Fairfield Road, the density is 5.03 units per acre and 54% of the developed land in that area is used for residential uses. Based on that information and a 75% (of 54%) development scenario, there would be 13,235 dwelling units added to the existing 8,889 dwellings for a total of 22,124.

The total number of dwelling units at 75% build-out for Layton City would be 31,974, meaning an additional 18,445 dwelling units. With the 100% build-out, the total number would be an additional 38,242 dwellings units, with 24,713 dwellings being added after 1990. If the breakdown of housing unit types were to stay the same as it is presently, the city would consist of the following:

FIGURE 10

Estimated Number of Dwelling Units in Layton City at 75% and 100% Build-Out		
	75%	100%
Single Family	21,996	26,174
Multi-Family	6,889	8,259
Mobile Homes	3,179	3,807
	31,974	38,234

Projected Build-Out Population

The projected populations were calculated based on the 75% and 100% build-out scenarios. The assumption is that the percentage of land developed for residential use will stay the same it is currently. The other assumptions are that the percentage of types of dwellings will remain the same throughout the housing development process and that the occupancy rate will remain the same. All of these variables are very tenuous and this should be kept in mind when examining these figures.

FIGURE 11

Estimated Population for Layton City Based on Persons per Dwelling Unit at 75% and 100% Build-Out

	75%		PPDU	Occ. Rate		Population
Single Family	21,996	x	3.71	.971	=	79,239
Multi-Family	6,889	x	2.26	.871	=	13,560
Mobile Home	3,179	x	2.50	.93	=	7,391
TOTAL	31,428					100,190
	100%		PPDU	Occ. Rate		Population
Single Family	26,174	x	3.71	.971	=	94,289
Multi-Family	8,259	x	2.26	.871	=	16,257
Mobile Homes	3,807	x	2.50	.93	=	8,851
TOTAL	37,618					119,397

Based on existing vacant land in the city and annexable land, the 75% build-out would result in a population of 100,190 persons which calculates into a density of 3,537 persons per square mile. The earliest build-out date would be 2024. The build-out at the 100% level would result in a population of 119,397 persons which calculates into a density of 4,207 persons per square mile with the earliest build-out date being 2034.

FIGURE 12

Development Potential for Layton city by Acres for Areas East and West of Fairfield Road

	East of Fairfield	West of Fairfield	Total
Developed Land	2,635.62 (43%)	4,915.57 (41%)	7,551.19 (42%)
Undeveloped Land	2,053.97 (34%)	3,561.09 (29%)	5,615.06 (31%)
Total Land in City	4,689.59 (77%)	8,476.66 (70%)	13,166.25 (73%)
Land planned for Annexation	1,380.55 (23%)	3553.85 (30%)	4,934.40 (27%)
ULTIMATE TOTAL	6,070.14	12,030.51	18,100.65

Bibliography

Gallion, Arthur B. and Eisner, Simon, The Urban Pattern. 4th ed. New York: D. Van Nostrand Company, 1980.

Isserman, Andrew M. "The Accuracy of Population Projections for Subcounty Areas," American Institute of Planning Journal, Vol. 42 No. 3 (July, 1977), 247-259.

Kaplan, C.P. et al, "Components of the Population Equation," in U.S. Bureau of the Census, Census '80: Continuing the Factfinder Tradition, Washington, D.C.: U.S. Government Printing Office, 1980.

Krueckeberg, Donald A. and Silvers, Arthur L. Urban Planning Analysis. New York: John Wiley & Sons, Inc. 1974.

Scott, Mel American City Planning Since 1890. 1st paperback addition, Berkeley: University of California Press, 1971.

So, Frank, and Getzels, Judith, eds. The Practice of Local Government Planning. 2nd ed. The Municipal Management Series, Washington D.C.: International City Management Association, 1988.

U.S. Department of Commerce. Census of Population: Layton, Utah. 1940, 1950, 1960, 1970, 1980, Washington, D.C.: Government Printing Office.

Urban Land Institute, Shopping Center Development Handbook. 2nd ed. Washington D.C.: The Urban Land Institute, 1985.

Utah Office of Planning and Budget, Data Resources Section, "Utah 1986 Population and 1985 Per Capita Income Estimates", Vol. 6, No. 4, (December, 1987) 1-12.

LAND-USE/POPULATION
GOAL AND POLICY RECOMMENDATIONS

INDUSTRIAL/MANUFACTURING

Background: Layton currently has 100 acres of land used for manufacturing and industrial purposes. These types of uses are important to the expansion of the economic base of the city and in making Layton City a better place to work and live. The intensity of these uses, as well as potential for conflict, necessitates the need to locate these types of uses away from residential areas. Manufacturing and industrial uses are typically best situated in one or two specific areas of the city, rather than spread throughout.

GOAL Establish the appropriate location and types of manufacturing and industrial uses which will best serve the city.

OBJECTIVES

A. Promote an appropriate balance between manufacturing and industrial growth and the safety, health, and quality of life of the citizens of Layton and positive appearance of the city.

B. Attract desirable new manufacturing and industrial uses to Layton City.

C. Encourage growth of desirable existing manufacturing and industrial uses.

Policies

1. Work with current manufacturing/industrial users and establish safe routing of goods and services within the city as well as establish areas where new manufacturing/industrial uses will not be required to pass through residential or similar areas when transporting goods and services. These uses should be planned so as to be situated in one or two specific areas within the city.

2. Light industrial/manufacturing uses should be considered for location in the area east and south (in the APZ and portions of high ldn in the AICUZ) of Hill Air Force Base.

3. The area between Main Street and the Union Pacific tracks should phase from commercial and professional office uses abutting Main Street to light industrial/manufacturing uses. Heavy industrial uses should be located west of the Union Pacific tracks.

4. Heavy industry should be limited to that area between Gentile and 1000 N., west of the Union Pacific tracks to the Denver & Rio Grande tracks. The area between Main Street and the Union Pacific tracks should phase from commercial and professional office uses facing on Main Street to lighter industrial uses further west.

5. Existing dwellings in the interior of T4NR1W, Section 19 should be buffered and protected from industrial/manufacturing developments through appropriate development standards.

6. No hazardous waste processing sites shall be allowed in the city.

7. No hazardous or polluting manufacturing materials operations (e.g., petroleum refining or explosives manufacturing) shall be allowed in Layton City.

8. No more gravel pits should be allowed on the east side of Highway 89. The foothills should be left in their natural contours. The exception to this would be the existing gravel pits in operation in which case the expansion of such uses should be restricted as much as possible.

COMMERCIAL

Background: Commercial uses are essential to the general well-being of Layton City. Currently, there are just over 400 acres being used commercially and just under 300 acres of vacant land zoned for commercial use. Based on current population projections, these numbers would indicate enough commercially-zoned land to handle the city and region needs for at least the next 15 years.

Some of the existing commercial uses are on underdeveloped parcels and have adequate space for significant amounts of floor area. An overabundance of commercially-zoned land can lead to disinvestment in existing commercial areas as "used" buildings are often left vacant for long periods of time or occupied by short-term tenants. High vacancy rates with little to no maintenance results in a blighted appearance in the commercial districts which often spreads into adjacent residential areas.

GOAL Establish a rational pattern of commercial land uses in the city, based on the balancing of social, physical, and economic needs.

Policies

1. All commercial uses should face onto arterial streets, rather than local or collector streets. The exception to this is those commercial areas where exceptions currently exist.

2. An adequate buffer is essential between commercial and residential uses. This buffer should include appropriate landscaping and fencing (low-maintenance or no-maintenance). A masonry wall should generally be the required type of fencing between these types of uses.

3. Work with UDOT to establish uniform standards for curb cuts for commercial uses on state roads.

4. Consider a maximum acreage for vacant commercial land in the city (there are currently about 300 acres in this category). This will protect the value of the land and the interests of the city.

5. Vacant land zoned for commercial uses should be developed before the rezoning of more land for such uses.

6. The designer of any commercial development should take into account the adjacent neighbors and attempt to blend into the area through the appropriate use of architectural motifs, scale, height and signage.

7. Commercial development needs to be based on criteria established for each commercial district and meet the needs of those for whom it is designed to serve.

8. Examine existing commercially-zoned land to consider the appropriateness of the zoning, based on location and criteria for each commercial district.

9. Work with cities adjacent our borders to provide similar use zones and develop appropriate and adequate buffers where the adjacent uses are not similar.

Neighborhood Commercial District

1. A district should include a minimum of 3 acres and a maximum of 12 acres.

2. There should be .40 to .75 acres of development per 1000 persons in a 1 to 1.5 mile radius of the site.

3. Location for these districts should be at the intersection of two arterial streets or an arterial and a major collector.

4. These districts should be located a minimum of one mile from any other commercial uses.

5. All land in the neighborhood commercial district should create a node, being either contiguous or located on adjacent corners.

6. Convenience stores, fast-food eating establishments, and filling stations locating in neighborhood commercial districts should be incorporated into a master-planned commercial center, including internal circulation between commercial uses in the development. They should be located on development pad sites near the front of the property in order to lessen their impact on residential areas.

7. Professional offices for doctors, dentists, and similar uses are encouraged to be a part of these districts.

8. Establish definite edges to each district based on the aforementioned criteria.

9. The West Layton area should inlcude one neighborhood commercial complex at an intersection of major arterial streets.

Community Commercial District

1. A district should include a minimum of 10 acres and a maximum of 35 acres.

2. There should be .75 to 1.25 acres of development per 1000 persons in a 3 mile radius of the site.

3. Location for these districts should be at the intersection of two major (100 ft. right-of-way or greater) arterial streets.

4. Community commercial districts should be located a minimum of one mile from any other commercial uses.

5. These districts should be located a minimum of three miles from any other community commercial uses.

6. All land in the community commercial district should create a node, being either contiguous or located on adjacent corners.

7. Convenience stores, fast-food eating establishments, and filling stations locating in neighborhood commercial districts should be incorporated into a master-planned commercial center, including internal circulation between commercial uses in the development. They should be located on development pad sites near the front of the property in order to lessen their impact on residential areas.

8. Establish definite edges to each district based on the aforementioned criteria.

Regional Commercial District

1. Regional commercial uses should be concentrated on the Layton Hills Superblock for convenience of shoppers and to lessen traffic congestion in other areas.

2. There should be .75 to 1.25 acres per 1000 persons in the primary user area. The primary user area includes northern Davis County, currently with 137,000 persons.

3. Adequate vacant land should be identified for possible expansion of the mall, moving it from "regional" to super-regional" status.

4. Development in this area should be major planned commercial development which includes a master plan showing internal circulation between developments, total floor area, landscaping, and parking, rather than small individual parcels with no connection between them.

5. Convenience stores, fast-food establishments, and filling stations locating in this district should be incorporated into a master-planned commercial center, including circulation between commercial uses in the center. They should be located on development pad sites near the front of the property in order to lessen their impact on residential areas.

6. The regional commercial district should be limited to the Layton Hills superblock and regional planned commercial uses should be concentrated in that area rather than allowing the spread of strip commercial development.

7. Vacant land zoned for commercial uses should be developed before the rezoning of more land for such uses.

8. All such commercial uses shall have access from a major arterial street.

9. The expansion of the Layton Hills Mall should be encouraged as demand for regional space increases.

Specialty/General Highway Corridor Commercial District:

1. While this district provides an important need for retailers, it should be limited in its usage as it can result in intensified traffic congestion from too many driveways connecting onto the street. These areas also have higher potential for blight than do planned commercial areas because of no unified management controlling maintenance and tenant mix.

2. This type of district should be limited to specific major arterial streets.

3. There should be 1.25 to 2.00 acres per 1000 persons in the user area. The user area is typically less than the regional commercial area and slightly larger than the city.

4. Encourage major land users which have traditionally located here to continue location in this area. These include car dealers, discount department stores, and major builder supply stores.

5. The maximum lot depth off of each arterial street should be established based on existing man-made and natural boundaries, along with the consideration of adjacent uses. Where no such boundaries exist, a maximum depth of 200 to 400 feet from the street should be the general rule.

6. Establish streetscape designs and work towards upgrading landscaping in established commercial uses.

Programs

1. Planning staff needs to develop design guidelines which should be reviewed by a citizen's committee prior to adoption.

PROFESSIONAL OFFICE

Background: Professional offices provide locations for important services to meet the needs of the citizens of the community and as employment center. Presently, the majority of office buildings are relatively small and typically include occupations in the finance, insurance, and real estate sectors, along with health, legal, business, and personal services. As the city grows there will be increased demand for larger professional offices in the area.

GOAL Establish a rational land-use pattern for professional offices that will reflect the needs and concerns of people living and working in Layton.

Policies

1. Establish two types of professional office categories, one for larger business parks which are employment centers and one for smaller professional office developments.

2. Encourage large business park development near Hill Air Force Base's south and forthcoming east gates.

3. Any business parks adjacent residential areas should be developed in a campus-park setting with significant landscaping and appropriate buffers between the residential areas and any structure in the business park.

4. Both types of professional offices should be located on arterial streets.

5. Use smaller business offices as buffers between low-density residential areas and arterial streets.

6. The designer of any professional business development should take into account the adjacent neighbors and attempt to blend into the area through the appropriate use of architectural motifs, scale, height, and signage.

Public/Quasi-Public

Background: The public/quasi-public uses include a variety of uses provided by governmental and non-governmental entities to meet the intellectual, physical, social, and spiritual needs of the community. Included in this category are schools, churches, hospital, utilities, governmental buildings, and other similar facilities.

GOAL Encourage the location of public/quasi-public uses in such a manner as to meet the needs of the users of these facilities and complement the areas in which they are located.

Policies

1. Any new elementary school should be located near the center of residential areas on collector streets, rather than near the edge of residential areas on arterial streets.

2. Any new junior high or middle schools should be located on collector streets or minor arterial in residential areas.

3. Any new high school should be located on a collector or minor arterial street near residential areas.

4. Future schools should be located away from areas identified for commercial and industrial uses in the general plan.

5. As the purpose of schools is to serve residents, vacant land adjacent schools should be considered for residential uses first and other non-conflicting uses second.

6. Establish fire substations near arterial streets for quick access to service areas.

For purposes of types of land-uses around schools, the following examples were given:

Non-conflicting uses: churches, professional offices, junior college/technical institutes, administrative buildings, parks and open space, banks, medical offices, libraries, and similar uses.

Conflicting uses/attractive nuisances: video arcades, retail uses selling inexpensive goods that are attractive to children, convenience stores, restaurants, and industrial uses.

HOUSING

SINGLE FAMILY

Policies

1. Residential single-family lots should not front or access onto arterial streets. Exceptions to this include lots of sufficient width and depth to provide space for vehicles to turn around on the parcel.

2. Where existing single-family houses access onto arterial streets and options exist for non-arterial access, those options should be exercised and the non-arterial access should be developed.

3. Single-family lots should be of sufficient size to provide space for future structural additions (e.g., carports, garages, and additional rooms) and provide open space for family needs.

4. There should be an adequate mix of housing and lot sizes to meet the long-term needs of residents desiring to live in Layton (i.e., starter, move-up, and executive-type housing (2-4 acres lots), as well as housing for singles, couples without children, and empty-nesters.

5. Small, multi-family developments (2-4 units) should be considered for corner lots created by arterial and local streets. This would function as a transition of use intensity from the arterial street to the single-family area.

6. The use of the R-1-6 zone is discouraged unless houses are designed to specifically fit the lot, with consideration for future additions.

Multi-Family

Policies

1. Multi-family development should not comprise more than 15% of the total city housing stock, with no more than 5% of the housing stock being high-density development (R-H zone).

2. Large multi-family dwelling projects should access onto arterial streets and any access onto local streets should be for emergency purposes only.

3. Multi-family subdivisions (e.g., Lakewood Subdivision) should not be allowed; rather, small, multi-family dwellings (2-4 units) should be dispersed throughout the city, used transitionally from arterial streets to lower-density residential dwellings (See Policy #5 under Single-Family).

4. Planned Residential Unit Developments should be encouraged for multi-family developments.

5. A verifiable vacancy rate of 5% or less should be established in multi-family units before rezoning for additional acreage for such uses.

6. The depth of large-scale multi-family developments off of arterial streets should be examined for possible impacts on single-family residential areas. Projects should be encouraged to spread out along the street rather than develop at great depth into the block.

7. As multi-family dwelling should be located abutting arterial streets, it is important that adequate safety provisions, such as fencing, be included along the streetside of the project. This is especially important for those complexes which allow children.

8. Multi-family densities should be based on the following:

R-2	10 units/acre
R-2A	12 units/acre
R-M1	16 units/acre
R-M2	21 units/acre
R-H	26 units/acre

9. Conditional zoning, similar to that used for commercial purposes, should be applied to multi-family zoning designations.

MOBILE HOMES

Policies

1. Mobile homes should not constitute more than 5% of the total city housing stock; however, privately owned mobile home subdivisions should be excluded form this restriction.

2. A verifiable vacancy rate of 5% or less should be established in mobile home parks before rezoning additional acreage for such uses.

3. Mobile home parks should access onto arterial streets and any access onto local streets should be for emergency purposes only.

4. Layton City should encourage mobile home subdivisions in which the structures are permanently anchored and the lot is owned by the mobile home resident.

5. An ordinance specifically addressing mobile home subdivisions should be developed. It should specifically address how to make them attractive and a long-term asset to the community.

LAND USE AND GROWTH MANAGEMENT

GOAL To create a growth pattern in the west Layton area that provides a choices of suburban and rural lifestyles and is cost-effective from a service provision stand point.

Policies

1. The ultimate overall character of west Layton should be a low-density suburban community that includes rural uses which complement the area.

2. Residential densities in the west Layton area should reflect the map created by the citizen's committee.

3. The density guidelines should be interpreted as follows:
   0-3 units/acre (15,000 - 43,000 sq. ft. lots)
   2-4 units/acre (8,000 - 10,000 sq. ft. lots)
   3-6 units/acre (6,000 - 8,000 sq. ft. lots)
   A-5 Buffer Zone (5 acre lot minimum)

4. Densities in the vicinity of the Ben Lomand Power Corridor should be 1-2 units/acre.

5. The City should consider adopting an A-5 zone similar to the Davis County designation. This zone should be established to encourage agricultural uses and could also be used as a holding zone for properties annexed into the city.

6. Development proposals shall be consistent with the other policies of the general plan.

GOAL To establish urban growth boundaries for the west Layton area to facilitate growth in established urban areas and to promote the adequate and timely provision of public facilities and services.

Policies

1. Urban growth boundaries shall express the areas where Layton City will focus and prioritize its efforts on future infrastructure development.

2. The boundaries for urban growth areas shall take into account the following characteristics:
   a. geographic, topographic, and manmade features;
   b. public facility extension and service availability, limits and extensions;
   c. jurisdictional boundaries including special improvement districts;
   d. location of designated natural resource lands and critical areas.

CONFLICTS BETWEEN URBAN DEVELOPMENT AND EXISTING AGRICULTURAL OPERATIONS

Background: Because of Layton's rapid growth and location in a metropolitan area, the demand for more development will continue to pressure the city. This development is especially evident in those areas where large, desirable tracts of land are available. The largest areas of undeveloped land remaining in Layton are in the western-most portions of the city where many agricultural operations exist.

GOAL Provide a healthy, safe and aesthetic transition between new development and existing agricultural operations.

Policies

1. Require fencing of subdivisions from adjacent farms. Fences should be in place at the beginning of construction and adequate grade fencing should be in place to prevent access to adjacent properties. Agricultural operations should also provide adequate fencing to maintain farm animals on agricultural properties. Minimum standards for fencing shall be outlined in the subdivision ordinance.

2. The dumping of garbage, yard debris, etc., from residential developments into ditches on agricultural land is prohibited and should be actively enforced.

3. Weeds along ditchbanks shall be considered a natural part of agricultural operations.

4. The use of farm chemicals shall conform with applicable federal, state, county and city regulations.

5. The keeping of farm animals shall comply with all existing zoning regulations applicable to the area and such regulations shall be effectively enforced by Layton City.

6. Layton City, and other regulatory bodies, shall not infringe upon the rights of farmers to operate farm equipment, on and off the farm, during all times of the day and night.

7. Storm water and irrigation water shall not be co-mingled.

8. The piping of irrigation ditches shall be accomplished by the developer of any development in coordination with and approval of ditch company and federal engineering standards.

AICUZ

Background: In studying the land-use dilemmas facing the city of Layton, the tremendous impact of Hill AFB's AICUZ recommendations leads the committee to suggest that:

Policies:

1. Any decisions which are within the purview of Layton City government, relating to the health, safety, and general welfare of the community shall consider not only the perceived needs of Hill Air Force Base, but also the needs, rights, and purposes of the citizens of Layton City.

2. A give-and-take process must continue between the city and Hill AFB to promote the health, safety, and welfare of the community.

3. Hill AFB safety recommendations should be strongly considered when making land-use decisions in the Accident Potential Zone (APZ).

4. While AICUZ/APZ zone specifications recommend uses involving low density occupancy in these zones, the land area involved may be much larger than Layton's market could absorb in many years. In recommending types of land-uses and establishing zoning districts in the APZ/AICUZ areas, the concern for regulatory taking needs to be considered in order to protect Layton City and the property rights of owners in that area.

5. Some property and easements have already been purchased in the Hill AFB APZ. If Hill AFB wants to expand the APZ beyond the boundaries of this purchase, the land should also be purchased, or if an easement is placed on privately owned land, the property owner should be adequately compensated.

6. A continuing effort should be exerted by both Hill AFB and the city of Layton to establish flight patterns and altitudes that will have minimal noise impact on the community.

7. In order for Layton City to make wise land use decisions concerning those portions of the city affected by noise and crash potential, Hill Air Force Base must provide current and accurate AICUZ data to Layton City for land decisions.

8. Construction of new housing should not be prevented where the city has granted project approval and project construction has begun.

9. AICUZ/APZ should not be the sole basis for denying petitions for annexation or rezoning except in those areas where easements or property have actually been purchased.