

# LAYTON CITY GENERAL PLAN



## WEST LAYTON GENERAL PLAN STUDY



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## General Description and Background

The rapid growth of Layton City has resulted in the city's population more than tripling in a two-decade period. During this period, the majority of the development has taken place in the eastern portion of the city, but the time is quickly approaching where the parcels of property in that portion of the city will largely be developed, leaving remnants of unbuildable or less desirable land. Because of Layton's location in a metropolitan area, the demands for greater development will continue to pressure the city, especially those areas where large, desirable tracts of land are available. Recent land-use surveys of the city (1998 & 2000) reveal that the largest portions of undeveloped land in the current city boundaries and in those areas defined for annexation to the city are located in the western-most portions of the Layton area. For this reason, the planning staff has been directed to prepare an updated general plan for the area of west Layton. For purposes of this document, west Layton will be defined as those areas located in the city boundaries and potentially annexable areas west of the Denver and Rio Grande Railroad tracks.

### **Overall Goal & Vision**

The purpose of the West Layton General Plan is to provide direction for decision-makers in determining what will ultimately take place there, in terms of residential development densities and other types of land uses. The ultimate goal and vision for the study area is to make west Layton an attractive and desirable community for many generations to come.

This planning document has been prepared and compiled to act as a guide to the physical development of the study area. Through sound implementation of the policies of this plan in the decision making process, the goals and objectives of the sections can be achieved. The document is reflective of the community's values and should serve as a fundamental resource and guide to the Planning Commission and City Council in decisions relating to the physical development of the area. This document should act as an important resource for zoning, capital improvement planning, and revising city ordinances.

Because this plan is to be used to guide development according to the desires and needs of the community, the viability of the plan rests in the adaptability to changing conditions. The process by which the General Plan may be amended will help ensure that the zoning decisions and plan recommendations and policies are based on adequate research and input rather than on special interest or expediency.

### **Population and Housing Characteristics**

Information on population and housing characteristics are based on the 1998 Wasatch Front Region Council (WFRC) Survey of Socio-Economic Characteristics and the land use surveys conducted in the area in 1998 and 2000.

In 2000, there were an estimated 5,313 persons residing in west Layton, which is approximately 8.5% of the estimated total city population (62,000). The population for the area in 1992 was 1,891. This means that there was an average annual increase of 4.28% between 1992 and 2000.

There are an estimated 1,432 houses located in the study area with the majority of those dwellings within the city boundary. Based on the land-use study, all of the dwellings are in the "single-family detached" category, although there may be several houses which include

apartments. The majority of all new houses built in the area over the past 8 years have been in the Windsor Meadows, Chelsie Park, Angel Crossing, and Kay's Creek Estates Subdivisions.

Households in the area include an average of 3.78 persons per single-family detached dwelling unit, slightly higher than the average 3.71 persons per dwelling unit for the overall city.

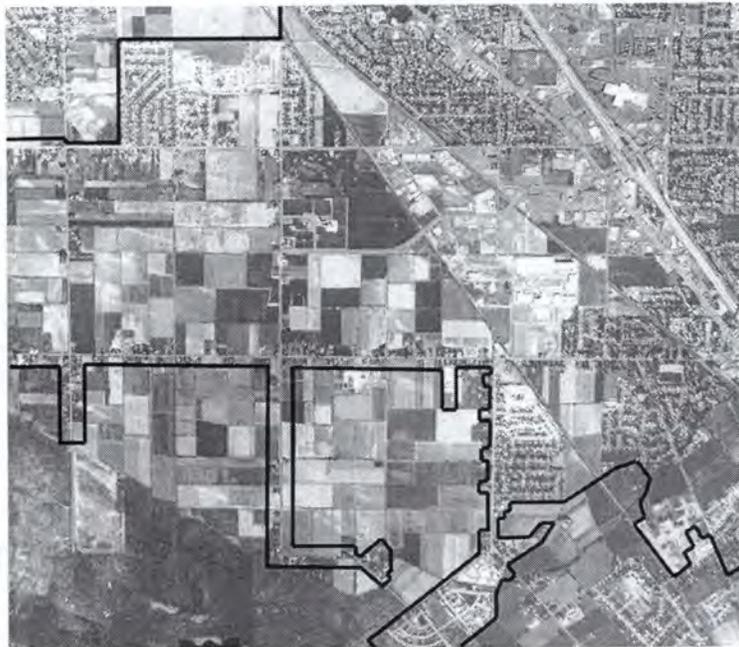
### **Land Patterns and Uses**

The west Layton area slopes from the northeast to the southwest with the highest point in the area being 4,400 feet above sea level and dropping down to 4,212 feet above sea level. The 4,212 elevation marks the beginning of the state relicted ground, which is the historic high water elevation of the Great Salt Lake, see *Map 1*. Davis County has defined this line at approximately the 4,218 foot elevation.

Based on the land-use survey completed in April 2000, the west Layton study area includes 2,254 acres of land within the city boundary and 1,345 acres in the unincorporated county area totaling 3,599 acres or 5.62 square miles. This area, including both those portions in the city and county, makes up 19.97% of the city's ultimate land mass. For more complete information, see *Map 2*.

The land patterns established in the area were the result of the location of section lines, illustrated on *Map 3*. As the section roads (this refers to those roads located on section lines at one mile intervals, such as 1200 West, 2200 West, Gentile Street, or Gordon Avenue) were developed from dirt to gravel to asphalt, and urban improvements have been constructed (such as water and sanitary sewer lines), more residential development has occurred along the frontages of these streets, with the rear portions of the property being used for agricultural purposes. Lot depths typically ranged from just enough to meet the minimum building lot requirement to as much as one-half mile. Ultimately, it is the access to the interior portions of lots on these section superblocks that will make this land available for development.

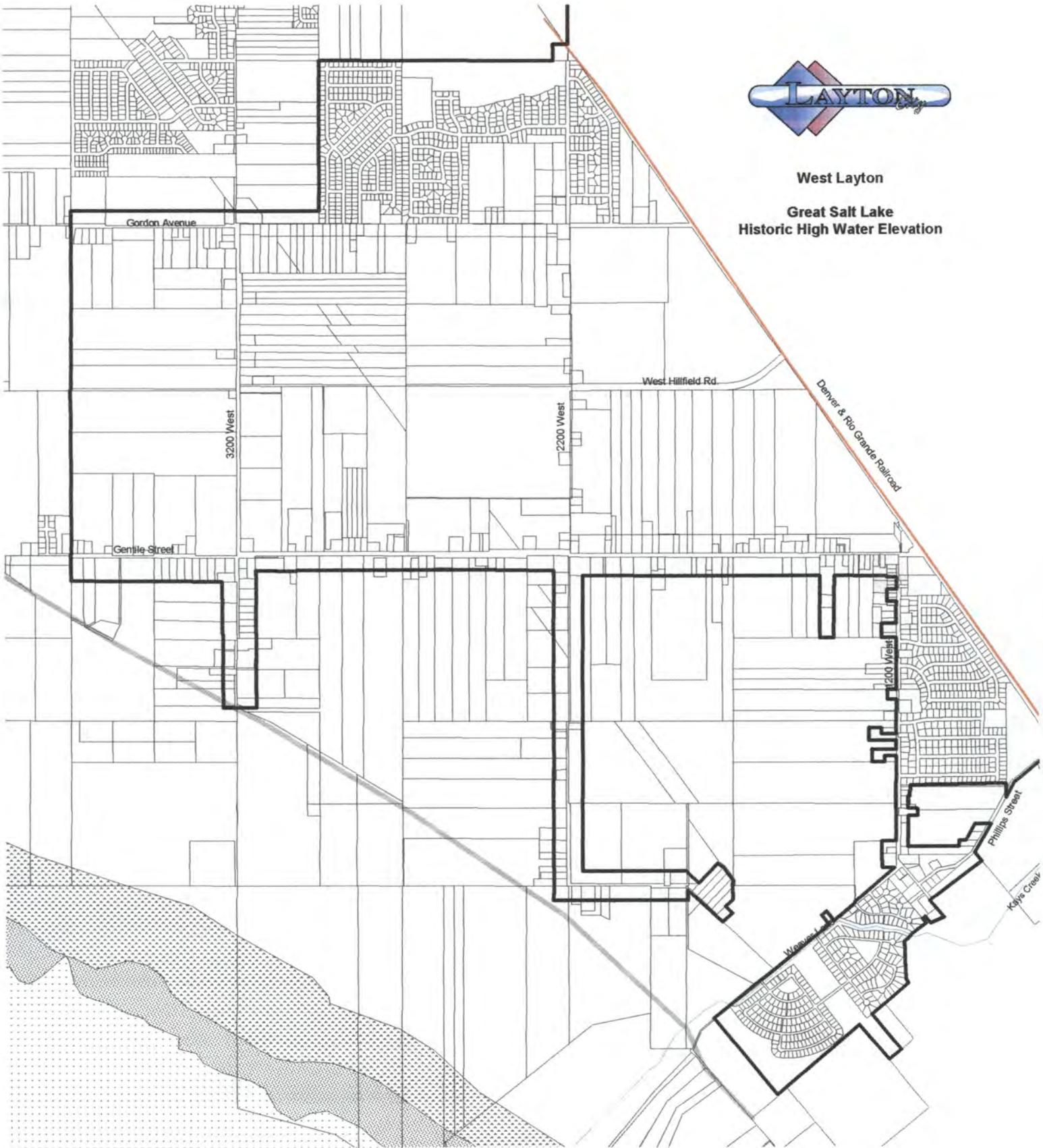
Figure 1: 1999 Aerial Photograph





West Layton

Great Salt Lake  
Historic High Water Elevation



- |  |                       |  |                      |
|--|-----------------------|--|----------------------|
|  | City Boundary         |  | GSL High Water Elev. |
|  | Streams               |  | 4209                 |
|  | Rail                  |  | 4212                 |
|  | Denver and Rio Grande |  | 4218                 |
|  | Bluff                 |  |                      |



### **Single Family**

Single-family lots account for 11.9% (430 acres) of overall land use in the area. There are essentially two categories of single-family residential lots: (1) Rural lots, which typically include at least one-half acre and are located on the previously existing streets and (2) Full-scale subdivision lots, which tend to be smaller in size (6,000 to 12,000 square feet) and are located on streets developed in conjunction with the subdivision, *see Map 4*.

The large rural lots account for a majority of the land used for single-family residential purposes but include a minority of the total houses in this area, as a result of the large size of the lots. There are currently 217 houses on approximately 171 acres of land. These lots have been created on a piecemeal basis over time as families have subdivided off parcels for other family members or have sold a lot to a buyer interested in having a lot large enough to keep a horse or other large animal. There are several small subdivisions, such as Westside Estates and Gordon Avenue subdivision, which have also been created along these existing streets. These subdivisions have required no new streets and limited improvements.

The seven full-scale subdivisions in this area are Greenbriar, Suntrails, Windsor Meadows, Chelsie Park, Seasons West, Angel Crossing, and Kay's Creek Estates. There are 1217 houses on just 263 acres (this number excludes local street rights-of-way). Greenbriar and Suntrails started with lots of 12,000 square feet or more, but the new phases include lots which comply to the R-1-8 zoning category (minimum 8,000 square foot lots) which covers the area. Windsor Meadows is zoned R-1-6, although the majority of the lots include about 7,000 square feet of land. The R-1-6 and R-1-8 zones have become the trend for most subdivision development since the mid 1980's in all areas of the city west of Fairfield Road.

The exception to these categories is Green Lawns Subdivision, located on the west side of 1200 West, immediately south of Gentile Street. This subdivision, recorded in 1951, was developed on an existing street and is the only subdivision in west Layton that is in the unincorporated county area as well as the city. The lots average about 7,000 square feet in area although the portion of the subdivision in the city is zoned R-S, meaning that the minimum lot should be 15,000 square feet and 20,000 if a large animal is kept on the property. Two lots in the subdivision were annexed into the city in 1998 and were zoned R-1-6.

Additionally, the population density for the area, based on the 2000 population estimate, is 945 persons per square mile or 1.48 persons per acre. As a comparison, the population density of Layton City is 3048 persons per square mile or 4.76 persons per acre.

### **Public/Quasi-public**

The only uses in this category are the four LDS Churches and the new fire station. In total these uses comprise less than 1% of (12.07 acres) of the total land area in west Layton. The church buildings are sited on lots of approximately three acres each. The Fire Station is located at the northwest corner of 2200 West and West Hillfield Road and sits on about an acre of property surrounded by Ellison Park.

The Davis County School District owns 12 acres on the north side of Weaver Lane for a future elementary school. The School District anticipates beginning construction on the school during spring of 2001.

### **Recreational/Open Space**

The amount of recreational open space in the west Layton area has increased over the last several years to include neighborhood and community park facilities and a nine-hole golf course. Properties included in this category are as follows:

- Ellison Park Sports Complex (Layton City) – 42 acres – community park facility
- Swan Lakes Golf Course – 44 acres – nine holes with driving range
- Kay's Creek Estates Subdivision – 21.5 acres in park and trailway open space and 35.3 acres in agricultural preserve.
- Chelsea Neighborhood Park – to be constructed by 2003 – 8 acres

The total acreage for this category is approximately 147 acres or 4.08% of the total land in the study area.

### **Commercial**

There is currently 19.46 acres of land dedicated to commercial use in west Layton. This is less than 1% of the total land in the study area. All of these uses are located along Gentile and Angel Streets and tend to be categorized as agricultural or related uses. In looking at the hierarchy of uses, the majority of commercial uses in this area serve a community or regional market. The one clear exception is Bessie's Market, which functions as a neighborhood convenience store. Map 5 includes the names and locations of the commercial enterprises identified in the land use survey. The size of the various establishments range from .167 of an acre at Bessie's Market to approximately 3.5 acres at J & J Produce's retail building.

### **Manufacturing**

The only use in this category is Hines & Company, Inc., an onion storage company, located at 1140 West Gentile Street. This site includes an office and storage facility on 1.57 acres.

### **Transportation**

Rights-of-way for public streets and the Denver and Rio Grande railroad line include approximately 183 acres of land and make up 5.1% of total land use in the study area. Typically, when an area is totally developed, this percentage is anywhere from 25% to 33%, depending on rights-of-way size and alignment.

### **Utilities**

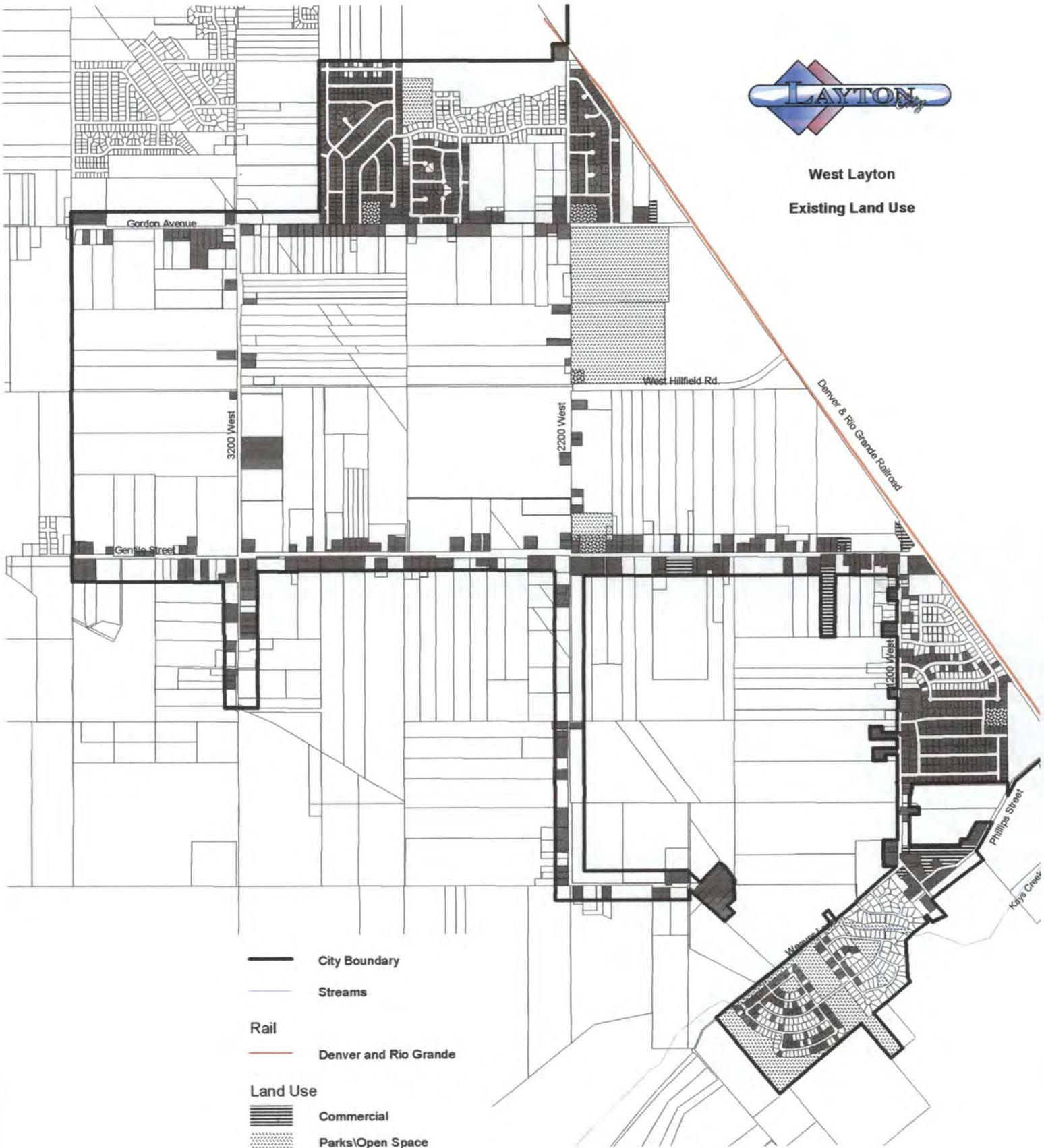
The Ben Lomond Power Corridor includes 130 acres of property which is either owned fee simple or for which an easement has been granted. The high-voltage electric transmission lines corridor runs through the area at a diagonal from northwest to southeast and is generally 300' in width through the Layton area.

### **Vacant Land**

Vacant land constitutes 1482 acres of land or 41% of all the land area in west Layton. That portion of vacant land within the study area and the current Layton City boundary includes 11.25% of all vacant land within the city. Because the land-use survey was based on urban or suburban assumptions, all land which does not include structures or urban uses was counted as being vacant. For this reason, that land being used for agricultural purposes was defined as being vacant.



West Layton  
Existing Land Use



- City Boundary
- Streams
- Rail**
  - Denver and Rio Grande
- Land Use**
  - Commercial
  - Parks/Open Space
  - Public/Quasi Public
  - Single Family Residential
  - Vacant
  - Not in Layton





# Sections



	Section Number		Rail
	Section Lines		City Boundary

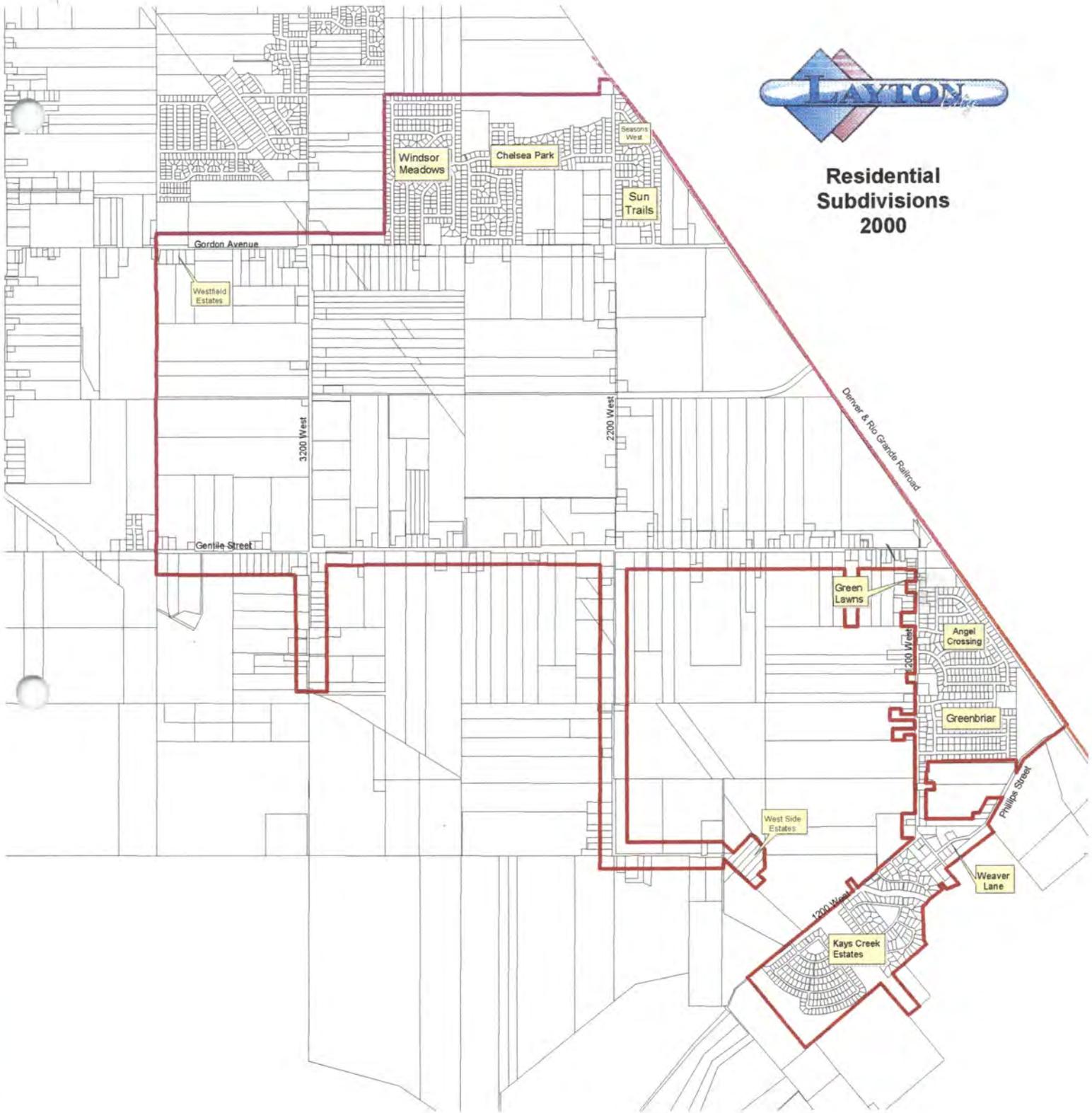


Community Development Dept. - February 2000

Map 3



# Residential Subdivisions 2000



	City Boundary		Rail
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Map 4

## Zoning

### **General Description**

The zoning map of west Layton (see *Map 5*) indicates that approximately 953 acres are under the 'A' designation, which is primarily for agricultural uses. Single Family houses are allowed on lots of a minimum size of one acre.

Approximately 580 acres are zoned in the R-S designation, which stands for "residential-suburban." The primary use in this zone is the single family residential structure on a minimum lot size of 15,000 square feet. Lots of 20,000 square feet may include a large animal such as a horse or cow or a variety of other "farm" animals.

The Greenbriar, Suntrails, part of Angel Crossing, Chelsie Park, and Seasons West subdivisions are zoned R-1-8. This designation signifies single-family residential lots including at least 8,000 square feet of land area. Approximately 182 acres of land are designated R-1-8 in the west Layton area. Portions of these areas were originally zoned for larger lots, but were rezoned to their present designations a part of the 1987 zoning study to address uniformity concerns and to help provide more buildable area on each lot.

The only areas developed and zoned for non-residential uses are the parcels including Bessie's Market, Hinze's cold Storage, Mountain States Plants, J & J Nursery, and Hinze's Onions. The triangular shaped parcel bordered by West Hillfield Road on the south, the D&RG on the east, Gordon Avenue on the north, and Ellison Park on the west is vacant and zone 'B-RP' (Business/Research Park). Hinze's Onions, located west of the intersection of Gentile Street and the Denver & Rio Grande Corridor is zoned M-2, which is designates manufacturing. The remaining of the commercial operations are located in the CP-1 designation, which designates neighborhood commercial.

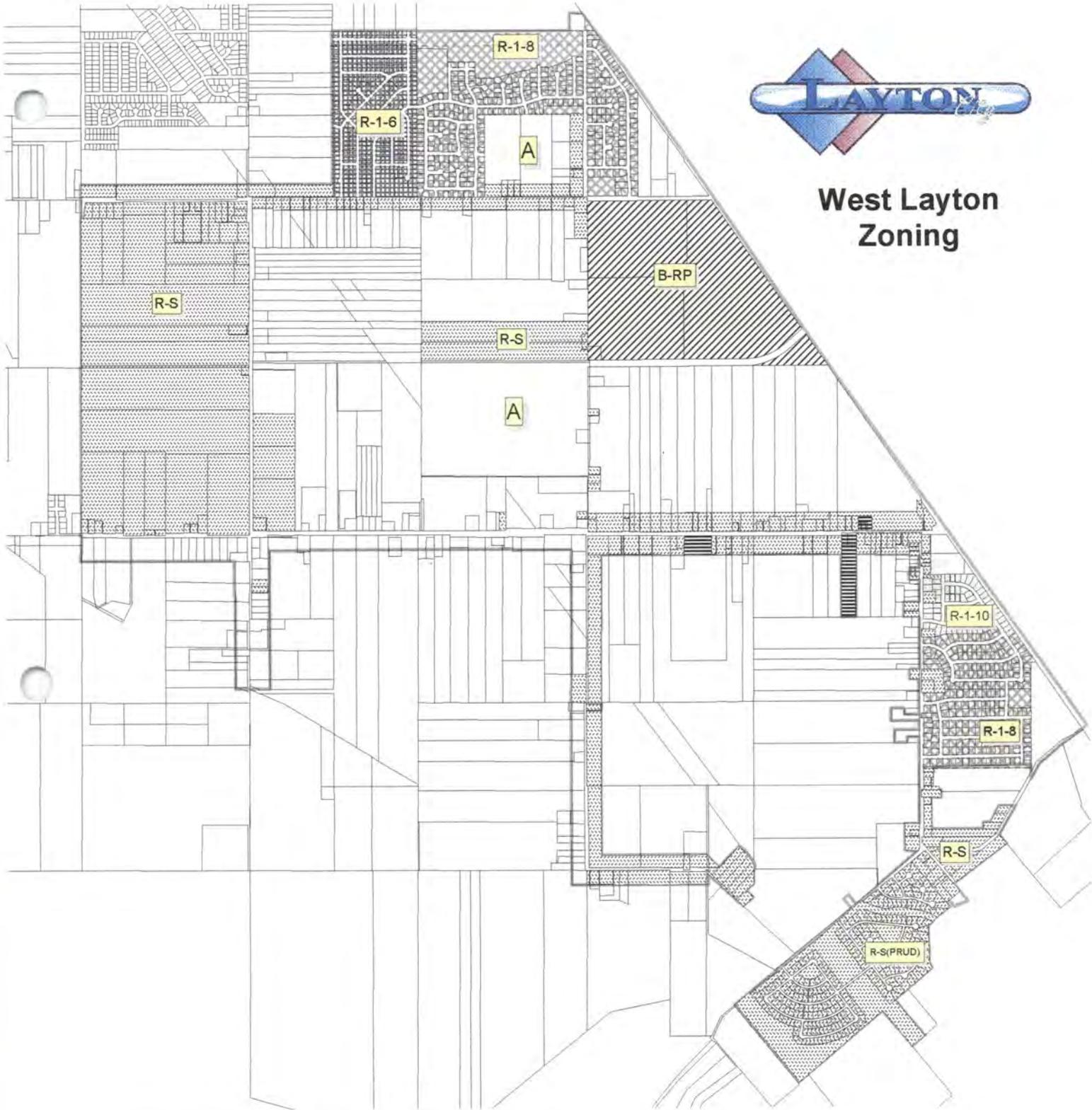
### **Non-conforming Lots and Uses**

In addition to the lots mentioned in Green Lawn Subdivision, several lots in the area do not meet the minimum lot area or street frontage requirement for the zones in which they are located. This is most often the result of dividing off a parcel of land on which a house was already located and recording it at the county. The unfortunate thing about the illegal lots is that they are often sold for building sites and when the owner comes in to purchase a building permit, a permit cannot be issued. The division of any property into two or more parcels is considered a subdivision, in accordance with state law and city ordinance.

While the land-use survey did not indicate the existence of any duplexes, the city street directory indicates that there may be at least one duplex in this area, which would be a non-conforming use in any of the residential zones in west Layton.



# West Layton Zoning



Zoning		Not in Layton	R-S (PRUD)
	A		
	B-RP		
	CP-1		
			City Boundary



Community Development Dept. - February 2000

Map 5

## Residential Design Alternatives

### Lot Averaging

Lot Averaging is the platting of a tract of land as a conventional subdivision that allows limited variation in the area of its lots. Some of the lots have less area than required by the underlying zoning and others more, but the number of lots and their average area platted is no greater than what is allowed by the underlying zone if platted conventionally.

20% of the lots can be decreased in size in exchange for an equal amount of lots to be increased in size. The size variation should not be more than 20%. Example: "R-S" lots (15,000 sf) decreased in size to 12,000 sf in exchange for an equal number of 18,000 sf lots.

Lot width reductions from 100' to 90' could be incorporated into this concept to allow more flexibility in subdivision design.

Limitations: Phased development of lot-averaged subdivisions should not be allowed unless each phase can stand on its own. Plat restrictions are required to be noted on final plat and in deeds to prohibit lot splits and resubdivisions.

### Residential Open Space Subdivisions

The approach to open space (cluster) subdivision development is quite simple. Clustering allows the developer to develop lots smaller than those specified in the zoning ordinance, provided the land saved is reserved for permanent common use, usually in the form of open space. The open space subdivision is often equated with the PRUD, which also employs a cluster site design, but the PRUD is a much broader concept. The PRUD can involve mixed uses and caters to higher density multi-family projects. The open space subdivision more closely resembles conventional subdivision practice and process and specifically addresses larger lot single family projects. *See Appendix A for Development Examples.*

General provisions for open space subdivisions are usually found in the supplementary section to the zoning district regulations and in some cases as separate chapters in the zoning ordinance. In general, the provisions should include review criteria, identification of districts where the cluster option is allowed, minimum size requirements, and open space requirements.

Density increase is a type of incentive to offer developers if they utilize open space development design. However, unless the incentive is substantial, most developers will not be willing to change from their conventional approach.

Many communities permit cluster subdivisions. The key for successful implementation is to make it attractive to developers, insure high standards, and create an efficient review process.

Farmington City for example has adopted open space subdivision guidelines for all new single family projects. Farmington requires developers to first submit a "Subdivision Yield Plan" which shows how many lots could be built on the development parcel. This number of lots then becomes the base from which density bonuses are calculated. If the developer chooses not to proceed with an open space subdivision design, a minimum density of one unit/two acres is automatically applied to the development compared to a 20% density bonus if developed as an open space subdivision.

### Planned Residential Unit Development (PRUD)

The purpose of the Planned Residential Unit Development (PRUD) Overlay zone is to encourage imaginative and efficient utilization of land by providing greater flexibility in the location of buildings on the land, the consolidation of open spaces, and the clustering of dwelling units.

These provisions are intended to create more attractive and more desirable environments within the residential areas of Layton City.

A PRUD is intended to allow for diversification in the relationship of various uses and structures to their sites and to encourage new and imaginative concepts in the design of neighborhood and housing projects in Layton City.

## **Land Conservation Alternatives**

### **Agricultural Land Protection Ordinance**

It is the policy of Layton City to assist in the conservation and to encourage the development and improvement of agricultural lands. The City recognizes that there needs to be a balance between agricultural land and other competing land uses. "Agricultural lands" are defined as those lands upon which a bonafide agricultural operation exists, or areas of vacant ground consisting of five (5) or more contiguous acres of land.

The City has adopted notice requirements for new development close to agricultural operations. For any new residential subdivision located within 300 feet of the boundary of an agricultural operation, the developer is required to provide notice on the recorded plat. In general, the notice states that the development is located in the vicinity of an established agricultural operation and that the use of the subdivision property is conditioned on acceptance of any annoyance or inconvenience which may result from such normal agricultural uses and activities. An agricultural operation means any facility for the production, for commercial purposes, of crops, livestock products or poultry products where such operation is consistent with all applicable laws, regulations and ordinances.

### **Conservation Easement**

A conservation easement is a legal agreement between a landowner and a land trust that permanently limits uses of the land in order to protect its conservation values. For example, the landowner may give up the right to grow crops. Future owners also will be bound by the easement's terms, and the land trust is responsible for making sure the easement's terms are followed.

A conservation easement donation that meets federal tax code requirements can qualify as a tax deductible charitable donation. Placing an easement on property may also result in property tax savings.

A conservation easement can be essential for passing land on to the next generation. By removing the land's development potential, the easement lowers its market value, which in turn lowers estate taxes. Whether an easement is donated during life or by will, it can make a critical difference in the heirs' ability to keep the land intact.

### **Land Donation**

An outright donation of land to a willing land trust releases the property owner from the responsibility of managing the land and can provide substantial income tax deductions and estate tax benefits (while avoiding any capital gains taxes that would have resulted from selling the property).

An outright donation is not the only way to give land. A property owner can continue to live on the land by donating a remainder interest and retaining a reserved life estate. In this arrangement, the property owner donates the property during his/her lifetime, but reserves the right to continue to live on and use the property. By donating a remainder interest, a property owner can continue to enjoy the land and may be eligible for an income tax deduction when the gift is made.

Land donations that establish life income are also available if a property owner has land to protect by donating it to a land trust as a charitable gift annuity and regular payments are made to beneficiaries for life. Charitable gift annuities and charitable remainder unitrusts are most useful for highly appreciated land, the sale of which would incur high capital gains tax.

### **Transfer of Development Rights (TDR)**

The Transferable Development Rights (TDR) concept involves the shifting of development rights from one parcel of land to another under a government authorized program in order to preserve desirable areas and compensate landowners. The program basics involve a "sending area" (open space, wetlands, scenic areas, etc.), a "receiving area" (where increased development is desirable), and an "allocation formula" specifying what constitutes a development right and the basis for a transfer. TDR programs are legal in Utah as long as they are based on a valid public purpose, are reasonable, and are based on a local authorizing ordinance.

The main goal of a Transfer of Development Rights (TDR) program is to encourage the preservation of public and private open spaces, wetland and upland habitat areas, and agricultural lands which are designated as important to preserve. A TDR program can contribute to an overall open space and trail system by discouraging development of environmentally sensitive lands by allowing the transfer of density for such property.

A TDR program may work in Layton in conjunction with the sensitive lands associated with the Great Salt Lake shorelands and with the Legacy Parkway corridor. Such a program should be formalized by ordinance after sending and receiving areas are identified by the General Plan. The City should explore the possible effects of a TDR program before committing to the concept. The economics of the receiving areas should be carefully considered in order for the program to succeed and the TDR sales must adequately compensate sellers in the sending area.

The City should further research the TDR concept and how it has been implemented in other jurisdictions. More specifically, the communities of West Valley City, Mapleton, and Summit County in Utah should be contacted to determine if their system has been successful.

## **Adjacent Jurisdictions**

The west Layton area is surrounded by land in the cities of Clearfield, Syracuse, and Kaysville, along with portions of unincorporated Davis County, see *Map 6*. In keeping with the Layton City General Plan, the proposed land uses in these areas need to be considered in determining appropriate land use in west Layton.

### **Unincorporated Davis County**

Those portions of unincorporated Davis County adjacent our borders are currently zoned A-1 for minimum lot sizes of one acre, allowing one dwelling per lot; and A-5 for minimum lots of five acres, allowing one dwelling per lot. These areas are basically holding zones, anticipating residential development as these areas become annexed into Layton City. The A-5 portions are primarily those areas lakeside to the bluff, with the remainder being in the A-1 zone.

### **Clearfield**

Clearfield will ultimately share the northern border of west Layton. That portion of Clearfield nearest that border includes a variety of small-lot subdivisions, designated R-1-6 or R-1-8, which require building lots with a minimum of 6,000 and 8,000 square feet, respectfully. The proximity to the higher density single family lots was one consideration in the R-1-6 zoning designation for Windsor Meadows Subdivision. The only exception to these single residential zones is that area located under the Ben Lomond Power Corridor, which has an 'A' designation, requiring one acre lot minimums. Future plans for this portion of Clearfield call for more of the same types of densities currently existing there.

### **Syracuse**

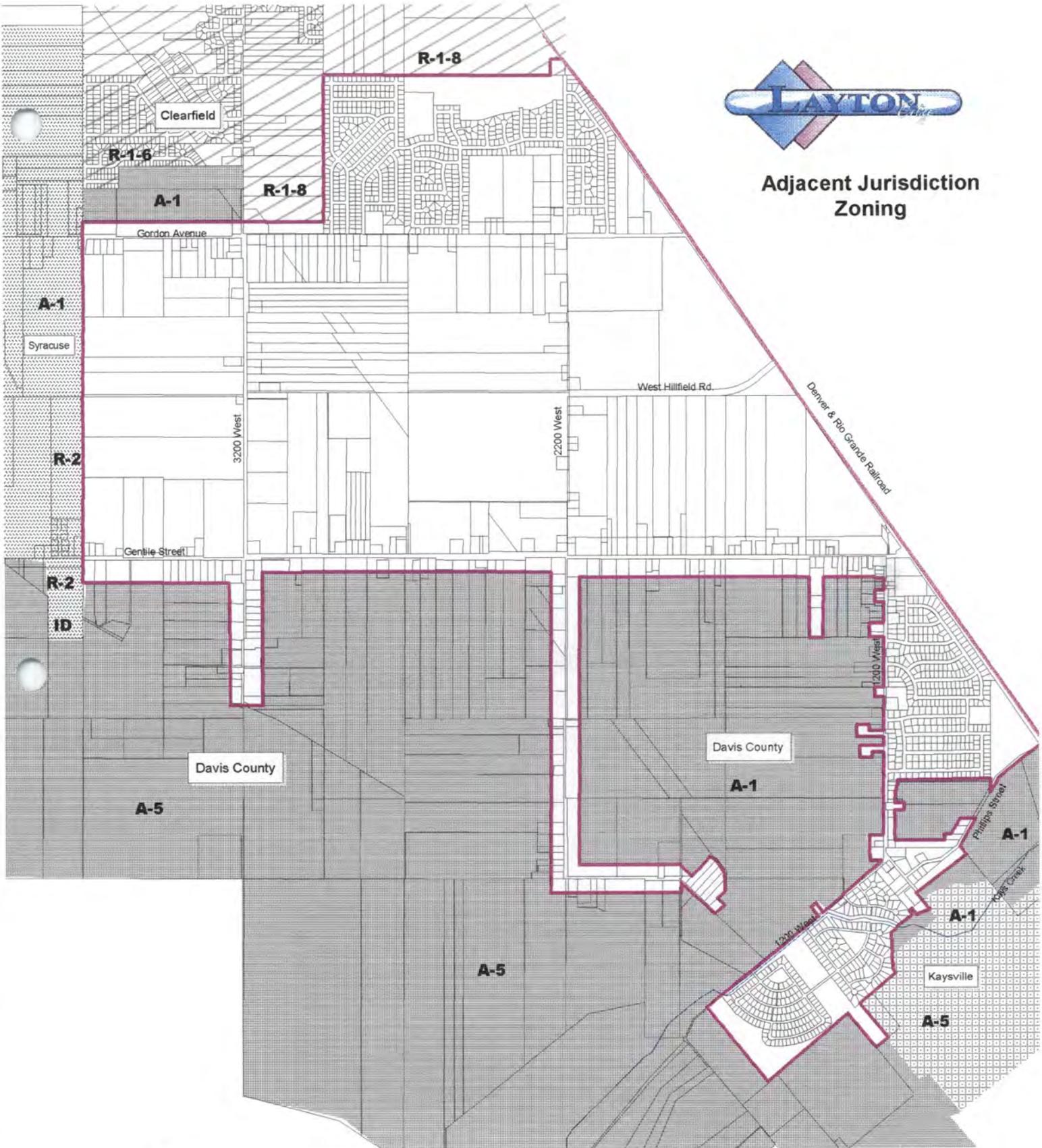
The land in Syracuse which abuts our border is zoned A-1, which allows the same uses as the county designation. Other portions not abutting our border, but very near it, include R-1 and R-2, which requires a minimum building lot of 10,000 square feet. Regarding residential land uses, the Syracuse City Future Land Use Map for the area calls for residential densities in keeping with what the R-1 and R-2 zoning designations would allow. In addition, the map shows a general location for a small commercial center along the common city boundary at approximately 750 North (Layton).

### **Kaysville**

The southeastern portion of the west Layton area does and will share a common boundary with west Kaysville. Those areas of Kaysville nearest our borders are zoned A-5 starting 400+ feet west of Angel Street, A-1 on the west side of Angel Street and R-S (30,000 square foot lots) in the area east of Angel Street. The remainder of the area includes a mixture of these zones along with the R-1-20 zone, which allows 20,000 square foot lots and the R-A-7 zone, which allows 30,000 square foot lots. The General Plan for Kaysville calls for this area developing to low density residential use with the preservation of compatible agricultural uses.



## Adjacent Jurisdiction Zoning



Rail	Syracuse City
Denver and Rio Grande	Clearfield
Streams	Davis County
City Boundary	Kaysville



Map 6

## **Community Facilities and Services**

### **Utilities**

The desire and need for city utilities for residential development has been the primary reason for most of the annexation which has take place in west Layton over the last 20 years. These services are essential to the development of properties at suburban residential densities.

### **Water Lines**

In 1992, water lines were installed and upgraded throughout the west Layton area. The defined user area was everything west of the D&RG rail corridor, with the exception of those areas southwest of the bluff. The lines were sized to serve a residential density of up to four units per acre, exclusive of Greenbriar and Suntrails Subdivisions. The city engineer has stated that a minimum density of two units per acre was essential to meet the cost of the system. The size of the lines ranges from 12" down to 8" in diameter, see *Map 7*.

In 1999, Layton City constructed a 4 million gallon water storage tank under one of the ball fields at Clearfield High School. A 24" service line will be installed along 2200 West (1000 E. in Clearfield) to Antelope Drive by fall of 2000. The next extension of this 24" line will be installed from Antelope Drive south to Gordon Avenue by fall of 2001. This new tank and lines will establish the necessary flow and pressure to service the west Layton area. Development, beyond one lot per existing parcel, is on hold until this system is in place. The timeline for construction of this water line may be moved forward with developer participation in the project.

### **Sanitary Sewer**

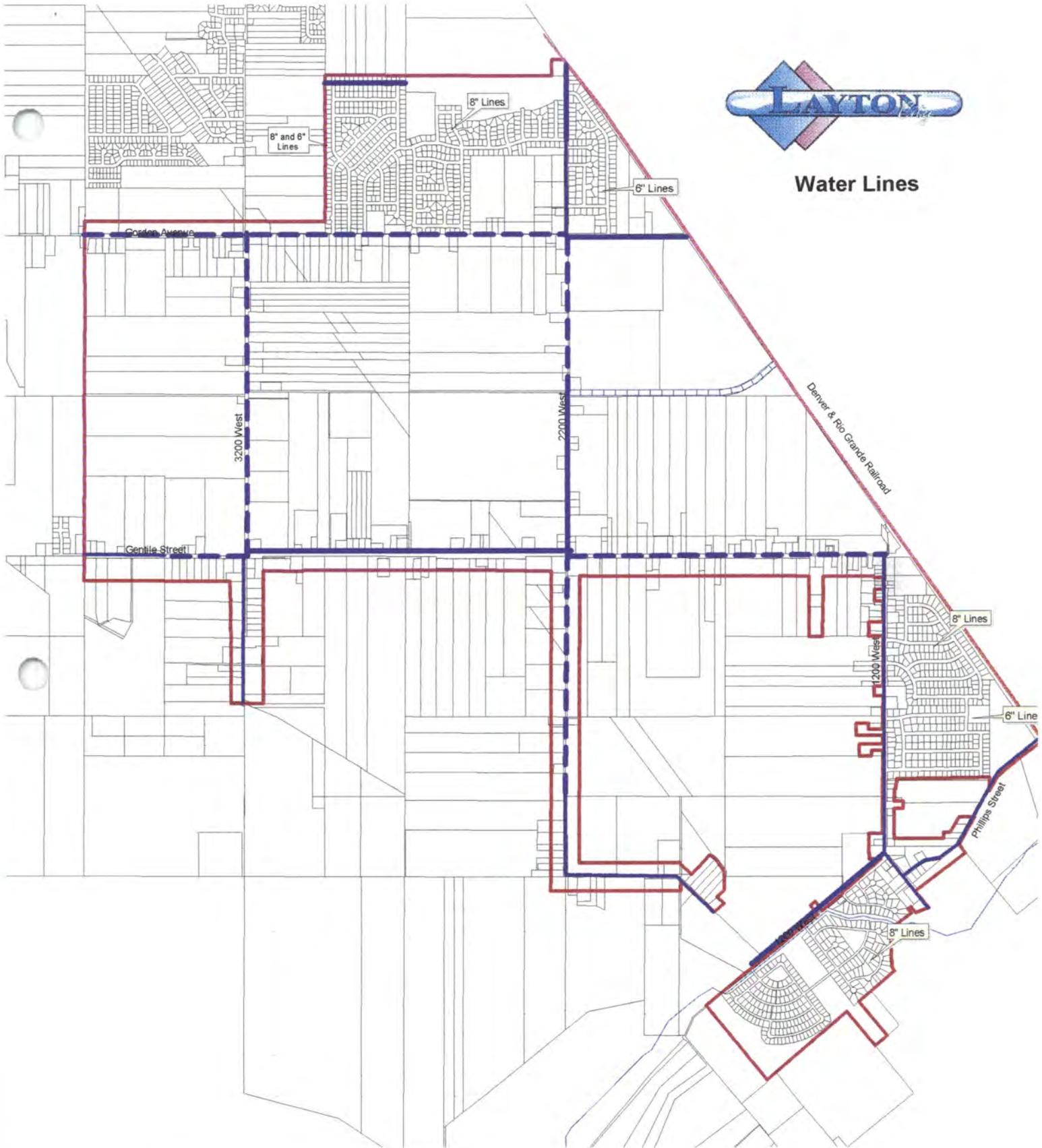
The provision of this service is through the North Davis County Sewer District (NDCSD) located in Syracuse. Access to sanitary sewer is the rule in west Layton, rather than the exception. Sewage collection lines currently serve all major streets and residential subdivisions in the area. The one obvious exception to this is 3200 West, between Gentile and 1000 North. The area south of the bluff and small portions of the area south of 1000 South are located outside of the sewer district service area. The locations of major sewage collection lines are illustrated on *Map 8*. The District also has a major collection line in West Hillfield Road. This line continues west along the future West Hillfield Road alignment into Syracuse City.

### **Storm Water**

In 1995 a Storm Drainage Master Plan was completed for the west Layton area. The recommended storm drainage system as developed in this Master Plan is a combination of detention basin improvements and piping system improvements. The Master Plan breaks the study area up into 21 different drainage areas and provides recommendations for future drainage considerations, see *Map 9*.



# Water Lines



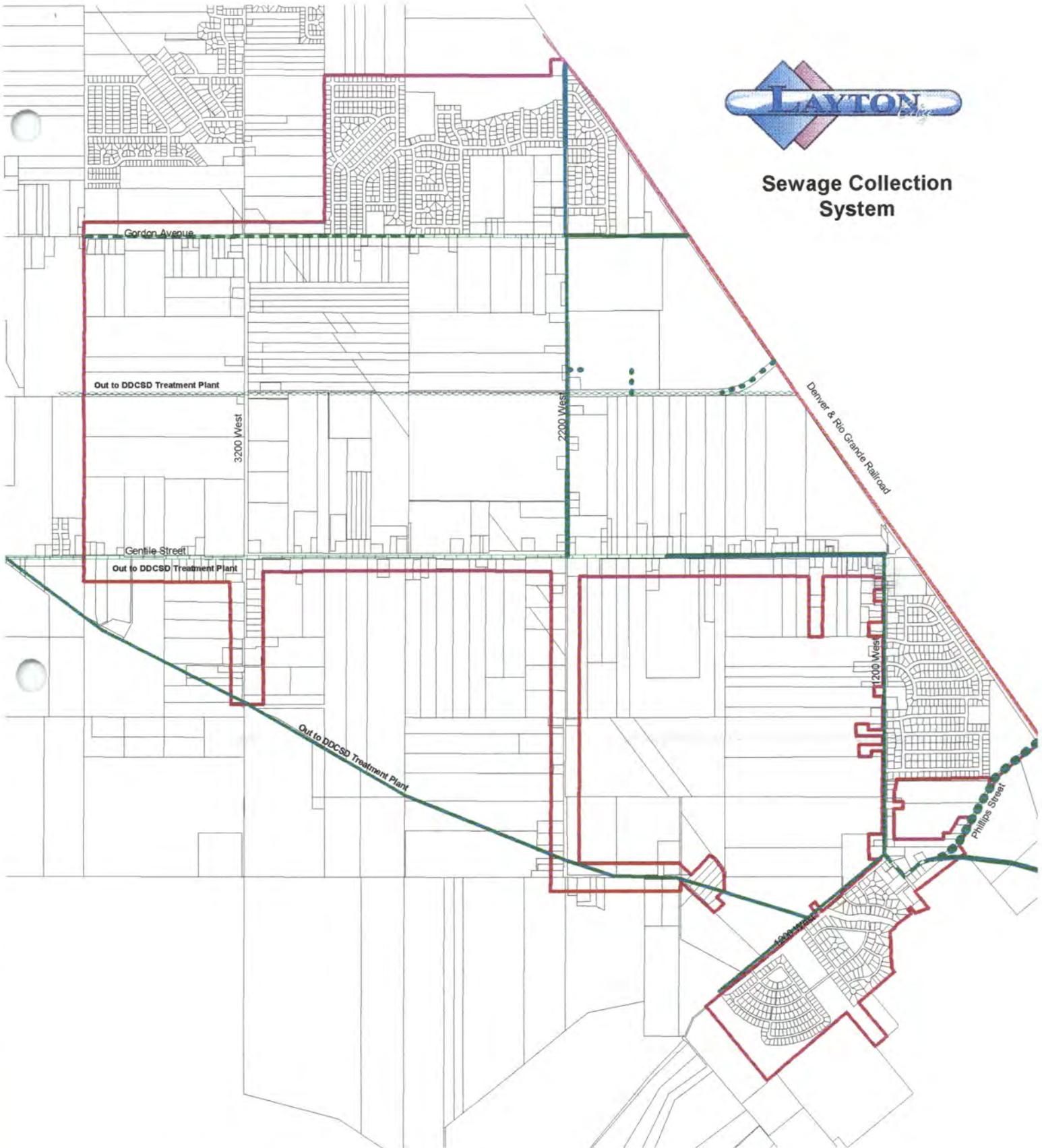
	Streams		8" Water Line
	Rail		10" Water Line
	Denver and Rio Grande		12" Water Line
	City Boundary		16" Water Line



Map 7



# Sewage Collection System



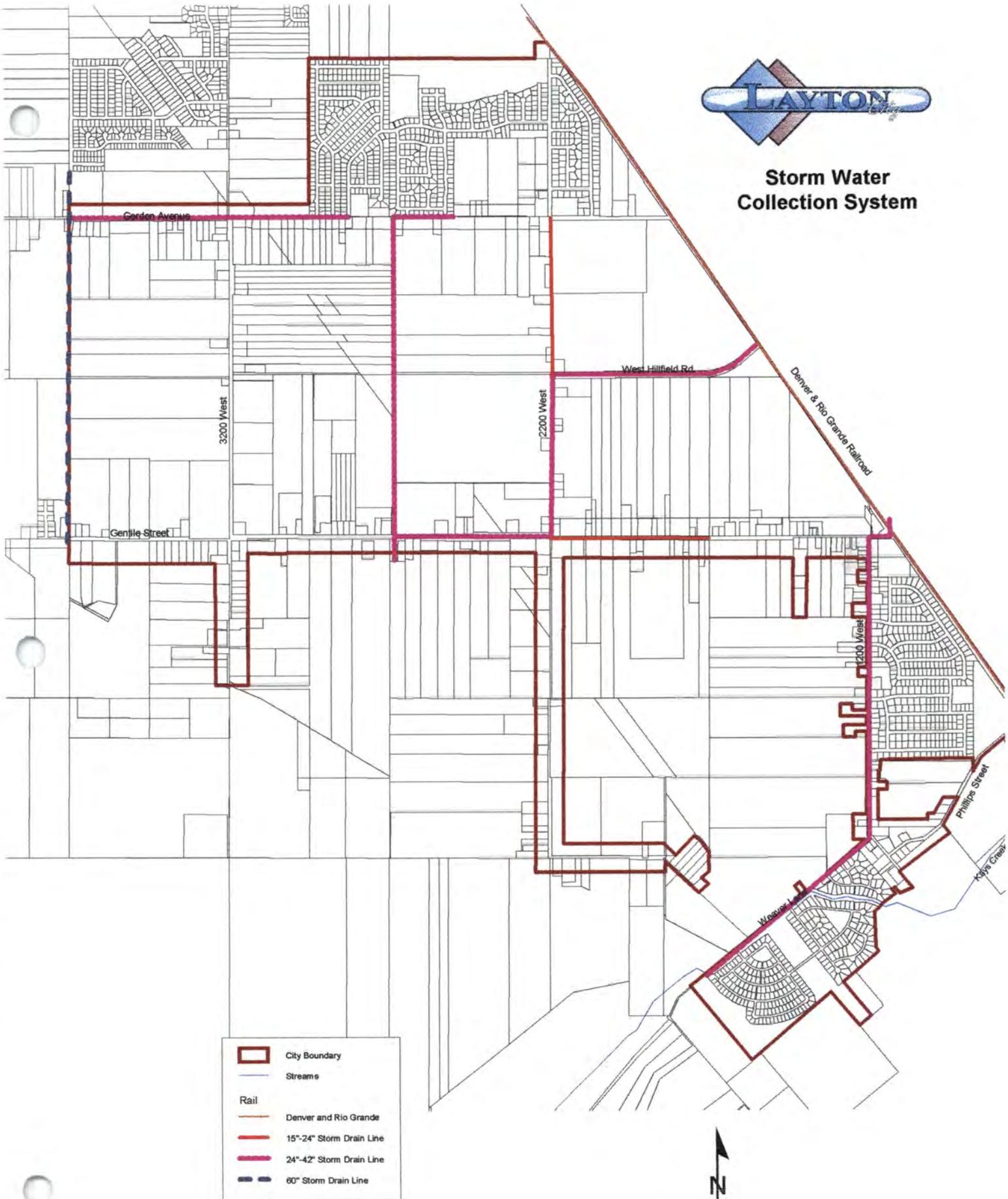
	Streams		30" Sewer Line		18" Sewer Line
	Rail		27" Sewer Line		12" Sewer Line
	Denver and Rio Grande		24" Sewer Line		8" Sewer Line
	City Boundary		21" Sewer Line		

8" Sewer Lines Common in Developed Subdivisions





# Storm Water Collection System



Map 1

As residential development continues to occur in the west Layton area, the need for improved storm drainage systems will increase. New residential developments will be required to follow the master plan which requires that drainage from new development be required to collect and control storm water runoff into "regional multi-function" detention basins. The small, on-site detention basins often used with each individual subdivision will not be allowed. The master plan identifies the location for these "regional" basins based on topographic and drainage collection considerations.

### **Street Lighting**

The policy of Layton City is to have street lights installed at street intersections. In some unusual circumstances, in densely populated areas with long streets, lights have been placed at additional locations. In residential subdivisions, lights are installed at such time as the majority of the lots are occupied by a home.

### **Fire Protection**

Layton City's newest fire station is located at the northwest corner of 2200 West and West Hillfield Road. This new station has become the main station where the Fire Chief and Fire Marshall are located. Station No. 1 houses one 100 ft. aerial unit and one pumper unit, one brush unit, and two ambulances.

The benefit of the new station west of the railroad tracks is access to the manufacturing land uses, specifically the Smith's complex with its massive structures, and the anticipated growth of west Layton. In addition, emergency access to the west Layton area is no longer blocked by the railroad tracks.



Figure 2: Fire Station #1

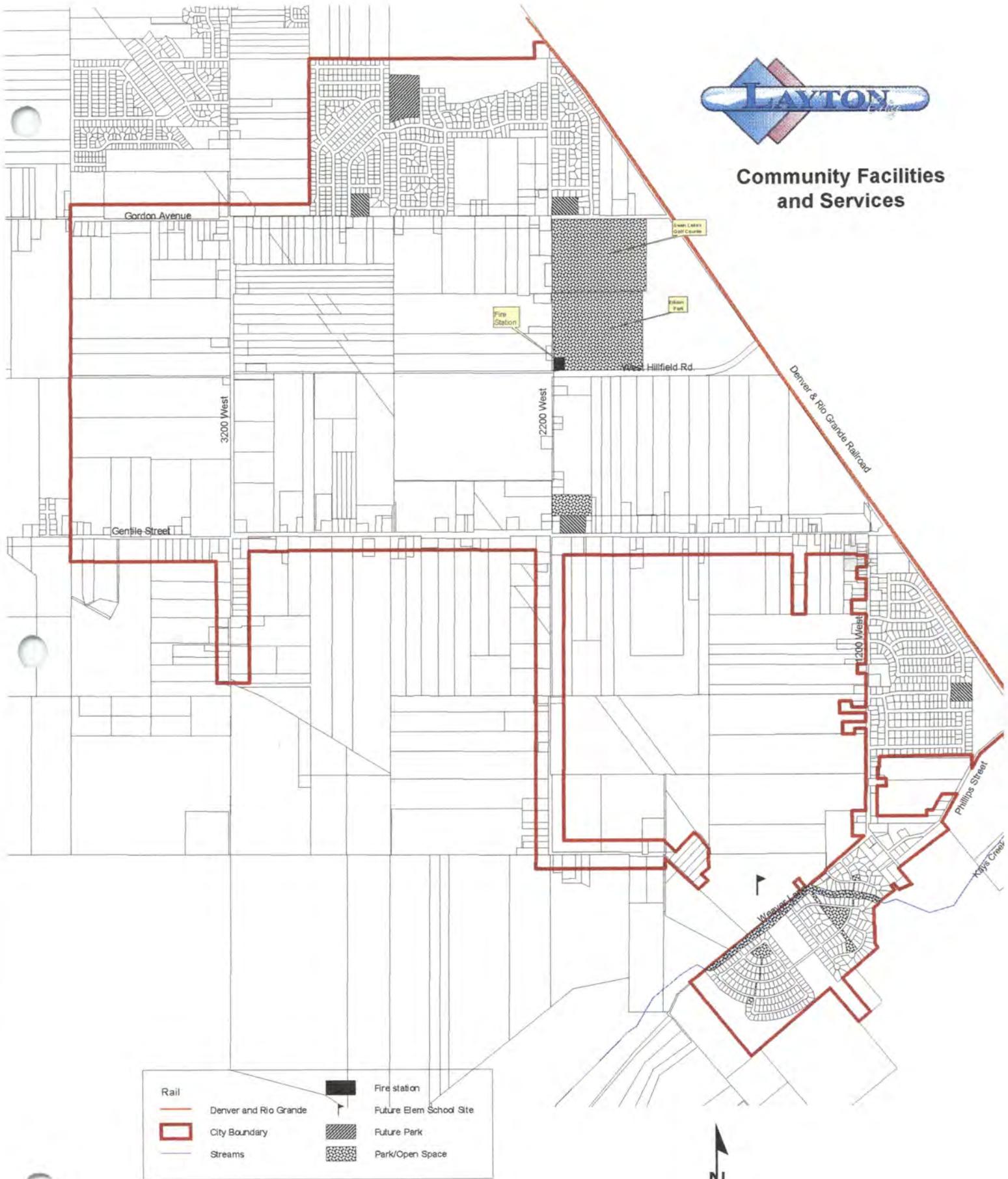
### **Parks**

Neighborhood parks are usually defined as any general use park of five to twenty acres developed to serve the active and passive recreation needs of a particular neighborhood within a community. The location and size of a neighborhood park involves four principal factors:

- Neighborhood Population
- Service Area
- Major physical boundaries or barriers
- Recreation facility needs



# Community Facilities and Services



Map 10

Service areas in the west Layton study area are most easily defined by the existing superblocks, which generally correspond to the square-mile sections in the area. A superblock is a land mass bordered by major physical boundaries and barriers, such as rail corridors, major streets, creeks, or geographic features.

The City Council and Planning Commission have adopted the following policies relating to neighborhood parks:

- Acquire land in designated superblocks for parks at a rate consistent with new residential growth.
- Purchase land for neighborhood parks in the superblock by the time that 50% of the land has been subdivided or developed.
- The amount of land required for neighborhood parks in each superblock should be based on potential densities for the superblock.
- Adopt a standard of 3.0 acres per 1,000 for city-owned neighborhood parks.
- At the time the city is built-out, the recommended distance to a park or corridor should be  $\frac{1}{4}$  to  $\frac{3}{4}$  mile from any residential area in the city, without intrusions from major physical barriers.
- The full parks impact fee should be paid on each residential unit regardless of on-site improvements.
- The money collected through park impact fees should be used exclusively for land acquisition and the development of new parks.
- Neighborhood parks should be a minimum of 7 acres.
- Neighborhood parks should be developed with the following basic improvements: restrooms, safety lighting, turf, trees, and irrigation systems.
- Beyond the basic park improvements, neighborhood councils should work with the parks department to determine what facilities would be appropriate for their neighborhood park.
- Neighborhood parks should be located near the center of the superblock on a collector street, or on or near a distinctive natural feature, such as a creek or a ridgeline.
- Neighborhood parks should never front on an arterial street.
- Neighborhood parks should serve as the focal point of each neighborhood and design features should help to make each unique.
- Neighborhood parks should be surrounded by street frontage, to the largest extent possible, rather than being located at the interior of the block.

The first neighborhood park in the west Layton area will be located in the Chelsie Park Subdivision on approximately 8.06 acres. The park site will function as a storm drainage detention pond and the park will be completed by fall of 2003.

### **Open Space Networks**

Many possibilities exist in the west Layton area to create an open space network that could tie into adjacent cities and provide a good connection through the area. An open space network should provide recreational opportunities, focal points in neighborhoods, and pedestrian and bicycle trails.

Open space dedications in PRUDs and open space subdivisions should achieve better distribution of parks and open space acreage in the area. Open space should be recognized as an important land use in neighborhoods; it can provide a community focal point, support walking, bicycling, and other activities and provide connections to and between other neighborhoods and land uses.



Figure 3: Ellison Park

Open space systems should be coordinated with the location of regional storm drain detention basins and their use in the neighborhood park system.

Utah Power has indicated that they are interested in coordinating the location of regional detention ponds within the right-of-way area of the power corridors. This coordination could aid in the implementation of an open space recreational corridor along the power corridor as the city links these detention basins in with the neighborhood park system.

The new Ellison Park is situated on approximately 45 acres located at the northeast corner of 2200 West and West Hillfield Road. The park includes 7 baseball/softball fields (3 lighted), 5 soccer fields, 2 football fields, 2 tennis courts (lighted), 2 basketball courts, 1 sand volleyball court, 2 playgrounds, 1 bowery, and 2 concession/restroom buildings.

**Kays Creek Estates Parks and Recreation Areas**

Kays Creek Estates Subdivision, located along the south side of Weaver Lane just west of Angel Street, is a planned residential unit development (PRUD) with open space and recreation areas throughout the project.

Kays Creek flows through the project site. A creekside trail has been constructed along the south side of the creek. The trail is designed for use by pedestrians and bicyclists. The 20 foot trail area includes a 10 foot wide improved asphalt trail. In addition to the creekside trail, pedestrian walkways tie the different park areas and neighborhoods together.

The project includes two neighborhood parks and three pocket parks. The larger of the two neighborhood parks is 2.2 acres located in the eastern portion of the project. The second neighborhood park is 1.1 acres located in the western portion of the project. The three pocket parks are located throughout the project.

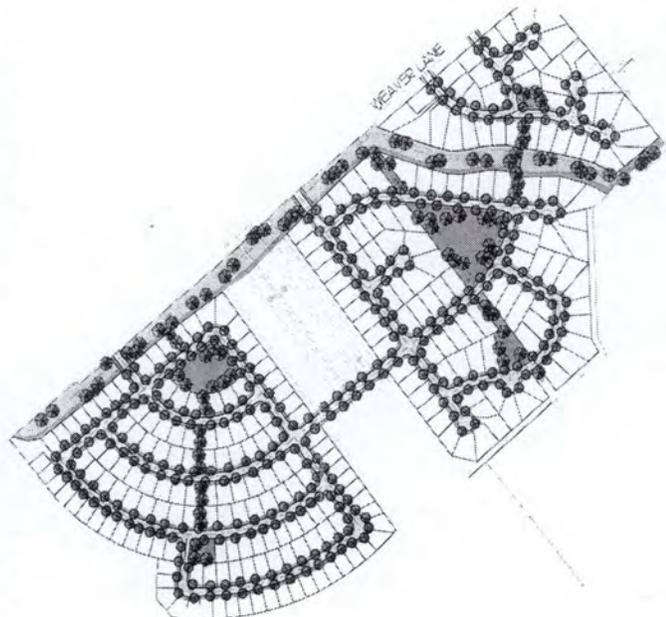


Figure 4: Kays Creek Estates PRUD Open Space Areas

### **Denver and Rio Grande Railroad Corridor**

The current status of the Denver and Rio Grande railroad corridor provides the potential opportunity for a recreational trail system in the area. The General Plan element for Parks and Recreation includes policies encouraging this type of development to provide a safe alternative to people involved in recreational activities that often include the use of streets.

During the 2000 Utah State Legislative Session, the Legislature authorized the Quality Growth Commission to hold in reserve monies received in the "LeRay McAllister Critical Land Conservation Fund" for the possibility of purchasing a 30-mile section of the Denver & Rio Grande Railroad right-of-way in Davis County. Because of the merger of Union Pacific and Southern Pacific railroad companies, UP now owns the two rights of way between Salt Lake and Ogden. The purchase of the D&RG right-of-way would most likely be contingent upon the Utah Transit Authority entering into an agreement with Union Pacific for regional commuter rail on the Union Pacific line. The D&RG would be shut down only if the UP corridor became available for commuter rail.

One concern associated with this type of recreational use is the privacy and safety concern of adjacent residential properties. Cities and counties which have incorporated a "Rails to Trails" system in their communities have typically found that these trails have not had a negative impact on safety and privacy for adjacent owners. The most common finding is that they have enhanced property value of adjacent residences as they provide a significant amenity near their property.

### **Schools**

Elementary-aged children living in the west Layton study area currently attend Layton Elementary School on Gentile Street, Bluff Ridge Elementary School in Syracuse and Kaysville Elementary School.

The Davis County School District owns 12 acres on the north side of Weaver Lane at approximately 1300 West for an elementary school site, see *Map 10*. Construction is scheduled to begin in the spring of 2001.

The west Layton area is in the Central Davis and Kaysville Junior High School boundaries and the Layton and Davis High School boundaries, see *Map 11*.

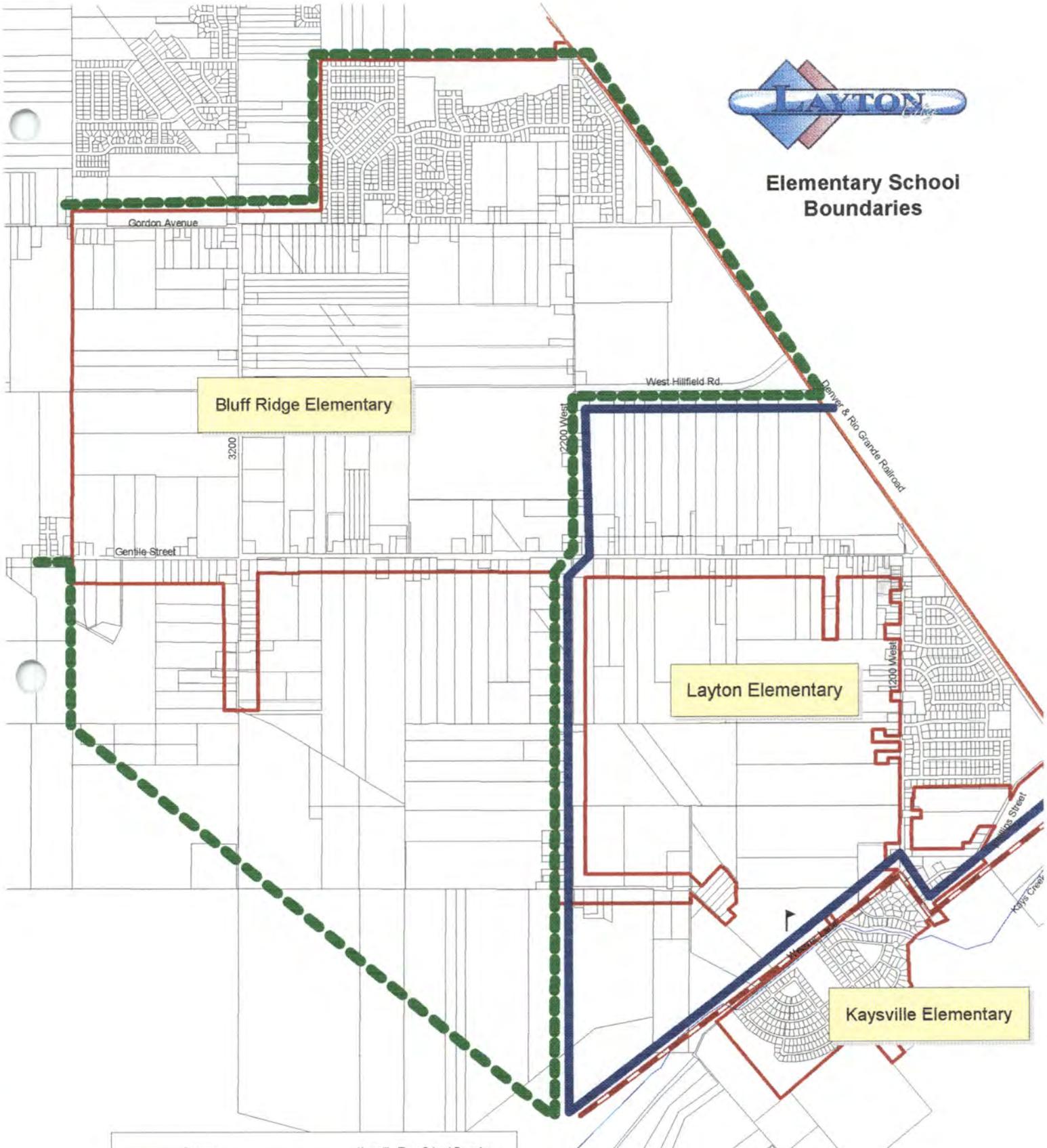
### **Transportation/Circulation**

The current street pattern in west Layton is largely based on the square-mile section pattern created by the original land survey of the area. This means that arterial and major collector streets are generally located one mile apart, running at cardinal points (north, south, east, and west). Exceptions to this general rule are Weaver Lane, Angel Street (south of 1000 S.), Westside Drive, and 1275 S. (Shick Lane), all of which run at a diagonal to the cardinal point.

The general street plan for this area focuses on the continued use of the north/south streets (1200 W., 2200 W., and 3200 W.) and the east/west streets (Gentile Street, 1000 N. or Gordon Ave., and West Hillfield Road) functioning as minor arterial or major collector streets. The streets proposed for use as major arterials (streets with 100' or more rights-of-way) will be the extension of West Hillfield Road (running along the east/west center section line between Gentile St. and



# Elementary School Boundaries



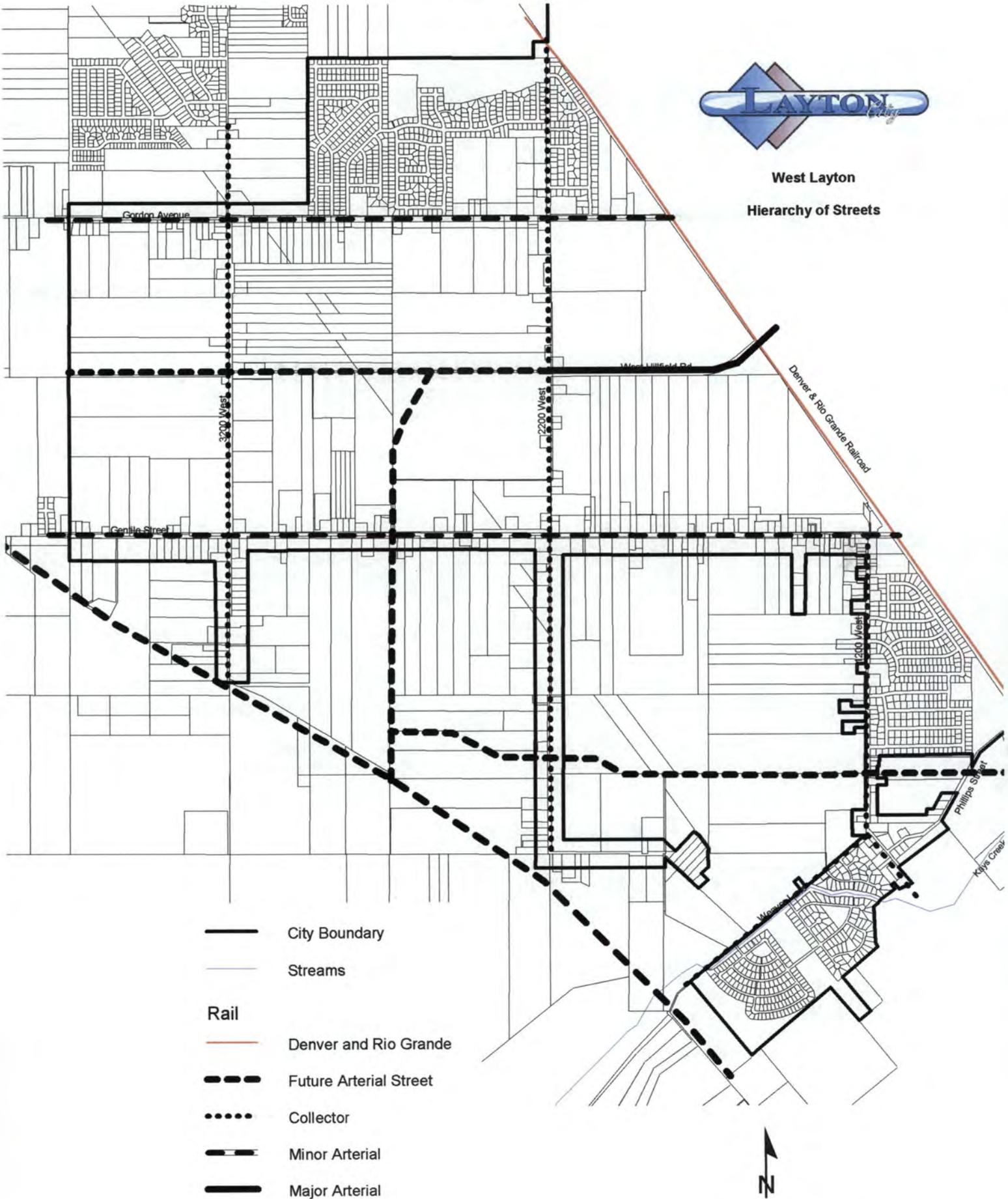
Streams	Kaysville Elem School Boundary
Rail	Layton Elem School Boundary
Denver and Rio Grande	Bluff Ridge Elem. Boundary
City Boundary	



Map 11



# West Layton Hierarchy of Streets

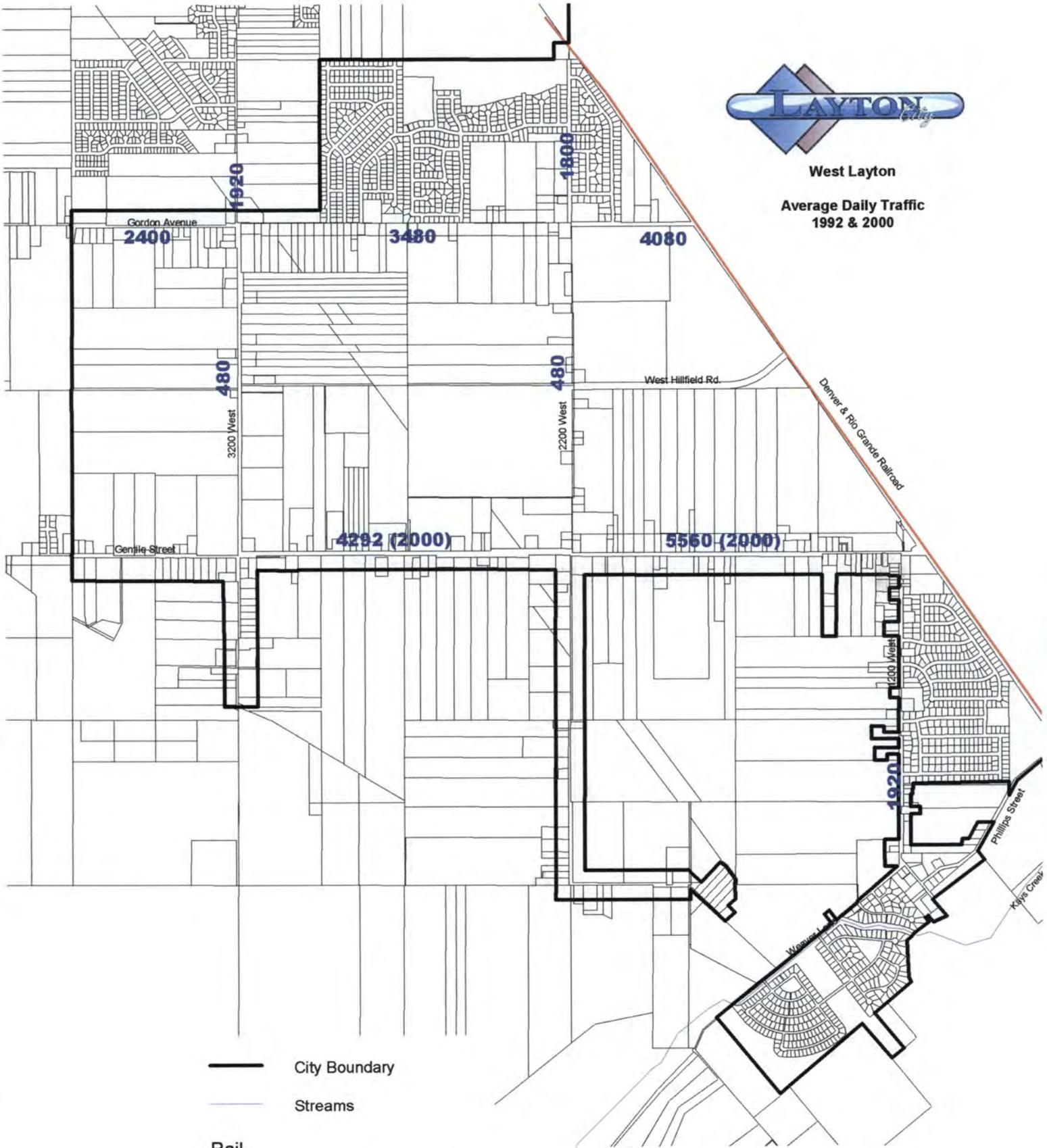


-  City Boundary
-  Streams
- Rail**
-  Denver and Rio Grande
-  Future Arterial Street
-  Collector
-  Minor Arterial
-  Major Arterial



**West Layton**

**Average Daily Traffic  
1992 & 2000**



1000 N.) and Legacy Parkway, a proposed state road, which would closely follow the bluff in the southwestern part of the city.

The City is presently considering a proposed east-west arterial that will connect I-15 and the Legacy Parkway along a coordinate of approximately 750 South, see *Map 12*. As part of the process of identifying this future right-of-way, the City adopted a temporary zoning regulation for this general corridor. The temporary zoning regulation is intended to ensure that future development in the area is accomplished in contemplation of the proposed road system to ensure the compatibility of land uses and sufficient notice to property owners and potential land purchasers.

Any additional streets in the area will be local or collector streets where the primary function of the street is to provide access to residential and other property uses abutting the street.

### **Traffic Counts and Capacity**

Based on actual and estimated traffic counts, all streets in the west Layton area are used at less than 40% capacity at a level of service D. The busiest arterial or collector street is Gordon Avenue (1000 North), due in part to commercial traffic passing through the area. Even as the busiest street, the average daily traffic (ADT) is estimated at approximately 3800 vehicles per day. Because of the Windsor Meadows and Chelsea Park residential development, the traffic for this area has increased more rapidly than in any other major street in the study area. Information relating to ADT is provided on *Map 13*, which is a combination of actual counts and estimates for 1992. Recent counts on Gentile Street indicate that traffic has increased over 100% since 1992 (2,000 to 4,292 and 5,560). Although counts are not available for Gordon Avenue (1000 North), it is anticipated that a similar, as with Gentile Street, has occurred since 1992.

### **Street Plans / Superblock Access**

One concern and purpose of this study is to examine the development of collector and local streets into the superblock area of west Layton. As the maximum length for any developed block within Layton City is 1300 feet, there would need to be a minimum of three to four streets accessing off of each street surrounding a superblock. While this may seem like a minor concern, as houses are developed along the existing streets, the need for access into the superblock is generally forgotten.

The siting of most houses does not usually take into consideration the future need for access behind the property. When people then choose to sell their property to developers, they do not have the necessary access into the property and its value is lessened. The options left for consideration are the removal of the house to provide access or the developer looking for another site. If planning concerns for future street access are addressed by property owners now, future problems may be avoided.

## Bicycle and Pedestrian Routes

Bicycle and pedestrian routes in the study area are mostly limited to sidewalks along public roads and public roads posted with signs along designating a bicycle route.

Bikeways are classified in three major classes, see *Map 14 and Figure 5*:

- Class 1 – Bicycle Paths, which are completely separated from motor vehicular traffic and are situated within an independent right-of-way. They are typically bi-directional, although one-way facilities have also been developed in some locations.
- Class 2 – Bicycle lanes, which are established on the paved surface of the roadway, adjacent to the outside motor vehicle lane or on the shoulder of the street. These are designated by signs and pavement markings which function to identify the lane. They should be developed as one-way facilities rather than bi-directional lanes (two-way operations on one side of the street).
- Class 3 – Bicycle routes, which involves the posting of signs along roads designed as routes and is the type of bikeway included in west Layton.

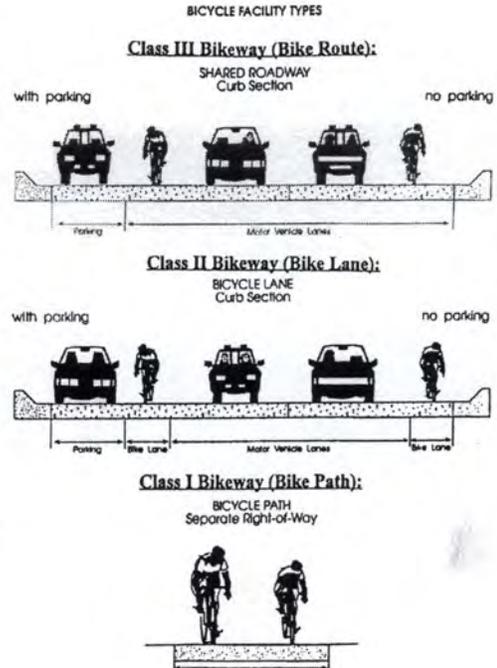


Figure 5

As development occurs along the proposed corridors (D&RG Railroad, power corridor, etc.), provisions should be made for connections that will enable residents and the general public to access these corridors throughout the community. Formalized bicycle and pedestrian ways should have provisions for the multiple use of such facilities in order to accommodate pedestrian, bicycle, and in some instances equestrian users.

### **North Legacy Parkway Corridor Study:**

The Wasatch Front Regional Council (WFRC) has hired a consultant to define an alignment for the North Legacy Transportation Corridor. Many transportation and local government officials have expressed a desire to preserve a transportation corridor in Davis and Weber Counties before development forecloses future transportation options. The region's Long Range Transportation Plan identifies the North Legacy corridor as a corridor for which significant new transportation capacity will be needed in the future. The study will use the Western Transportation Corridor Major Investment Study (MIS), which was completed in 1998, as a starting point. However, the MIS provided insufficient engineering and environmental information on which a corridor



# Wasatch Front Regional Bicycle Plan



City Boundary	Class I Proposed
<b>Rail</b>	Class II Proposed
Denver and Rio Grande	Class III
Streams	Class III Proposed



Map 14

footprint could be based. This footprint is essential if a transportation corridor is to be preserved to provide for future travel demand.

The transportation facility types for this corridor study would potentially include a controlled access highway, mass transit, and alternative transportation facilities. The study will determine a corridor of sufficient width to accommodate the facility types described above at some future point in time. The study will not lead to a decision on which facility types will be implemented, but rather will ensure that a variety of facility types will be able to fit into the corridor. The corridor will be described in sufficient detail to enable local governments to protect the corridor from urban development through local General Plans and ordinances. No detailed drawings will be prepared.

The study includes the area from Farmington to Warm Springs/Smith & Edwards. Factors influencing the evaluation and the location of a preferred corridor alignment will include the environment, land use, existing and planned transportation facilities, community preferences, citizen and property owner input, and other factors.

Throughout the study process, the consultant will work with concerned agencies and seek community input and support. An Advisory Committee has been formed with representation from the communities and agencies involved. The Committee provides guidance on the direction of the study. The schedule calls for the study to be completed in Spring 2001.

#### **West Hillfield Road Extension:**

The planning staff has met several times with Syracuse City officials to discuss the coordination of the West Hillfield Road extension from Layton into Syracuse. Previous Syracuse City planning documents indicated that they planned to take the West Hillfield Road right-of-way from our common boundary and extend it west to connect into the Legacy Parkway. Apparently, this plan has changed with an update to their overall transportation plan. This change brings up the question of whether Layton City wants to continue plans to extend a 100' right-of-way that will dead-end at the Syracuse border.

Based on the several meetings and discussions regarding this matter, it appears that the best alternative is to continue the City's plan to extend West Hillfield Road to the Syracuse Boundary (3700 West). Once the road is extended, Syracuse City can extend the road to the north, west or southwest to provide a connection.

### **Environmental**

#### **Flood Plain**

The only flood plain areas identified in west Layton are those areas along Kays Creek and the state relicted ground along the Great Salt Lake, see *Map 15*. The development of detention facilities to the east of this area has greatly reduced the possibility of flooding in the areas along Kays Creek. The 500-year flood could be contained in the culvert through which the stream runs.

While a 100 year flood means that the flood has a one percent chance of being equaled or exceeded in any given year, a 500 year flood would indicate a 1/5 of a one percent chance of a flood being equaled or exceeded in any given year.

### **Liquefaction**

Liquefaction may occur when water-saturated sandy soils are subjected to earthquake ground shaking. When soil liquefies, it loses strength and behaves as a viscous liquid (like quicksand) rather than as a solid. This can cause buildings to sink into the ground or tilt, nearly level ground to shift laterally, surface subsidence, and ground cracking.

Liquefaction has caused property damage in many earthquakes around the world, and is a hazard associated with earthquakes in Utah. The valleys of the Wasatch Front are especially vulnerable to liquefaction because of susceptible soils, shallow ground water, and relatively high probability of moderate to large earthquakes. The most susceptible soils are generally along rivers, streams, and lake shorelines, as well as some ancient river and lake deposits.

*High* liquefaction potential means that there is a 50% probability of having an earthquake within a 100-year period that will be strong enough to cause liquefaction. *Moderate* means that the probability is between 10% and 50%, *low* between 5% and 10%, and *very low* less than 5%, see *Map 15*.

To determine the liquefaction potential and likelihood of property damage at a site, a site-specific geotechnical investigation by a qualified professional is needed. If a hazard exists, various hazard-reduction techniques are available, such as soil improvement or special foundation design. The cost of site investigations and/or mitigation measures should be balanced with an acceptable risk.

### **Wetlands**

The U.S. Army Corps of Engineers and U.S. Environmental Protection Agency (EPA) define wetlands as "Those areas that are inundated or saturated by surface or groundwater at a frequency or duration sufficient to support, and that under normal conditions do support, a prevalence or vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas." The three areas of consideration are hydrology, soil conditions, and vegetation.

The area of west Layton which may be most affected by wetlands regulations will be the area located south of the bluff, see *Map 16*. The Corps of Engineers has also determined the Kays Creek channel to be a wetlands and subject to Section 404 of the Federal Clean Water Act. The Corps is responsible for ensuring that the environmental features of Kays Creek are not significantly altered by development.

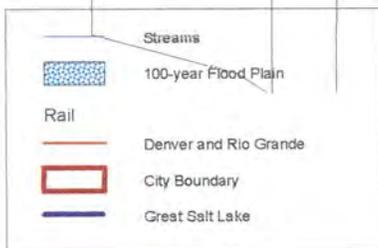
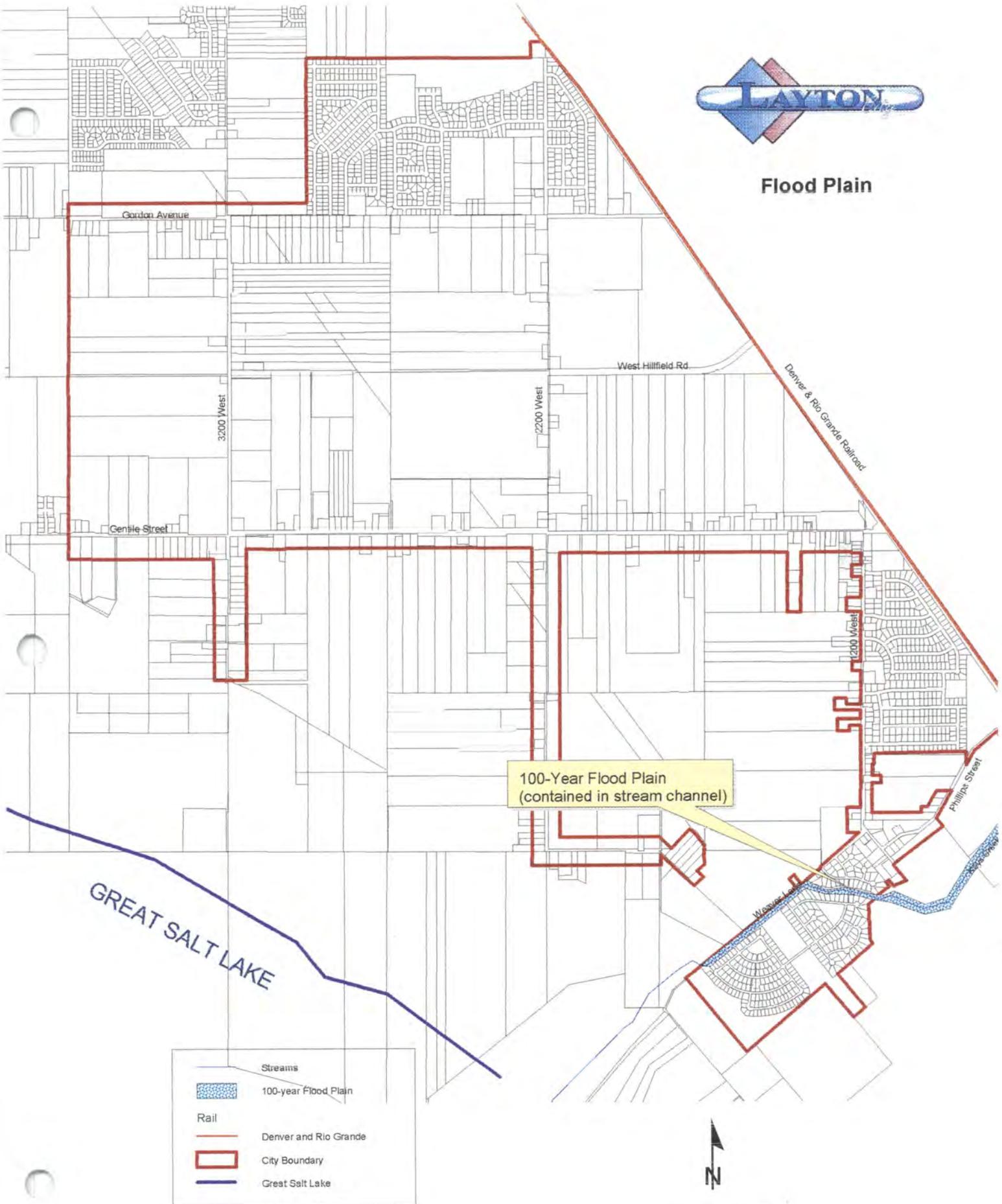
### **Layton Wetlands Preserve**

The Layton Wetlands Preserve is a unique system of salt and fresh water marshes, ponds, pools, sloughs and mud flats making it a nutrient rich feeding ground for thousands of birds.

The Layton Wetlands Preserve is an undiked natural wetland located on the eastern periphery of shallow Farmington Bay. It consists of 1,472 acres and was The Nature Conservancy's first preserve in Utah. Water from several small creeks (including Kays Creek) originating in the Wasatch Mountains to the east enters the lake, not abruptly, but gradually, spreading its flow widely in little rivulets across an expansive saline mud flat. Here fresh water meets the salty lake, creating a changing mosaic of salt, brackish and fresh marshes, ponds, pools, sloughs and mudflats.

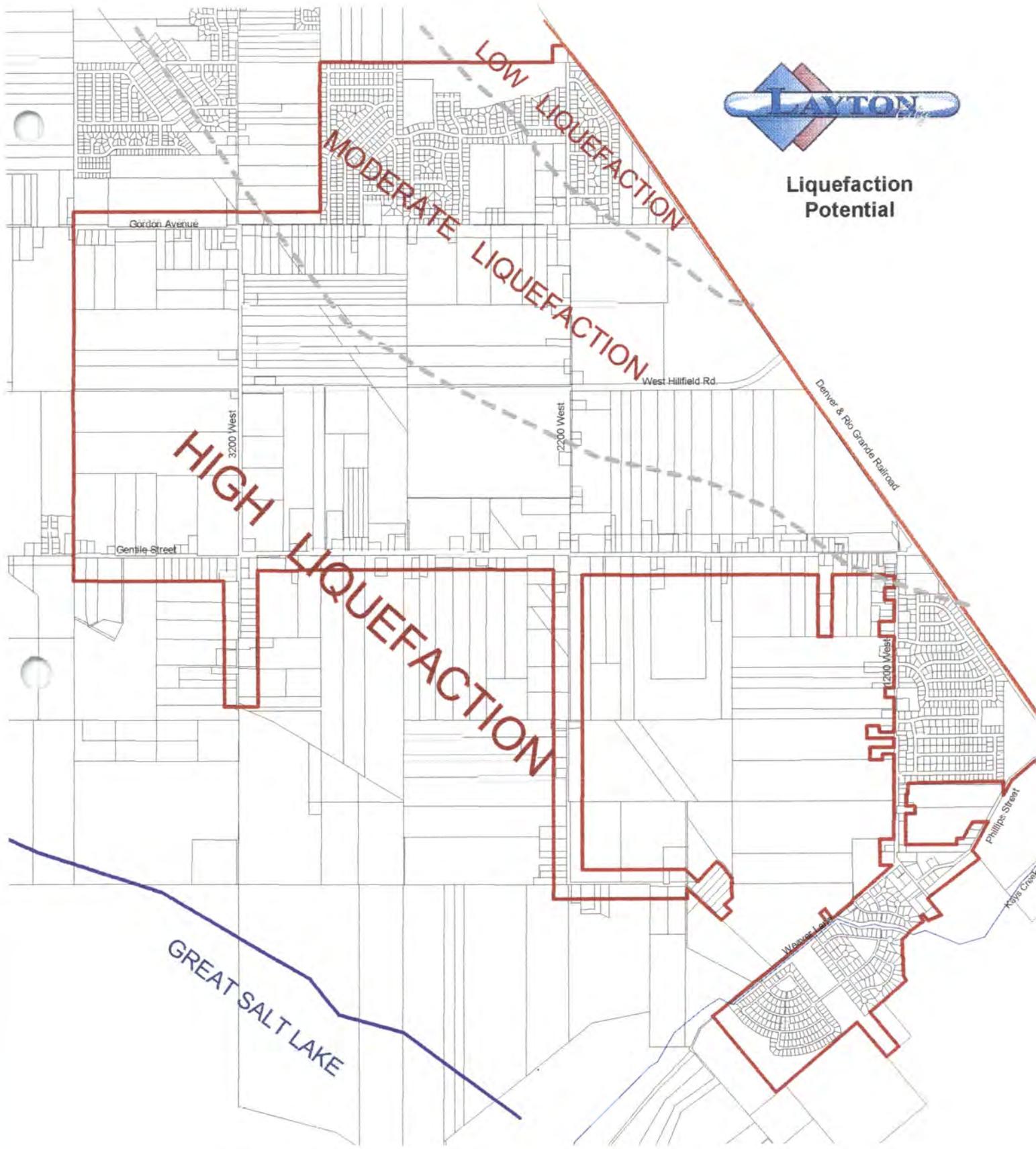


# Flood Plain





# Liquefaction Potential

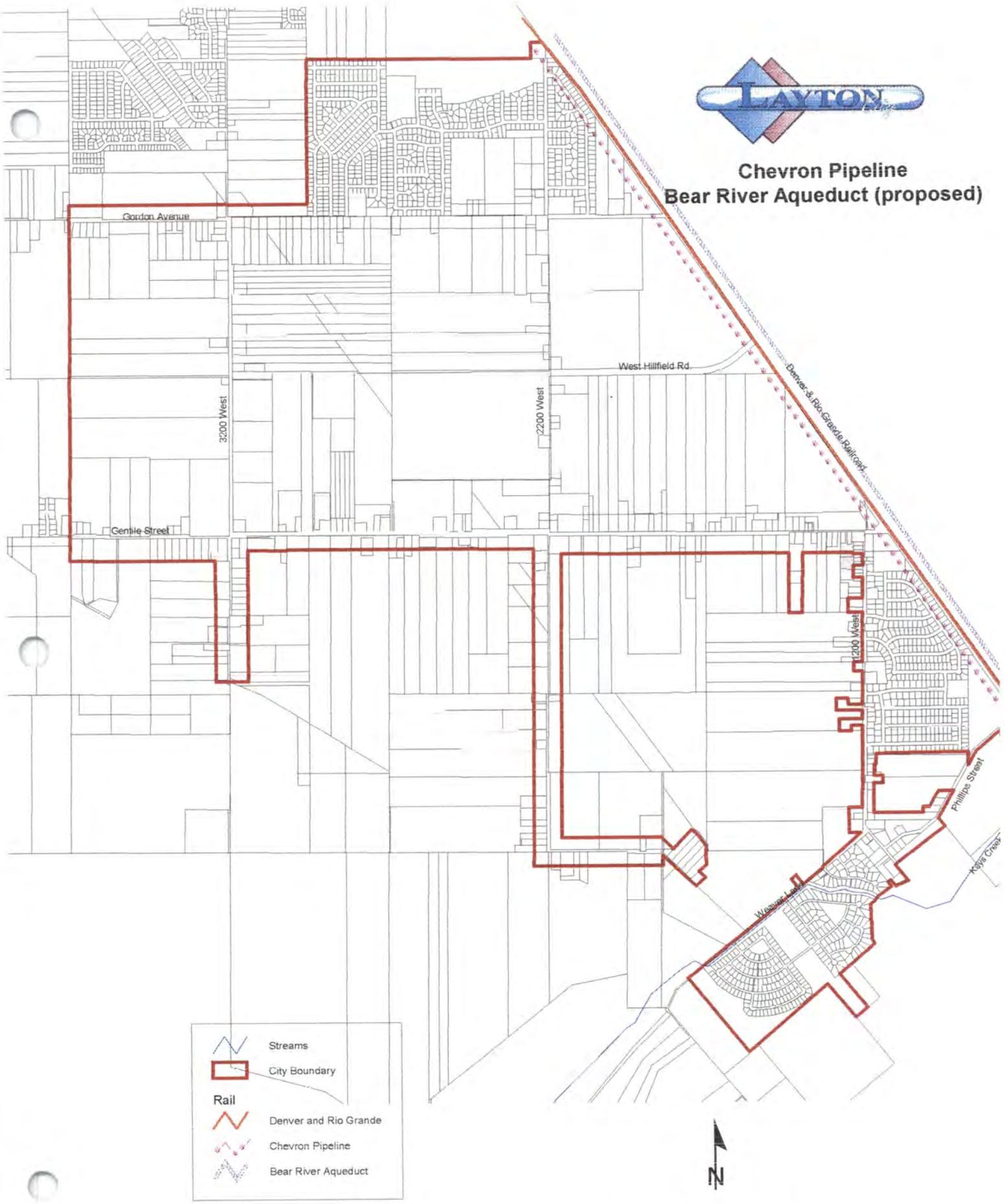


	Great Salt Lake		Rail
	Streams		Denver and Rio Grande
			City Boundary

Map 16



# Chevron Pipeline Bear River Aqueduct (proposed)



	Streams
	City Boundary
<b>Rail</b>	
	Denver and Rio Grande
	Chevron Pipeline
	Bear River Aqueduct

Map 17

Because of the extensiveness of the intact, non-fragmented wetland complex, the diversity of habitats, and its isolation, some of the largest gatherings of wildlife ever recorded on the Great Salt Lake have been observed in and around the Layton Wetlands Preserve.

#### **Davis County Comprehensive Shorelands Plan**

Davis County, together with Envision Utah and the Nature Conservancy, is in the middle of a planning process to formulate a plan for the Great Salt Lake shoreland areas in Davis County. The goal of the plan is to develop a vision for the Great Salt Lake shorelands in Davis County to help preserve the quality of life associated with this unique area for generations to come. The is unique in that it will draw together key stakeholders to develop a balanced plan to protect the natural heritage of the shorelands and provide for the needs of the growing communities in the area.

#### **Chevron Pipeline**

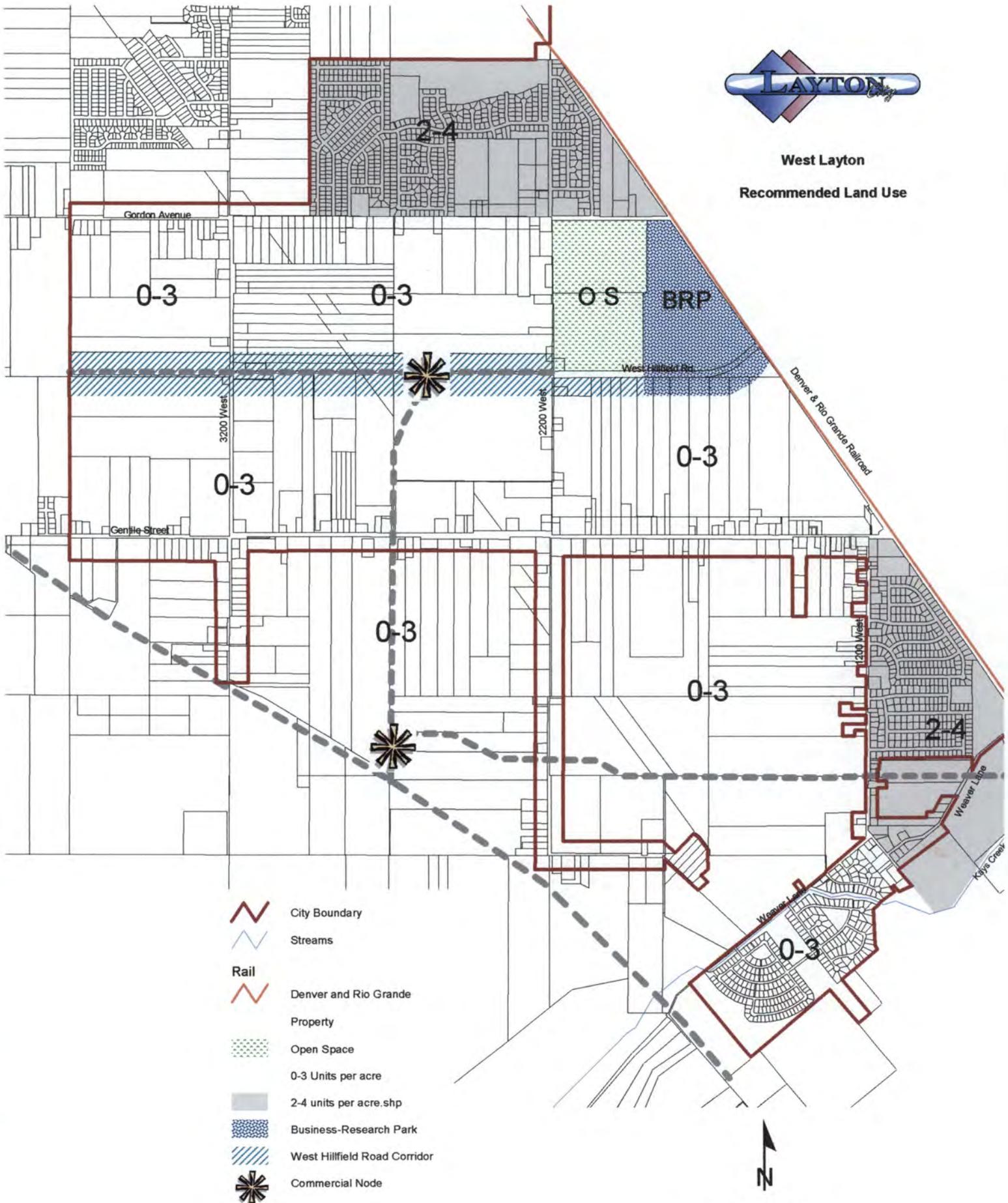
The Chevron Oil Company operates two pipelines located in a 16' wide right-of-way running parallel to the Denver & Rio Grande rail corridor, see *Map 17*. There are two lines located in the corridor, one containing diesel fuel and the other containing motor fuel or gasoline. The pipes are 8 5/8" in diameter, located 6' apart in the right-of-way. The concern with these lines becomes the continued maintenance of them and easy access for purposes of maintenance to remedy any problems which may occur. Shut-off safety valves exist to take care of lines where problems may occur.

#### **Bear River Pipeline**

Weber Basin and Salt Lake Water Conservancy Districts are in the process of purchasing 60' to 90' easements along the east side of the Denver & Rio Grande rail corridor for a 78" water line from Weber County to Salt Lake County. The proposed line would supply water to the Salt Lake area from Willard Bay.



**West Layton**  
**Recommended Land Use**



### Residential Development Scenarios

The following scenarios have been created to assist in understanding the potential impact of different zoning designations and density recommendations in west Layton. Each of these scenarios is based on the assumption that all residential areas will be zoned exclusively for single family residential use. The number of persons per dwelling unit is 3.78, based on the 1998 Socio-Economic Report from the Wasatch Front Regional Council (WFRC). The densities for each of the zones, except for the 'A' (1 acre, agricultural designation), takes into account the inclusion of local streets. To date, no large scale residential subdivisions have been developed under the 'A' designation as lots in the agricultural zone most often occur along existing streets; however, this is not to say that a large scale subdivision could not be developed under the 'A' designation.

The other important assumption is that 90% of all vacant land will be developed for single family residential use and transportation. If this were indeed the ultimate development pattern, this area would be comparable in land use percentages to that portion of Layton City east of Fairfield Road. In the central portion of the city, between Fairfield Road and the Union Pacific Railroad tracks, the percentage of single family homes and transportation averages between 75% and 90% of developed land. This is because of the large percentage used for commercial and other types of residential use.

The factors of wetlands and high ground water table areas has been included in these analyses. Most of the areas with potential for wetlands designation would be south of the bluff.

Each of the following scenarios will result in a different need for schools, churches, parks, other community facilities and services, and commercial space.

**Table 1**  
**Residential Development Scenarios**

<b>Residential Development Scenario</b>	<b>Vacant Developable Acres</b>	<b>Average Density (units/acre)</b>	<b>Number of Houses</b>	<b>Number of Persons</b>
R-1-10(PRUD)	2,900	5.00(max)	14,500	54,810
R-1-10	2,900	2.92	8,468	32,009
R-S(PRUD)	2,900	3.00(max)	8,700	32,886
R-S	2,900	1.98	5,742	21,704
A	2,900	1.0	2,900	10,962

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# WEST LAYTON GENERAL PLAN STUDY POLICY RECOMMENDATIONS

Originally Adopted April 5, 2001  
Amended by City Council September 18, 2003

## Land Use

**Residential Background Information:** Large-scale development in the west Layton area was temporarily on hold until Fall of 2001. The timeline for construction of this water line was moved forward with the use of federal funds. The area is now connected to a 24" water line from the 4 million gallon water tank at Clearfield High School. Many large agricultural parcels are under construction or proposed for development now that the culinary water is available. One of the main discussions during the Citizen Committee meetings in 2001 focused on residential lot sizes in the area.

The completion of the west Layton water line project in the fall of 2001 made it possible for many agricultural parcels to begin the development review process. To date, 5 single-family subdivisions and two elementary schools have been constructed or are under construction in the study area.

The current recommendation for the majority of the study area is for the R-S zone, which allows for a minimum lot size requirement of 15,000 square feet. The general intent of this recommendation has been larger lots will help maintain the rural feel of the area while still allowing development to take place on larger lots.

Various residential development alternatives have been discussed throughout the review process including lot averaging, open space subdivisions, and Planned Residential Unit Developments. Open space subdivision regulations have been successfully implemented in several communities including some in Utah.

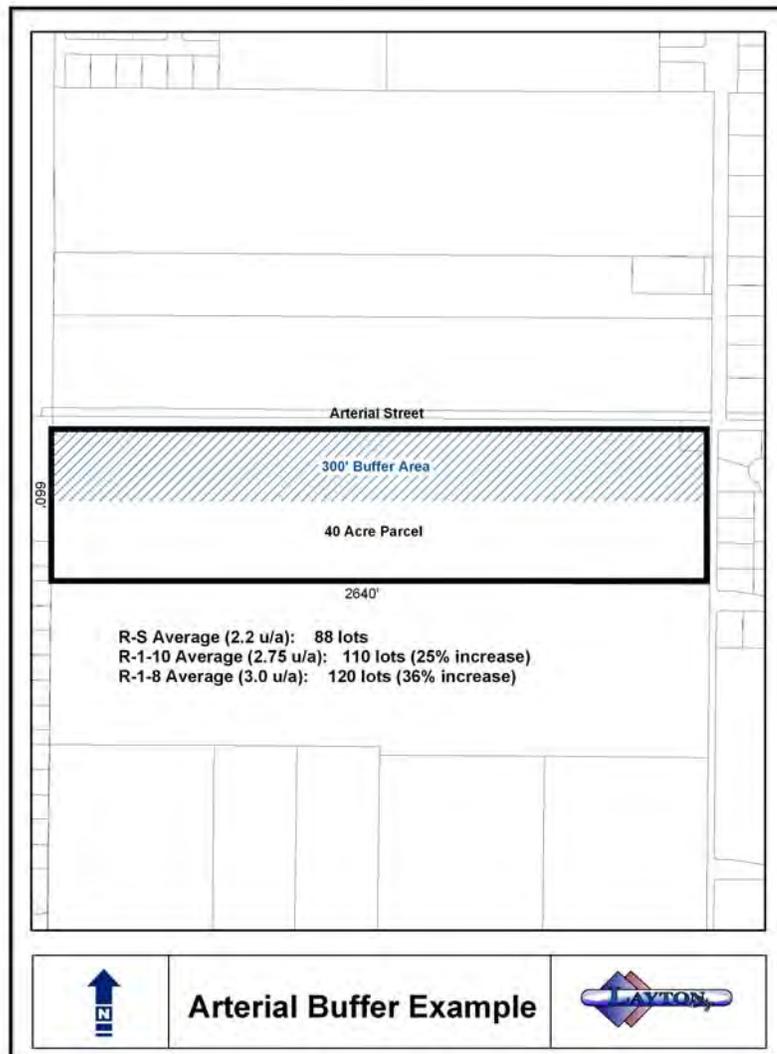
## **Policies**

1. The majority of the west Layton area should develop as low-density residential area with more intense residential development around designated commercial nodes and along the West Hillfield Road corridor and other arterial streets (84' right-of-way or more).
2. The density guidelines should reflect the recommended land use map (*Map 18*) and should be interpreted as follows:
  - 0-3 units/acre (10,000-43,000 sq. ft. lots or A, R-S zones)
  - 2-4 units/acre (8,000-10,000 sq. ft lots or R-1-10 and R-1-8 zones)
3. The Citizens Committee asked for clarification about where these areas are located. Map 18 "Recommended Land Use" indicates that the R-1-10 and R-1-8 areas are primarily located on the east side Angel Street (1200 W.) and on the north side of Gordon Ave. (1000 N.) adjacent to Clearfield City.
4. PRUD & cluster subdivisions are encouraged in the west Layton area, especially where the 0-3 units per acre recommendation is noted. The residential densities in these areas should typically not exceed 3 units per acre.
5. Exceptions to the recommended density range should only be considered for projects that provide superior design features and high quality amenities.
6. The PRUD ordinance should be the primary tool for any project that develops in these buffer areas outside of the typical R-S subdivision.

7. The City should consider changes to the PRUD ordinance that encourage the use of the PRUD overlay on single-family zones (i.e. R-S, R-1-10, and R-1-8). More specifically, the 50% base open space requirement for PRUDs with single family zones should be reduced to a percentage that will make single family PRUDs a more viable option in these areas. A reduction to the base open space percentage requirement from 50% to 30%, with specific guidelines, should be considered for single family PRUDs. The Commission and Citizens Committee have emphasized that the open space reduction should apply to “detached” single family PRUDs.
8. The PRUD ordinance has existing guidelines that allow for professional businesses to be incorporated into a PRUD if the project is at least 40 acres in size and at least 50 units. This provision is not often used, but should be emphasized as a one of many tools for transitional uses along arterial streets with larger PRUD projects.
9. Layton City should provide the opportunity for innovative subdivision design to mitigate the undesirable impacts of standard subdivisions by creating and adopting a cluster (open space) subdivision option. This option should allow individual lots to be smaller than the minimum allowed under conventional subdivision requirements; however, the decrease in lot size should be compensated with the provision of common open space and amenities that aid in the development of unique neighborhoods and communities. Cluster provisions should be implemented following the adoption of this plan, and Staff can further review and refine the contents of the requirements (*see development examples in Appendix A*).
10. General provisions for open space subdivisions are typically found in the supplementary section of the zoning district regulations or in the subdivision ordinance. In general, the ordinance provisions should include general review criteria, identification of which zoning districts cluster provisions are allowed, minimum lot & project size requirements, and open space requirements.
11. Layton City should adopt a development option for the averaging of lot sizes and the reduction of lot widths in subdivisions zoned “R-S”. An ordinance addressing this concept should specify that no more than 20% of lots in a subdivision can be decreased in exchanges for an equal amount of lots to be increased in size. A lot width reduction from 100’ to 90’ in the R-S zone should be considered. Phased development of lot-averaged subdivisions should not be allowed unless each phase can stand on its own. Plat restrictions should be noted on the final plat and in deeds to prohibit lot splits and resubdivisions.
12. Layton City should encourage property owners to take advantage of the various land conservation alternatives available through the various land trust organizations including the Nature Conservancy and Utah Open Lands.

**Recommendations for Single Family Residential Transitions along Arterial Streets**

1. The City should consider an alternative which could include a provision to allow densities up to 3 - 4 dwelling units per acre single-family residential in buffer/transition area along arterial streets. 3 – 4 units per acre typically translates into 8,000 – 10,000 square foot lots. Residential densities of 4 – 8 units per acre along arterial streets could be an alternative closer to the intersection of two arterial streets or the intersection of an arterial and a collector street.
2. If a developer chooses to develop at densities up to 3 – 4 dwelling units per acre in buffer/transition areas, a development agreement should be required that includes a sketch/concept plan. The plan and agreement should include a general layout of lots, lot sizes, and streets. The agreement could also be tied to the CC&Rs for the subdivision and specify that the smaller lots have a minimum size home and some architectural control.
3. This alternative provision to allow smaller lots (8,000 – 10,000 s.f.) as a density transition along arterial streets could be incorporated into the existing “lot averaging” provisions for the R-S zone.



**Commercial Center Background Information:** Since 1993, the General Plan has stated that there should be a commercial center or node in the west Layton area at the intersection of two arterial streets. Discussion with the Citizen Committee revealed that the intersection of 2200 West and West Hillfield Road and the intersection of 3200 West and West Hillfield Road seemed to be the most reasonable locations for such a node. Another option to consider is the future intersection of 2700 West (a north-south collector). This location provides a central point in the study area and is far enough away from the commercial centers in Syracuse to provide reasonable separation of neighborhood services.

### **Policies**

1. The west Layton area should include a community commercial node located at the future intersection of 2700 West and West Hillfield Road. This commercial node should eventually be of a size to service the study area. The center could be either contiguous or located on adjacent corners.
2. The City should discourage strip commercial development and instead encourage the development of concentrated commercial areas.
3. The City should support and encourage well-planned, pedestrian-oriented retail shops, offices and commercial services (*see development examples in Appendix D*).
4. Clustering of uses should be encouraged and controlled access points along West Hillfield Road should be provided.
5. As 2700 West continues south of Gentile Street, a connection into the Legacy Parkway right-of-way should be planned. Development around this access point should be considered for Business & Research Park uses and supportive services (*see Map 18 and development examples in Appendix E*).

**West Hillfield Road Background Information:** Clearly, the frontage along West Hillfield Road (and its future extension to the west) presents both an opportunity and a challenge to Layton City. This corridor is recognized as being the main east-west connection through the study area, yet it is largely undeveloped. This area, when developed, should enhance rather than detract from the aesthetic quality of the area. A standard highway strip commercial development should not be favorably considered.

Conventional zoning of arterial street frontages consists of commercial/retail uses allowing extensive off-street parking, deep building setbacks, and single uses. This encourages the development of open land rather than in or near commercial centers or nodes. This type of dispersed commercial development is generally characterized by extended linear development, focus on the automobile rather than the pedestrian, single story buildings that lack architectural style, lack of relationship between buildings, limited landscaping and cluttered signage.

### **Policies**

1. General design criteria should be established for the West Hillfield Road corridor to enhance the character of the area, to lessen street congestion, and improve the overall quality of the built environment; all with a view toward enhancing neighborhoods, maintaining property values, improving the image of the City, and generally promoting the public health, safety and general welfare (*see examples in Appendix C*).
2. The City should support the innovative mix of residential, **and professional office and light commercial** land uses along West Hillfield Road to provide an alternative to the traditional strip commercial development.
3. Medium density residential (6-12 units per acre as the base density) and professional office development should be considered for transitional uses along west Hillfield Road between

commercial nodes. These uses should be limited in scale with adjacent single-family neighborhoods (see development examples in Appendix B).

4. Design criteria should address issues such as landscaped buffer yards, building appearance and setbacks, signs and lighting, pedestrian amenities and streetscape improvements, and access control.

## **Community Facilities and Services**

### **Parks & Open Space**

1. The development of neighborhood parks should be based on the policies included in the Parks and Recreation Element of the General Plan.
2. Layton City should research the possibility of using the Denver and Rio Grande abandoned rail corridor for recreational purposes.
3. Regional storm water detention basins will be established and no temporary basins will be allowed. The regional basins should be maintained and improved upon acquisition and eventually coordinated into the City neighborhood park system.
4. Layton City should coordinate with Utah Power in the location of detention basins within the Bonneville power corridor. These basins should also be looked at with the neighborhood park system in mind.
5. When land in the Bonneville Power Corridor is taken out of agricultural use, it should be incorporated into the surrounding development. If this is not possible, the corridor area should be landscaped and maintained by the property owner.
6. As development occurs adjacent to open space and trail corridors, provisions should be made for connections that will enable residents and the general public to access these areas throughout the community.

### **Infrastructure**

1. A pressurized irrigation/secondary water system should be seriously considered for west Layton.
2. Secondary water lines should be in street rights-of-way.
3. Development should relate closely to the City's Capital Improvement Plan (CIP) in order to provide infrastructure for proposed development.
4. Developers shall have the option of pre-implementing the 5-year CIP in order to provide infrastructure for proposed development.
5. Developments required to install oversized or off-site improvements, beyond what is necessary for their specific development, may enter into "payback agreements." If installed improvements fall under the 5-year CIP, paybacks will come from the city during the specific programmed year.
6. The City should continue discussion with the North Davis Sewer County Sewer District regarding priority changes to improvement phases in order to better meet future demands and take advantage of available rights-of-way.
7. Developments away from existing facilities will require developers to obtain necessary rights-of-way and extend the sewer lines to existing facilities. The sewer lines will be sized according to the needs generated by development.
8. The sewer line extensions will be placed in future street rights-of-way. The use of side lot and rear lot easements will not be allowed.

9. Before development is allowed south and west of the “Bluff Outfall Line,” the City and the NDCSD must determine if a gravity feed sewer line may be extended from this area to the collection facilities in Syracuse.

### **Environmental/Community Identity**

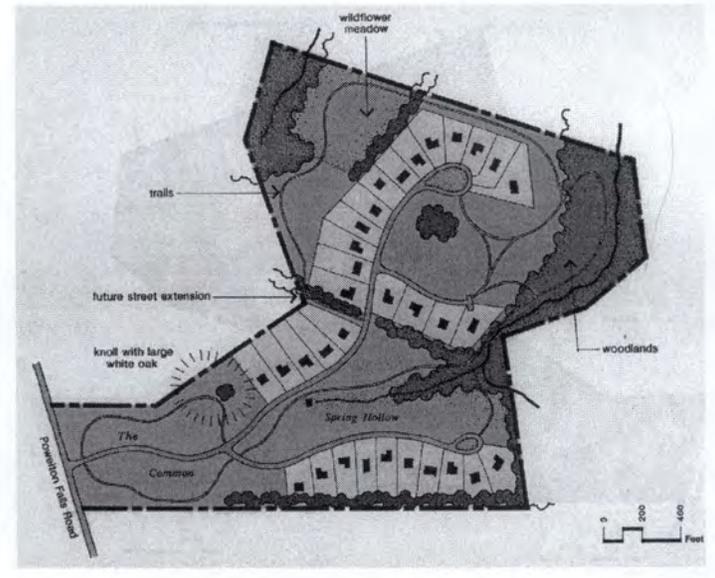
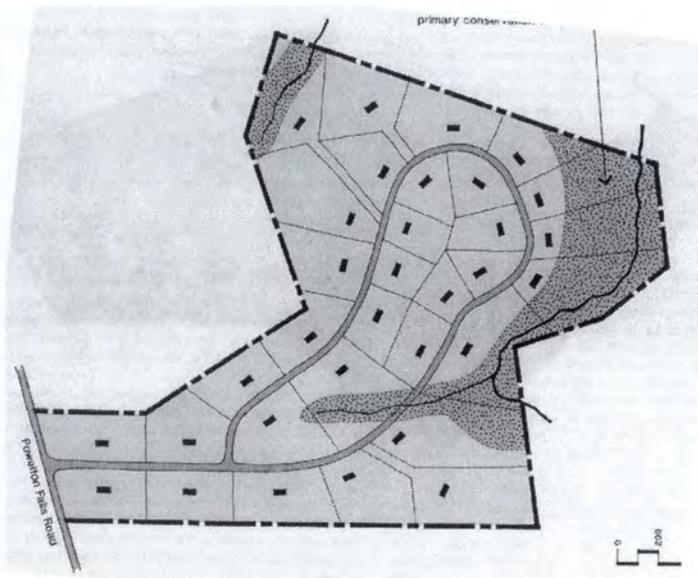
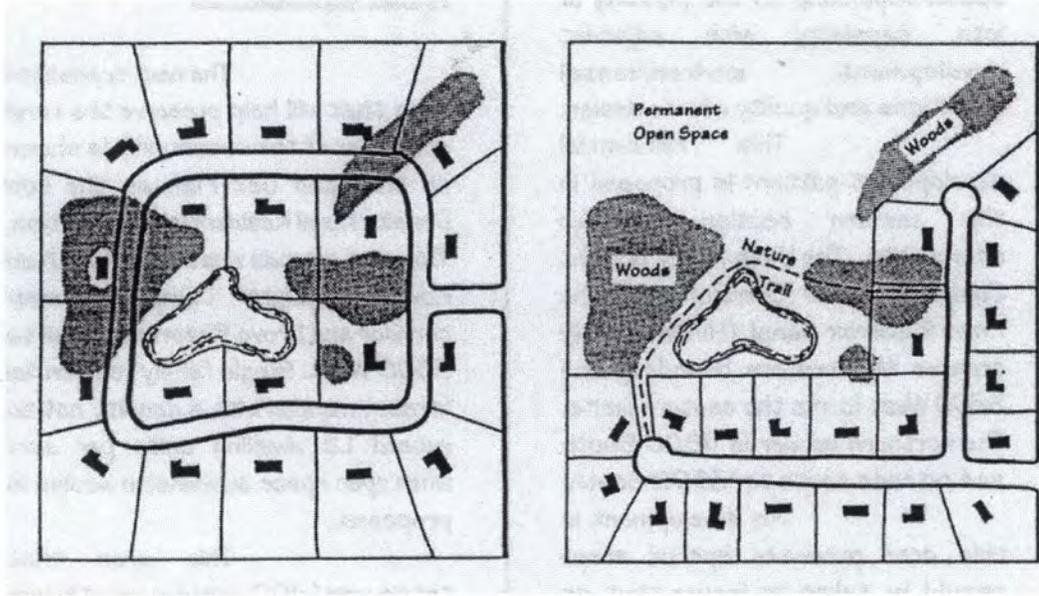
1. The City should consider establishing a street tree program for west Layton to contribute to the identity of various areas and help create a more attractive community.
2. The City should establish standards for streetscapes along arterial streets that address landscaping, tree planting and fencing. These standards should be implemented with new development as it occurs (*see development examples in Appendix C*).

### **Transportation/Circulation**

1. The City ordinance states that intersections shall be placed at 1300-foot intervals along arterial streets. There are several locations in the west Layton area where homes block the expansion of streets at the desired intervals. As part of the update of the Master Street Plan, the map should show specific locations where access to the interior of the superblocks is desired.
2. Layton City should make special efforts to inform landowners of the need for access into their lots in anticipation of development. This should occur as part of this study and other projects, which affect west Layton.
3. Layton City should coordinate efforts with UDOT, WFRC, and neighboring municipalities to determine future locations for the Legacy Parkway right-of-way and intersections.
4. A major north-south connection into the future Legacy Parkway should be provided in the area of 2700 West.
5. Layton City should continue efforts to identify the future right-of-way location for the street connection from I-15 to the Legacy Parkway in the southwest portion of the city. Efforts should include continued study on right-of-way location alternatives, continued communication with property owners and potential purchasers of property in the area, and amendments to the Transportation Element of the Layton City General Plan.
6. Layton City should coordinate with the Utah Transit Authority (UTA), Wasatch Front Regional Council (WFRC), and neighboring cities to determine the best locations for public transit corridors, stops, and stations.

# APPENDIX A

## SINGLE FAMILY RESIDENTIAL DESIGN ALTERNATIVE

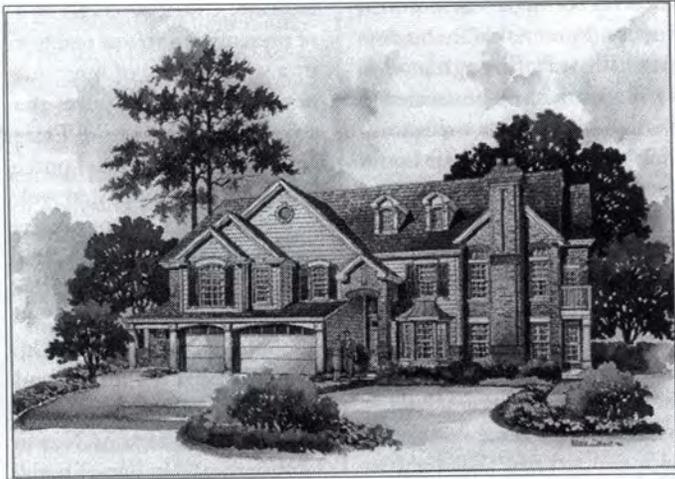






APPENDIX B

MEDIUM DENSITY RESIDENTIAL DESIGN ALTERNATIVES



**APPENDIX C**  
**TRAIL AND STREETScape ALTERNATIVES**





## APPENDIX D

### COMMERCIAL DESIGN ALTERNATIVES







**APPENDIX E**

**BUISNESS& RESEARCH PARK ALTERNATIVES**



## South Jordan: A Riverpark Runs Through It

Jennifer Judd

Staff Writer

**T**he Argent Group, a Salt Lake-based real estate developer, is creating a unique development in South Jordan City dubbed RiverPark Corporate Center. This master-planned office campus will have the overall appearance of a park, yet will function much the same as a city within a city.



The \$300 million, 120-acre Riverpark project will offer jogging trails, walking paths, and views of the mountains and river. A total of 17 office buildings are slated for this development.

"I think it's going to be a...tain ranges. Five miles of walk...Night trees, benches, and divi...offer a wide variety of communi...technology and ingenuity, said

Item 8

Additions to Goal and Policy Recommendations for West Layton General Plan

1. The City should consider an alternative which could include a provision to allow densities up to 3 - 4 dwelling units per acre single-family residential in buffer/transition area along arterial streets. 3 - 4 units per acre typically translates into 8,000 - 10,000 square foot lots. Residential densities of 4 - 8 units per acre along arterial streets could be an alternative closer to the intersection of two arterial streets or the intersection of an arterial and a collector street.
2. If a developer chooses to develop at densities up to 3 - 4 du/a in buffer/transition areas, a development agreement should be required that includes a sketch/concept plan. The plan and agreement should include a general layout of lots, lot sizes, and streets. The agreement could also be tied to the CC&Rs for the subdivision and specify that the smaller lots have a minimum size home and some architectural control.
3. This alternative provision to allow smaller lots (8,000 - 10,000 s.f.) as a density transition along arterial streets could be incorporated into the existing "lot averaging" provisions for the R-S zone.

