

**Notice of the Work Meeting Agenda of the
PLANNING COMMISSION OF LAYTON, UTAH
FOR
Tuesday, December 23, 2025**

PUBLIC NOTICE is hereby given that the work meeting of the Planning Commission of Layton, Utah, will be held on **Tuesday, December 23, 2025**, in the City Council Chambers, 437 North Wasatch Drive, Layton, Utah, at **6:45 PM** for review of the agenda items listed below.

ADMINISTRATIVE REVIEW

1. Legacy Doors – CONDITIONAL USE (5 min.)

ADJOURNMENT

*Disclaimer: Times noted are an approximate duration for each item. Each item will be discussed by the Planning Commission without public input and may take more or less time than allotted.

This public notice is posted on the Utah Public Notice website www.utah.gov/pmn/, the Layton City website www.laytoncity.org and at the Layton City Center. Audio recordings and pending minutes for this advisory body can be requested in the Planning and Zoning Division of the Community Development Department, 437 N Wasatch Drive, or by calling 801-336-3780.

In compliance with the Americans with Disabilities Act, persons in need of special accommodations or services to participate in this meeting shall notify the City at least 48 hours in advance at 801-336-3826 or 801-336-3820.

**Notice of the Regular Meeting Agenda of the
PLANNING COMMISSION OF LAYTON, UTAH
FOR
Tuesday, December 23, 2025**

PUBLIC NOTICE is hereby given that the regular meeting of the Planning Commission of Layton, Utah, will be held on **Tuesday, December 23, 2025** in the City Council Chambers, 437 North Wasatch Drive, Layton, Utah, at **7:00 PM**.

PLEDGE OF ALLEGIANCE AND INVOCATION

APPROVAL OF MINUTES: PLANNING COMMISSION WORK AND REGULAR MEETINGS – NOVEMBER 25, 2025, AND DECEMBER 9, 2025.

ADMINISTRATIVE REVIEW

1. Legacy Doors – CONDITIONAL USE

The applicant, Michael Feasel, is requesting a conditional use permit for a high-impact home occupation to provide general contractor services for residential construction. The property is located at approximately 56 East Emerald Drive.

ADJOURNMENT

This public notice is posted on the Utah Public Notice website www.utah.gov/pmn/, the Layton City website www.laytoncity.org and at the Layton City Center. Audio recordings and pending minutes for this advisory body can be requested in the Planning and Zoning Division of the Community Development Department, 437 N Wasatch Drive, or by calling 801-336-3780.

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DRAFT

**LAYTON CITY PLANNING COMMISSION WORK MEETING MINUTES
NOVEMBER 25, 2025**

MEMBERS PRESENT:

Chair Trevor Steenblik, Vice Chair Justin Whitworth, Commissioners Scott Carter, Chase Freebairn, Zach Heslop, Bret Nielsen, and Julie Pierce

MEMBERS ABSENT:

Commissioners Wesley Felice and Peter McDonough

OTHERS PRESENT:

Staff: Director Weston Applonie, City Planner Brad McIlrath, Secretary Michelle Williams, and Assistant City Attorney Jady Applonie

Chair Steenblik called the work meeting to order at 6:30 p.m.

Director Applonie noted that some public comments were submitted via email prior to the meeting. Comments are welcome, and Staff has worked hard to provide answers to the posed questions. The Commission's job is to review the Code and the General Plan, determine how those two guide the review of the proposed development, and then determine whether the proposal is within those guidelines.

PUBLIC HEARING

1. Stevenson Fields PRUD Subdivision – REZONE

City Planner McIlrath presented the rezone petition and noted that it is a legislative item. This is scheduled to be presented to the Council on Thursday, December 4, 2025. Staff asked that a recommendation be sent to the Council tonight to meet the scheduled deadline.

This is in an unincorporated area of Layton City. The rezone area and annexation area were shown. The annexation area is smaller than the rezone proposal. There is a piece of the City's Regional Detention Basin within the annexation area. The proposed areas are surrounded by R-S (Residential Suburban) or unincorporated property.

The annexation request was accepted by the Council on May 1, 2025, for 58.428 acres, which includes 5.47 acres of the City Regional Storm Water Detention Basin. The rezone request is for 75.66 acres, which includes 58.428 acres of unincorporated land and 17.232 acres of R-S zoned property. The proposal is for R-1-10 PRUD (Single Family Residential, Planned Residential Unit Development) zoning. The General Plan designates this area as being in the Neighborhood Agricultural Heritage Overlay area.

The Neighborhood Ag Heritage Overlay came about following feedback during the General Plan review and adoption process. The Overlay was meant to preserve the agricultural heritage of west Layton through

open spaces and optional neighborhood agricultural areas. The General Plan encourages using the PRUD ordinance because of the specific usable open space standards, housing and lot variety, and high-quality design standards.

An image of a standard R-1-10 single-family development was shown alongside an image of a R-1-10 PRUD subdivision and followed with the proposed R-1-10 PRUD development design. The proposal showed the clustering of housing types with a centralized open space for the neighborhood, with possible amenities. This type of design takes the individual open spaces and combines it to be a larger, common open space.

The Stevenson Fields PRUD is proposing 335 residential units, which include 92 single-family, front loaded units; 170 single-family, rear-loaded units; and 73 attached townhomes. The PRUD ordinance requires 20% open space (for land located in an Ag Heritage Overlay area), and this proposal will have 22.6% open space. The City Storm Water Detention Basin is not included in the open space or development calculations. The PRUD ordinance has a 30% maximum for attached units. This proposal has 21.8% attached units.

There will be a Development Agreement with the development. The Agreement has been worked through by Staff and the developer. The Development Agreement outlines specific criteria for the development, such as infrastructure and neighborhood design, and character. The conceptual plan layout was shown.

The perimeter has the larger, front-loaded single-family homes, which acts to connect to the to the existing neighborhoods with similar type homes. The highest concentration of units is in the center of the development and away from the established subdivisions.

Vice Chair Whitworth asked if the rear-loaded homes are single-family. City Planner McIlrath affirmed, and noted they were detached.

Commissioner Nielsen asked if this development would be comparable to The Park. City Planner McIlrath affirmed and noted that Hill Farms is also a similar comparison.

City Planner McIlrath shared a graphic of the neighborhood context to address concerns that had been shared about compatibility with the surrounding neighborhoods. The design of this proposal was intentional to have the larger lots adjacent to the surrounding neighborhoods.

Vice Chair Whitworth asked about traffic signals being installed on 2200 West. City Planner McIlrath shared that there is a signal on Gentile and one is planned for 2200 West and Layton Parkway.

City Planner McIlrath stated the developer has a robust landscape plan with their amenities. As required by ordinance, there will be tree-lined streets and additional trees in the open spaces.

A key component of the Development Agreement is the pattern book. A pattern book is unique to Destination Homes, and it dictates the architectural form and style of the neighborhood. An overview and examples were shown, which included: Lot Type Conditions; Architectural Styles; and Design and

Material Standards. Throughout the pattern book, the projects are noted with applicable City Code notations to further enforce compliance with City Code.

Chair Steenblik asked if this guidebook is specific to this development in Layton. City Planner McIlrath affirmed and noted that Destination Homes uses pattern books in their other developments, but this one is calibrated for this development in Layton. Destination Homes has done research on architectural styles in Layton. The styles that have stood the test of time were incorporated into this development design.

Commissioner Pierce asked if there was a table with the lot sizes for the different types of detached homes. City Planner McIlrath shared that for the front-loaded, single-family homes, the lot sizes vary from 6,700 to 12,000 square feet, with the majority being about 7,000 square feet. The rear-loaded, single-family narrow lots vary from 2,500 to 6,000 square feet, with the majority being between 3,000 to 4,000 square feet. The PRUD ordinance doesn't have a minimum lot size so the focus of this subdivision hasn't been on individual lot size.

Five main concerns that seem to have come out of the public input are: incompatibility with existing neighborhood character and zoning; insufficient parking; traffic congestion and safety concerns; utility infrastructure; and school overcrowding. Addressing those concerns, City Planner McIlrath identified other PRUD developments in Layton that have similar characteristics that are compatible to this development. Elementary students from the development will likely attend Sunburst Elementary. There is a crossing guard for 2200 West schools crossing with reduced speed signage.

Commissioner Nielsen shared that there isn't a crossing guard at 2200 West and Layton Parkway. The families in the adjacent neighborhood asked for a crossing guard but were told that staff wouldn't be available until there was a light. This new development will bring more cars to the area, which will likely precipitate the addition of a traffic signal at the intersection. City Planner McIlrath shared that the Police Department manages the crossing guards, and the Engineering Department uses traffic studies to determine when a light is necessary. Each year, the Police Department analyzes each area where they have crossings and determines where the crossing guards will be set.

Commissioner Pierce shared that it would be wonderful if the impetus for that change was not a child dying. Vice Chair Whitworth stated that is how one got added to 2200 West and Gordon; was that a child was hit. Director Applonie responded that no one wants injuries and that both the Engineering and Police Departments are aware of this intersection and the concerns of the neighbors. There are thresholds that have to be met to provide those standards. It is being actively watched.

Commissioner Freebairn noted that Collector A is identified as a 62-foot right-of-way, and asked what is the current width of Alberta Spruce Drive. City Planner McIlrath responded that the new neighborhood collector will be 62-feet wide and it will narrow down to 58-feet wide at Alberta Spruce Drive. Engineering has identified Collector A to be a neighborhood collector because it will accommodate traffic from both the new development and the neighborhood to the south as it connects to Gentile Street. Commissioner Pierce asked what the speed limit on Alberta Spruce Drive was. City Planner McIlrath responded that it was 25 miles per hour.

Vice Chair Whitworth asked if the Engineering Department was intending for the neighborhood traffic to travel to Gentile Street to get to the West Davis Corridor rather than going south to Layton Parkway. City Planner McIlrath answered that both Gentile Street and Layton Parkway are minor arterials. This development can handle a residential collector. A residential collector allows for more on-street parking and accommodates the greater traffic flows.

Commissioner Nielson noted that part of Collector A is on J & J Nursery property and asked if that was part of this development. City Planner McIlrath affirmed and shared that the developer has been working with the property owner for that connection.

City Planner McIlrath addressed the concerns about utility infrastructure and school overcrowding. The utilities in the area are sized appropriately for future growth. This development will include an upsizing of the secondary water line. The school district's planning department is aware of future development and plans accordingly. The City doesn't make land use decisions based upon school placement or enrollment. The proposed plans have been shared with the Davis School District. The development will take five or more years to be fully built out. The District stated that the area schools have the capacity needed to accommodate the incoming students. School enrollment comes in waves, and the District strategically plans when and where to buy land and build additional schools.

Commissioner Freebairn shared that the legislature has stated that cities cannot make land use decisions based on school populations. City Planner McIlrath noted that this is why there are different service districts, such as school districts, sewer districts, etc.

Chair Steenblik asked if any concerns have been received from J & J Nursery owners regarding the agricultural use, and requested a note on the plat regarding the existing agricultural facility. City Planner McIlrath shared that no concerns have been received, but a fence will be installed along the property lines. Director Applonie shared that the J & J Nursery property owner is in attendance and can respond to that concern.

Vice Chair Whitworth asked what will happen to the parcel on Gentile Street that is not included in the development. City Planner McIlrath responded when it is developed it would also be in the Neighborhood Ag Heritage Overlay per the General Plan. Vice Chair Whitworth asked if the stub road would go all the way through to Gentile Street. City Planner McIlrath indicated that it would likely be a cul-de-sac due to the proximity to Street C.

ADJOURNMENT:

At 6:58 p.m., Chair Steenblik adjourned the work session to proceed to the regular meeting.



Michelle Williams
Planning Commission Secretary

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DRAFT

**LAYTON CITY PLANNING COMMISSION REGULAR MEETING MINUTES
NOVEMBER 25, 2025**

MEMBERS PRESENT:

Chair Trevor Steenblik, Vice Chair Justin Whitworth, Commissioners Scott Carter, Chase Freebairn, Zach Heslop, Bret Nielsen, and Julie Pierce

MEMBERS ABSENT:

Commissioners Wesley Felice and Peter McDonough

OTHERS PRESENT:

Staff: Director Weston Applonie, City Planner Brad McIlrath, Secretary Michelle Williams, and Assistant City Attorney Jadyn Applonie

PLEDGE OF ALLEGIANCE AND INVOCATION (7:00 PM)

Chair Steenblik conducted the Pledge of Allegiance, and Commissioner Carter offered the invocation.

**APPROVAL OF MEETING MINUTES: PLANNING COMMISSION WORK AND REGULAR MEETING –
October 28, 2025.**

Chair Steenblik called for a motion to approve the minutes. Commissioner Pierce moved to accept the Planning Commission Work and Regular Meeting Minutes for October 28, 2025. Commissioner Whitworth seconded the motion; following a roll-call vote, the meeting minutes were accepted and approved unanimously.

PUBLIC HEARING

1. Stevenson Fields PRUD Subdivision – REZONE

The APPLICANT, Shaun Athey with Destination Homes, is seeking approval for a rezone request to R-1-10 PRUD (Single Family, Planned Residential Development) for 75.66 acres. The property is located at approximately 2073 West Gentile Street.

City Planner McIlrath presented the item.

Background: The applicant, Shaun Athey with Destination Homes is seeking approval for a rezone request to R-1-10 PRUD to develop the subject properties as a planned residential neighborhood. The total area proposed for the rezone consists of 68.42 acres, 58.428 acres of which is unincorporated and is required to be annexed for development to occur. The subject property is located at the southeast corner of Gentile Street and 2200 West. Properties located to the north along Gentile Street are zoned R-S (Residential Suburban). Properties located to the west and south are zoned A (Agriculture), R-S, and R-1-10 (Single-Family Residential). Properties to the east are unincorporated.

Layton City owns 7.24 acres of land adjacent to the subject area that is used for, and will continue to be used as a regional storm water detention basin. State Code requires that the annexation process not create unincorporated islands. As such, 5.47 acres of the City-owned property that is unincorporated will also need to be annexed into the City. The remaining incorporated area of the detention basin located next to 2200 West is zoned R-S (Residential Suburban). The annexation petition of the unincorporated area was accepted by the Council on May 1, 2025 and certified by the Council on May 15, 2025. Following the Planning Commission's recommendation, the Council will review the annexation request and rezone of the subject properties during a public hearing scheduled for December 4, 2025.

The General Plan designates this area as Low-Density Residential with the Neighborhood Agricultural Heritage Overlay. The rezone request of R-1-10 PRUD is consistent with the direction of the General Plan. A PRUD is a master planned, architecturally-designed, development in which the regulations of the underlying zone may be modified to allow flexibility and be innovative in site and building design. Modifications of the underlying zoning regulations may only be approved upon execution of a development agreement.

The purpose of the annexation and rezone petition is to subdivide and develop the property in accordance with the development standards of the R-1-10 PRUD zoning and standards included within a development agreement. The proposed subdivision will include a total of 335 homes at a density of 4.89 units per acre as permitted through the use of the PRUD overlay. The residential unit mix includes: 92 single-family frontloaded lots, 170 single-family alley-loaded lots, and 73 townhome lots. The rezone request includes the City-owned properties for the purpose to match the zoning with the adjacent properties. Those properties are not a part of the development and alternatively could be recommended to be zoned A (Agriculture), which would also align with the annexation policy of the City.

Planning Commission Discussion:

Vice Chair Whitworth inquired why the applicant wanted to annex the property into the City. City Planner McIlrath responded that Davis County does not allow land to develop in unincorporated areas. The County's goal is to provide county services and not development services, and encourages land development to be incorporated into the surrounding city. Cities have the resources to provide the infrastructure to accommodate growth.

Commissioner Pierce asked if UTA had planned to provide public transportation services for this area. City Planner McIlrath answered that there may be a bus route along Hill Field Road, and there may not be planning for it currently. However, during a recent workshop with the Wasatch Front Regional Council and UTA, areas of growth were discussed. In the future, the west Layton area will have a business center and town center, so the UTA networks could expand and accommodate the growth.

Commissioner Nielsen shared that one of the written comments referenced "high-density", and the General Plan designates the area with the Ag Heritage Overlay. It isn't clear what the Overlay will allow, and questioned what the Overlay parameters were. City Planner McIlrath responded that the General Plan calls out the Ag Heritage Overlay, which is intended to allow clustering of residential units, but it is low-density in nature. This isn't a multifamily, high-density area. It is predominantly single-family with a small level of attached homes. The idea is that it is still single-family in nature. High-density means different things to different people. Typically, it would be multifamily that could hold 16-units or greater per acre. High-density is contextual because what is

considered high-density in Salt Lake isn't what is considered high-density in Layton. The Overlay is also meant to provide a neighborhood with a variety of amenities and the preservation of open space areas.

Vice Chair Whitworth asked if there is an extra impact fee associated with annexation. City Planner McIlrath stated that impact fees can only be assessed at the time of development. No impact fees are assessed when property is brought into the City. Vice Chair Whitworth asked if the open space and amenities would be available to the City residents or to the neighborhood only. City Planner McIlrath responded that the open space and amenities would be maintained by the Homeowners Association (HOA), and they would govern access. The trail system, the Utah Power and Light Corridor Trail, would be open to the general public. The intent is for the open space and access to the trail to be for everyone. Vice Chair Whitworth pointed out Parcel C as a park and clarified if the park would be available to the residents in the subdivision to the south of the development. City Planner McIlrath noted that the applicant has coordinated with the Parks and Recreation staff for the development of that park with the intent that it be open to everyone. The internal trails will primarily serve the residents of the neighborhood. The HOA will maintain the parks, and it would be up to the HOA to police the access if it chooses to limit it to the residents of the development.

Commissioner Freebairn asked what type of material would be on the City-owned parcel under the power lines. City Planner McIlrath responded that the Public Works Department would continue to maintain it and keep it in a vegetative state. Sod would not be added, requiring irrigation. The City cleans it out regularly.

Commissioner Pierce asked if there was any special maintenance for mosquito abatement. City Planner McIlrath shared that the City does not address abatement; it is handled through the County's Mosquito Abatement.

Commissioner Heslop asked for clarification on the development agreement process. City Planner McIlrath shared that the applicant worked with Staff to come up with a Development Agreement. The Agreement is tied to the rezone and therefore has not been approved or executed. Both parties would sign the Agreement, which becomes a legally binding agreement following the approval by the City Council. The Agreement identifies the architecture that has to be used. If a plan is later submitted that doesn't meet the standards of the Agreement, the developer would need to return to this process for an amendment. Commissioner Heslop asked if the Development Agreement had been reviewed by the separate architectural committee or the Design Review Committee (DRC). City Planner McIlrath responded that the DRC becomes involved at the preliminary subdivision plat process and, therefore, has not yet seen the proposal. The Agreement and the design standards in the pattern book are in addition to the DRC review and recommendations. The DRC gets into more detail of the design, and right now, this is conceptual. Commissioner Heslop noted the written concern of "compatibility with the existing neighborhood" and asked if there was a specific style of architecture required to meet the Ag Heritage Overlay. City Planner McIlrath shared that the City ordinance doesn't have a specific architectural type within the R-1-10 or any other single-family residential zone. However, there are architectural elements that are included in the City Code, such as roof pitches and porch area provisions. Please note that when it comes to single-family residential development, cities are preempted by State Code to regulate any design standards for single and 2-family homes without a development agreement. Commissioner Heslop concluded then that if this development wasn't a PRUD, then anyone could build anything they wanted. City Planner McIlrath affirmed and noted that the PRUD allows for regulation of the architecture. Commissioner Heslop then noted the concern about compatibility but questioned which neighborhood the developer would need to match to meet that compatibility. City Planner McIlrath stated that the General Plan doesn't get into specifics of design, nor does it require compatibility with specific neighborhoods. The General Plan states that these areas should develop primarily with low-density residential, and may include pockets of medium-density townhomes, with the intent to preserve open spaces through the PRUD ordinance. By using the PRUD and a development agreement, the

design standards can be dictated to the area. Compatibility doesn't mean that the development has to be just like the abutting neighborhood, but rather it is compatibility in the land use.

Commissioner Pierce expressed concern that development means tearing down the old farmhouses and old trees. The property owners have the right to development; however, it is always sad to see the old homes and trees demolished. When compatibility with existing structures was mentioned, it was brought forth as compatibility with recently built structures as opposed to the historic farmstead.

Chair Steenblik referenced the petition put forth that calls for compatibility; however, the Code does not mandate homes that match surrounding homes. The General Plan calls for zoning compatibility. The General Plan was created in 2019 with citizen involvement and was created to project what the City will look like in the future. The Code has to be followed. Commissioner Pierce added that cities are also bound by State law, which limits actions that the City and Commission can take.

Chair Steenblik noted that Gentile Street is a busy east-west corridor, especially with recent development in the area. Traffic is always a concern brought up by neighbors. Chair Steenblik asked if any traffic studies have been conducted on Gentile Street following the completion of the West Davis Corridor and whether the traffic has subsided. City Planner McIlrath shared that the traffic counts have been lower, but the City Engineer would be better able to respond to that inquiry. Gentile Street is identified as a minor arterial in the Transportation Master Plan, which may require improvements in the future depending on the Capital Improvements Plan.

Director Applonie stated that although the Planning staff is not aware of a traffic study, one of the assessments that the Engineering team will do when looking at any development, including this one, is the road capacity. The Engineering staff's recommendation that there is sufficient road capacity is based on their review of the road standards and capacity.

Chair Steenblik noted that the proposal is for an annexation and rezone; however, the Planning Commission is only considering the rezone, which includes the development agreement. City Planner McIlrath affirmed. Chair Steenblik then noted that the development agreement dictates the design of the development. City Planner McIlrath affirmed and added that if there are substantial changes to the proposal, an amendment to the development agreement would have to come back before the Planning Commission for approval. The four exhibits of the Agreement delineate what the development will be and how it will look. The detailed process that the applicant has gone through is more specific than what would be required if they were to simply build an R-1-10 subdivision. The developer went through this level of detail to dictate how the development would turn out.

Commissioner Heslop asked if the rezone was approved, and the developer then backed out, what would happen to the detail that had been agreed upon. City Planner McIlrath explained that the Development Agreement is recorded against the property. If the applicant decided to sell the property to another development, the new owner would be held to the Development Agreement and the same standards.

Commissioner Nielsen read a paragraph from an email sent to the Commission, *"I urge the Commission to reconsider the forthcoming proposal and explore alternatives that promote sustainable growth, such as limiting the number of units, incorporating more green spaces, or redirecting development to less populated areas. Our community deserves thoughtful planning that respects its current inhabitants and preserves the essence of what makes Layton a desirable place to live."* Commissioner Nielsen shared that this proposal seems to meet that criterion. It has more open space than any of the surrounding neighborhoods have, it has a variety of housing that is more sustainable than a one-acre lot, and a number of these concerns are being met. Commissioner

Nielsen stated he was unsure what the conflict was actually about. City Planner McIlrath shared that maybe the person who wrote the email had not yet seen the proposed plan, was confused by the PRUD concept, or didn't fully understand the details of the proposal. The person may be concerned about what they thought would be proposed because the email came into the office before the packet was posted for public review.

Chair Steenblik announced that the public notice website has information on public meetings and packets. City Planner McIlrath affirmed and added that the public notice was out before the packet was available. The public can call the office or come in and get information about proposals before the packets are made available on the website.

Public Comment:

Chair Steenblik called for a motion to open the public hearing. Vice Chair Whitworth motioned the Planning Commission to open the public hearing. Commissioner Pierce seconded, which was approved unanimously following a roll-call vote.

Lorin Jeppsen asked if there had been discussion about expanding 2200 West. This proposal is for 700 more cars and 1,400 more people, which is a lot more traffic on 2200 West. The road is small and congested, and there needs to be some discussion about traffic lights. Chair Steenblik responded that the Staff will write down all the concerns and questions and then address them following the public hearing. Mr. Jeppsen then asked if the public could propose changes to the zoning and Development Agreement. Chair Steenblik stated the Agreement would be forwarded to the Council. The City Council actually adopts the Agreement and rezone that is being proposed. Mr. Jeppsen clarified that he wanted to know if there was an avenue for the public to change the proposal. Chair Steenblik explained that if the Agreement doesn't meet Code, then that can be addressed, but if the proposal and Agreement meet Code, then it is a contract between the developer and the City. Mr. Jeppsen then stated that to change the Agreement, the public would need to work with the developer. Chair Steenblik affirmed. Mr. Jeppsen shared that he isn't keen on the townhomes in the development or the 1,400 expected new people, and would like to learn how that could be lessened.

Loni Harmon stated she lives on 2200 West and has a daughter with special needs who attends a different elementary school than the neighborhood school that was mentioned. Ms. Harmon asked if the special needs school overcrowding could also be addressed. Ms. Harmon also asked about lowering the speed limit on 2200 West and noted that there are many proposed homes that would be under the power lines. The City needs to consider the volume of people who will be under the buzz of the power lines.

Jay Jorgensen shared that he lives in the Ivory Evergreen community and noted that the increased traffic projection on Alberta Spruce Road had not been addressed. Chair Steenblik responded that the new Collector A will be a neighborhood collector street. Mr. Jorgensen commented that Alberta Spruce wasn't planned to be a collector, and it would bottleneck as the new road narrows down to Alberta Spruce Road. This new Collector will also provide an alternative route from Gentile Street south to Layton Parkway for those who want to bypass 2200 West, which introduces a significant amount of traffic in the neighborhood. Mr. Jorgensen asked if the higher-density housing is attempting to address some lower-cost housing needs, and what is the projected cost for the townhouses. Chair Steenblik noted that the developers could better respond to that. Mr. Jorgensen asked then if the City was trying to address the affordable housing shortage with this development. Chair Steenblik answered that the developer is taking the risk and is trying to propose different housing types for different demographics. Commissioner Pierce added that there has been a movement nationally to develop places where people can go through generational transitions in their own neighborhood. They may start out in

the townhomes and then move into the larger single-family home when they are raising their children. Then, when the children move out, they would move into one of the smaller single-family homes. The intention is to make it possible for someone to stay in the same neighborhood throughout their lifespan. This development provides that possibility.

Lauren Hirst shared concerns about drivers coming down the new Collector from Gentile Street to Layton Parkway using Alberta Spruce Drive and making it a collector. Ms. Hirst asked if there would be stop signs or speed bumps to regulate the speed. If there aren't any speed restrictors, it will be dangerous for the kids to cross and walk to school. Commissioner Pierce brought up a question in response to this inquiry and asked if the legislature had passed a proposed bill that would have prohibited cities from conducting traffic calming measures. Commissioner Pierce stated that she hadn't heard whether the legislature had passed that measure, which would restrict what the City could do regarding regulating traffic. Ms. Hirst admitted it is difficult to install speed bumps due to snow plowing, but installing stop signs would help slow drivers down.

Vice Chair Whitworth asked if the Commission could add stop sign requirements in the Development Agreement. Director Applonie responded that stop signs are regulated through Engineering standards and warrants. It is good feedback, and the Staff will take it back to the Engineering Department and ask that it be reviewed but it cannot be applied to the Development Agreement.

Lauren Hirst shared that the 2200 West and Layton Parkway intersection doesn't have a crossing guard or a traffic light. Chair Steenblik shared that it was discussed during the work meeting, and it was stated that the Engineering Department is looking at that intersection. Crossing guards are managed by the Police Department, so if there are concerns about traffic speed or the need for crossing guards, please reach out to the Police Department. Commissioner Pierce added that traffic counts will justify a light, and as the traffic at that intersection increases, a light will likely be added. Ms. Hirst continued to express concern about the school crossing and then mentioned that Sunburst Elementary doesn't have room for the growth that is being proposed by this development. Over the five years her children have attended the elementary school, class sizes have continued to increase, and 5 additional portables have been added. Ms. Hirst shared that she doesn't believe the school district when they say there is room for growth. Chair Steenblik responded that citizens can talk to the school district and share these concerns. Commissioner Nielsen shared that his children also attend Sunburst Elementary and stated that when the school district plans for growth in these areas, they also plan for the fluctuation of kids moving out. There will always be portables as they adjust to the push-pull of kids moving in and aging out. The district actively moves kids through redistricting or by adding or subtracting portables as they plan for flux in growth.

Travis Baker said that he wrote the petition that had been submitted to staff and the Commission prior to the meeting. Mr. Baker shared appreciation for the Commission's time and commitment. One of the biggest decisions people make is where to live. We all chose to live in west Layton for a reason. Those reasons are the beautiful mountain vistas, unbelievable sunsets, farm fields, and quiet, sleepy streets that kids can play without it being dangerous. As mentioned in the presentation, density is contextual but it doesn't match with the density of the surrounding neighborhood and therefore is incompatible. It isn't the style of the homes that is the concern but the difference in density and the context of that difference that makes this development incompatible. This development benefits the planners and future residents but there aren't any benefits to the current residents. There will be increased traffic of 700+ cars cutting the corner into his neighborhood. While the City is doing its due diligence to make sure the garages meet code of 20 feet deep, most pickup trucks measure 20 feet and they won't fit. Even though the study says the street has capacity to meet the needs of the additional people, it

doesn't mean the street won't be busy and have negative impacts on the current residents. Chair Steenblik acknowledged that roads can get busy, hopefully, the City Engineers are designing roads that fit within the growth and plan guidelines for the City.

Commissioner Pierce shared a personal experience with the parking of a larger truck on a property. Commissioner Pierce asked if there is a subdivision, short of a luxury neighborhood, where you could expect to park a pickup truck in the normal footprint. Mr. Baker responded that single-family housing usually has space available for an RV pad where those trucks could be parked alongside the garage; however, the proposed narrow lots won't allow that. Commissioner Pierce noted that not all neighborhoods have that capacity. Mr. Baker responded that his neighborhood has room for RV pads. The point isn't if they can park their truck; the point is where do they park if it doesn't fit. They will park on the street and those who park on the street in The Park development create a problem; the roads aren't wide enough for street parking and two cars to pass. There will be increased traffic on the roadway where now extra cars and trucks will be parked. Mr. Baker reasserted that this development provides no benefit for the residents of the existing neighborhoods.

Richard Romney expressed concern about the established trees being cut down. Children have played in them, tree houses have been built in them, and hawks have nested in them. Mr. Romney shared that the hawks are considered endangered and asked if consideration could be given to keep those trees to protect the hawk habitat. Mr. Romney also asked if consideration could be given to relocating the park or incorporating the grove of trees into the park.

Ben Tate shared that he lives on Alberta Spruce Drive and is pro-development. Mr. Tate noted the complaints expressed about The Park development and asked if staff considered The Park to be a good development. The Park was used in the presentation as a comparison for this development. The Park is the most similar to the proposed development in its density and usage. The other two examples, Harmony Place and Hill Farms, aren't good comparisons. Mr. Tate said he wouldn't be at the meeting if this proposal at all matched either of those two developments. Chair Steenblik asked for clarification that Mr. Tate was saying that the City didn't do a good job on The Park. Mr. Tate affirmed. Mr. Tate noted that his garage bays are 28' deep, and larger bays would be nicer. Mr. Tate expressed that he had been able to sell more homes this year if they would have had more adequate driveways. Chair Steenblik responded that developers are likely considering what will sell. Mr. Tate said developers are always learning as they see what sells. If staff were to relook at Harmony Place and Hill Farms developments and bring the proposal closer to that style, rather than The Park.

Andrew Bossmen asked why there needs to be a connection from Collector Street B to White Pine Drive. If the development is going to operate as its own community, why does it need to be connected to the development to the south. Commissioner Nielsen answered that Layton is the community, which connects two neighborhoods. Commissioner Pierce added that the streets are public streets, not private, except for the alleyways. Commissioner Pierce shared an experience with neighborhoods with dead-end streets where nothing was connected. It is better to have connection and traffic flow for the whole neighborhood. Commissioner Freebairn shared that some of the decision is based on the public right-of-way ordinance. A public right-of-way has block-length restrictions that require stub street connections. Whoever developed the property to the south was probably required by the City to stub that for the future connection. Police and Fire need that access for safety reasons. Vice Chair Whitworth asked if the City needs to utilize each stub street that has been designed. Commissioner Pierce brought up the temporary easements for turnarounds for Fire. Vice Chair Whitworth asked for clarification on the use of the stub street.

Jerry Stevenson thanked the Commission for their service and shared that his great-grandfather purchased this property from the railroad. Mr. Stevenson shared his service experience with the City and now with the legislature. Mr. Stevenson said that, as the property owner to the east, he has worked with the developer and found this to be a compatible project to accommodate growth in the City. Mr. Stevenson will enter into a trade agreement with the developer to punch into Alberta Spruce Drive to allow traffic to flow for future development. Mr. Stevenson stated he wasn't making an announcement about future development and assured that J & J Nursery would be maintained as long as he was alive. Mr. Stevenson shared that he leases property in the power corridor and tries to be a good neighbor. As for the trees at the bottom of the field and the traffic on Gentile Street, Mr. Stevenson stated that things have changed. We need homes for our kids to live in. This type of housing is needed. This area is going to grow; we have created a state that is the most compatible place to live in the country. People come here because it is safe and it is a good place to live and make a living. Over half a mile of Mr. Stevenson's property abuts the development, and he believes that it is a good development.

Angela Davis shared that she would be a prospective homeowner in this development and asked if there was any consideration to having more single-family detached homes. Many friends who live in townhomes now find that they can't afford to move into a detached home. It would be nice if there were more single-family homes with yards. The park areas are nice, but in our townhome, many moms don't use the park because they have to be there with their children rather than just being able to let them out into the yard to play on their own in an enclosed yard. Ms. Davis said the drawbacks of a townhome are the shared walls, lack of parking, and no fenced yards.

Brandon Ames shared that he would speak as a Layton resident. He came to Utah to go to school and stayed, and many are doing that, and many who have grown up here are staying. Gail Miller purchased Destination Homes with a goal in mind of helping Utah. The funds generated don't go to Wall Street or another state; they go to Utah reinvestment. Mr. Ames shared that his five children have graduated from Layton High, and they can't live anywhere close by. The state is great and has attracted a lot of people, but that growth has caused a 35,000-unit housing shortage. To address the problems of affordability, it is supply and demand. To solve this problem in a thoughtful manner, years of planning have gone into this proposal with the intent of allowing families the opportunity to move up and down within the community. This could be a straight R-1-10 development, but there isn't room for growth and movement. Mr. Ames expressed gratitude to those who came out to learn more about the development and stated he would stay and answer any questions.

Dan Hirst asked what would happen if Rocky Mountain Power relinquished their rights and easements to the corridor to allow for the proposed park to be built. The park would be considered for public usage under the power lines. Addressing incompatibility, Mr. Hirst stated the comparisons made don't address the incompatibility. The comparisons are not valid or just. Chair Steenblik stated that compatibility is not part of the Code. Mr. Hirst then stated that the neighbors have a desire to maintain compatibility with their neighborhoods. The main issue is the townhomes. The townhomes are more affordable housing for up-and-coming married couples, but the density problem could be mitigated by removing the townhomes altogether. Chair Steenblik offered that there will be some very nice people who will live in the townhomes. Mr. Hirst stated that couldn't be guaranteed, and there could be some pretty gnarly people too. Removing the townhomes will lower the amount of people and traffic and will bring the development into more compatibility with adjacent neighborhoods. None of the comparisons made have townhomes. Hill Farms is driving the compatibility; they are the trendsetters. Mr. Hirst shared that a lot of angst will go away if the townhomes are removed and more single-family homes are included. Commissioner Pierce responded that there are some subdivisions that were

recently approved that are just like this development. **Mr. Hirst** stated he doesn't disagree but questions the compatibility with his neighborhood. There are neighborhoods near Ellison Park that have this type of development, but the talking point is compatibility with his neighborhood.

Commissioner Heslop stated that these are all new neighborhoods. When these other neighborhoods were built, there weren't any homes surrounding them. This argument of compatibility could have been made then since there weren't any neighborhoods in this area at the time. Everyone wants single-family homes next to single-family homes, but if changes aren't made, then it always stays the same.

Commissioner Pierce added that there is a basic problem with that process from an economic standpoint. With the prices of homes going up, median income is not keeping pace with median starter-home pricing. When demographics and incomes are examined, it is harder to get into a home. This is a constant struggle in Utah because of the housing shortage.

Commissioner Nielsen expressed understanding of the argument that the development doesn't match what is surrounding it. However, when the General Plan is examined, and the zoning Code is applied, this development could have 30% townhomes. The proposal is less than what is legally allowed.

Mr. Hirst responded that the proposed PRUD has to be approved and asked that the Commission keep it R-S and not allow the PRUD and townhomes. Chair Steenblik asked if Mr. Hirst just wants more houses that look just like his. Mr. Hirst said he didn't, but he wanted houses that matched the surrounding neighborhoods. They just need to be similar.

Ben Tate stated that bringing in single-family homes on smaller lots is new to this area. Housing affordability may not be addressed in every development.

Chair Steenblik called for a motion to close the public hearing. Vice Chair Whitworth motioned the Planning Commission to close the public hearing. Commissioner Heslop seconded, which was approved unanimously following a roll-call vote.

City Planner McIlrath addressed comments from the public hearing and thanked the public for attending and expressing concerns and questions:

- 2200 West expansion - there will be improvements on 2200 West along the development on the east side; the sidewalk will be installed, and the right-of-way widened. When development occurs on the west side, the same type of expansion will occur.
- Development Agreement changes – the Planning Commission and City Council review proposals brought to the body, and the reviewing body can only take action on what is being presented. The Commission's recommendation to the Council can be for approval, denial, or approval with changes. Staff recommends approval on the basis of compliance with the General Plan, PRUD ordinance, and City standards.
- School needs and specifically those with special needs – Staff does not know if the special needs school was considered, but Staff will provide the contact information for the school district if anyone wants to reach out with those questions about crowding, etc.
- Speed limit on 2200 West – these concerns will be shared with the traffic engineers. It is likely that because 2200 West is defined as Collector Street, not a residential collector, in the Transportation Master Plan that it is designed to accommodate 40 mph especially after it is widened.

- Homes under the power lines – the design tried to put the open space under the power lines, but there is a second power line that is smaller and not a high-transmission line that will go over the development and into the development to the south. That is however located along streets and open spaces and not above homes.
- Alberta Spruce Drive connection and an alternative to 2200 West – because of the signal, the design of 2200 West, and where it is located, the plans have intended to collect traffic from the neighborhoods. The majority of the traffic flows through the grid system on the larger streets. In between, there are smaller collectors, like a funnel, the streets keep getting smaller until you have the residential street. It is a public street, and anyone could use it. At the time Alberta Spruce Drive was built, it met the design standards. The traffic will slow down with road narrowing. Stop signs will be examined in the preliminary and final subdivision phase and will likely be at the cross streets. As traffic studies occur, changes will happen that will help with traffic control.
- Right-of-way width is a traffic calming measure, as the street goes from a wider width to a narrower width traffic speeds slow.
- Is the City pushing high-density housing – this development is not considered high-density; the City doesn't push development; it is a private development proposal. The City is maintaining the Ag Heritage Overlay, which is part of the General Plan for this area. The General Plan encourages the use of the PRUD ordinance to preserve and provide open space in these areas that have been agricultural.
- Signal at 2200 West – this is being looked at by the Engineering Department currently, and Staff will pass along the desire for a crossing guard to the Police Department. Crosswalks get analyzed and ran through engineering studies; if it meets the next level, then the next level of safety is added.
- Truck parking in driveways – the Code requires a 20' x 20' garage, which is the most the City can require by State Code. The state legislature has said in recent years that cities cannot regulate certain elements beyond that. The City can require this garage size because it is in the PRUD; however, if it weren't a PRUD the City couldn't regulate the garage size. Many homeowners are accustomed to having RV pads but it can't be required due to State code.
- Preserving the hawk habitat – the hawks in this area are not an endangered species. However, a discussion can always be brought up with the developer about preserving the existing trees.
- The Park Subdivision – a decision won't be made on The Park subdivision because it isn't on the agenda; however, lessons can always be learned from past development.
- Larger garage bays with smaller driveways is a good comment to share with the development team.
- Subdivision compatibility – all of the subdivisions that are existing were not compatible with what existed at the time because there was nothing out there but farmland. However, they were all built and they were built to provide housing for the people who live in these areas. The City's job is to provide housing in a sustainable way, and to provide housing where people can stay long-term or move from one home type to another. Community-level autonomy creates a struggle for the economy and society to be resilient to change. When the same thing is everywhere then it is hard to adapt to those changes. Just like the types of cars we drive, the restaurants we frequent, and the shows we like to watch, the housing provided in all of these areas is as different as all of our personalities. In order for the City to be resilient, it is important to provide a variety of housing options.
- Neighborhood stub street – there are fire code standards about how many homes can be on one single access; any additional growth requires additional stub roads. The longer the block length in a neighborhood, the harder it is for children and neighbors to walk to each other's homes. The closer we can get to more connected streets, the greater vehicular and pedestrian accessibility. All of the public roads serve not just transportation needs but also allow for utility access. Having an interconnected system of streets allows the City to loop the utility system. The looped utility system enhances water

quality. When the system isn't looped, the water quality decreases because it runs down a line that gets to the dead end and the circulation of that water doesn't happen on a frequent basis. It doesn't mean it is dirty water; it just means that circulation isn't happening as frequently. Connected streets also help with the age of the systems because the taxing of the systems is spread out through the network of systems instead of stubs.

- Request for more detached homes – the townhomes are the only attached housing, and the rear-loaded homes are all single-family detached homes with small yards. These will also have front porches or patios to offer some outdoor space for the residents.
- Visitor parking – parking is challenging, parking codes are based upon parking studies by engineers who have gone out and counted parking spaces and visitor spaces. There are also national and regional standards that are reviewed and applied. Just like any other study, it is the best effort to try to address the need.
- Rocky Mountain Power in relinquishing rights - the Parks Department works with them continually in order to provide this corridor and open space area. It is not that they have relinquished their rights as a property owner, but they grant access to the area for parks, farms, or trails. Vice Chair Whitworth asked if Rocky Mountain Power still owns the property and does the developer count it towards their green space. City Planner McIlrath responded that it is part of the open space because they get permission to use it as open space with a perpetual easement. As for the parcel owned by the City, the City grants an easement to Rocky Mountain Power to use it for the power lines. Vice Chair Whitworth asked if the easement goes into perpetuity. City Planner McIlrath affirmed and stated that there will be a trail along the entire corridor into perpetuity. Commissioner Heslop asked if Rocky Mountain owns the land or does it have an easement to utilize the property. Commissioner Freebairn shared that the property is in private ownership and Rocky Mountain Power has an easement for the corridor.
- Comparison properties – those comparisons were chosen because there are limited PRUD developments in west Layton that are completed. There won't be an apples-to-apples comparison to this subdivision. The Hill Farms subdivision was built by Destination Homes and was chosen for the comparison of the alley-loaded homes. The Park was chosen to compare the alley-loaded homes and front-loaded homes, and Harmony Place was chosen to show the open space design standards from what it used to be to what it is now, with the increased requirements.

Commissioner Pierce addressed the comment that townhomes should be eliminated because of the kind of people who live in them by sharing a personal experience of living in a townhome and the many successful people she had as neighbors. Commissioner Pierce cautioned the public not to characterize the kinds of people who will live in townhomes and apartments and suggested that we all be more open-minded and welcoming as a community.

Shaun Athey for LHM/Destination Homes stated he had been working on this project of a year and a half, and before that, others had worked on it for a year and a half. Mr. Athey thanked the staff and Commission for their time, and for the public coming to give comments and feedback. We do this a lot, and to say that we have development down to where it is perfect is not accurate. We learn every time we develop, and public feedback is important. This is conceptual; we know the layout and where the roads are going to go and where the homes will be. The sidewalks will change a little bit, and parks will get finalized as the process moves forward. Safety in the community for traffic and for pedestrian traffic for children is important. As we get to the preliminary plan stage where Engineering lays out where signage goes and where crosswalks go, we try to go above and beyond. Where there are spots where we can and where it is needed, we will add additional signage, flags for crosswalks, and lighting, those things we can control. There is no way to

make everyone happy with a development, but we are trying to provide a product that meets the needs of the people. We want to provide communities where people can live, grow, and die. These communities are living, breathing communities that will last. Providing a development with a variety of housing types will provide that type of positive community. The development is trying to create a variety in housing to meet the needs of those buying homes. The standard of what people want, not only in Utah but across the country, is changing. Affordability has forced that change. There is a need, and some of the wants need to be adjusted.

Alternatives to the Motion: *Alternatives are to: 1) Recommend the Council approve the rezone request from R-S (Residential Suburban) and unincorporated area to R-1-10 PRUD (Single-Family Residential, Planned Residential Unit Development) with a development agreement; or 2) Recommend the Council approve the rezone request from R-S (Residential Suburban) and unincorporated area to R-1-10 PRUD (Single-Family Residential, Planned Residential Unit Development) with a development agreement subject to modifications; or 3) Recommend the Council deny the rezone request with the development agreement.*

MOTION:

Commissioner Nielsen motioned the Planning Commission forward a recommendation of approval to the City Council for the rezone request and the Development Agreement. Commissioner Freebairn seconded the motion, which was approved unanimously following a roll-call vote.

ADJOURNMENT

At 9:50 PM, Commissioner Whitworth motioned to adjourn. Commissioner Carter seconded the motion, which was approved unanimously following a roll-call vote, and the meeting was adjourned.



Michelle Williams
Planning Commission Secretary

DRAFT

**LAYTON CITY PLANNING COMMISSION WORK MEETING MINUTES
DECEMBER 9, 2025**

MEMBERS PRESENT:

Chair Trevor Steenblik, Vice Chair Justin Whitworth, Commissioners Scott Carter, Wesley Felice, Chase Freebairn, Peter McDonough, Bret Nielsen, and Julie Pierce

MEMBERS ABSENT:

Commissioner Zach Heslop

OTHERS PRESENT:

Staff: Director Weston Applonie, Planner Whittney Black, Secretary Michelle Williams, and Assistant City Attorney Jady Applonie

Chair Steenblik called the work meeting to order at 6:45 p.m.

ADMINISTRATIVE REVIEW

1. King Street Wal-Mart Subdivision, First Amended – PLAT AMENDMENT

Planner Black presented the subdivision plat amendment for the King Street Wal-Mart Subdivision. The property is currently zoned C-H (Planned Highway Commercial) and is surrounded by C-H and M-2 (Heavy Manufacturing/Industrial) zoning.

This is being presented as a result of the receipt of an EV Charging Station Site Plan application. The property had previously been illegally subdivided at the county. The property owner is now applying for the subdivision amendment to align the City's property records with the County's.

The proposal is to divide Lot 1 into three separate lots. The three lots were identified. There are several established easements that will remain with the amendment.

Vice Chair Whitworth asked if Wal-Mart needs parking stalls on the same parcel as the structure. Planner Black stated that they do not, as parking can be its own use.

Commissioner McDonough asked if the purpose of the subdivision was to add the EV charging station. Planner Black responded that the property owner had two options: one was to recombine the lots that had been illegally subdivided, or two they could move through the subdivision process and align the City's records with the county's.

Chair Steenblik asked if the EV charging station would be located near the existing gas station. Planner Black shared that the proposal is to have it near where the old garden center was located.

ADJOURNMENT:

At 6:50 p.m., Chair Steenblik adjourned the work session to proceed to the regular meeting.



Michelle Williams
Planning Commission Secretary

DRAFT

DRAFT

**LAYTON CITY PLANNING COMMISSION REGULAR MEETING MINUTES
DECEMBER 9, 2025**

MEMBERS PRESENT:

Chair Trevor Steenblik, Vice Chair Justin Whitworth, Commissioners Scott Carter, Wesley Felice, Chase Freebairn, Peter McDonough, and Bret Nielsen

MEMBERS ABSENT:

Commissioners Zach Heslop and Julie Pierce

OTHERS PRESENT:

Staff: Director Weston Applonie, Planner Whitney Black, Secretary Michelle Williams, and Assistant City Attorney Jady Applonie

PLEDGE OF ALLEGIANCE AND INVOCATION (7:00 PM)

Chair Steenblik conducted the Pledge of Allegiance and offered the invocation.

ADMINISTRATIVE REVIEW

1. King Street Wal-Mart Subdivision, First Amended – PLAT AMENDMENT

The applicant, Kimley-Horn and Associates, representing the property owners, is requesting to amend Lot 1 of the King Street Walmart Subdivision for the purpose of creating three lots. The property is located at approximately 745 West Hill Field Road.

Planner Black presented the item.

Background: The applicant, Kimley-Horn and Associates, representing the property owners, is requesting to amend Lot 1 of the King Street Wal-Mart Subdivision. The purpose of this plat amendment is to divide Lot 1 into three separate lots. The proposed lots are as follows: Lot 5, containing the existing building; Lot 6, containing a detention basin; and Lot 7, containing the majority of the parking area. The plat amendment process is necessary as the proposed change creates new lots rather than simply adjusting existing property lines.

Alternatives to the Motion: Alternatives are to: 1) Approve the plat amendment for the King Street Wal-Mart Subdivision, First Amended; or 2) Identify that the plat amendment is not compliant with the Layton City Municipal Code and Development Standards, and deny the request.

Recommendations: Staff recommends that the Planning Commission approve the plat amendment for the King Street Wal-Mart Subdivision, First Amended, subject to meeting all City requirements and conditions as outlined in the Staff memorandums.

Planning Commission Discussion:

NONE

Public Comment:

NONE

MOTION:

Vice Chair Whitworth motioned that the Planning Commission approve the plat amendment for the King Street Wal-Mart Subdivision, First Amended, subject to meeting all City requirements as outlined in Staff memorandums. Commissioner Felice seconded the motion, which was approved unanimously following a roll-call vote.

ADJOURNMENT

At 7:02 PM, Vice Chair Whitworth motioned to adjourn. Commissioner McDonough seconded the motion, which was approved unanimously following a roll-call vote, and the meeting was adjourned.



Michelle Williams
Planning Commission Secretary

LAYTON CITY
AGENDA ITEM COVER SHEET

Item Number: 1

Subject: Conditional Use – High-Impact Home Occupation – Legacy Doors and More LLC – 56 East Emerald Drive

Contact: Jeffrey Montague, Planner I

Background:

The applicant and property owner, Michael Feasel, is requesting a conditional use permit for a high-impact home occupation. High-impact home occupations are required to either obtain signatures of approval from adjacent and abutting property owners or request the Planning Commission review their application as a conditional use permit at a public meeting. The applicant has requested their application be reviewed by the Planning Commission as a conditional use permit.

The proposed home occupation intends to provide contractor services for residential construction. The proposed home occupation will occupy a 100 square-foot area of the main floor as an office. The business will use the concrete parking pad west of the main driveway to store a 20' enclosed trailer. This trailer will contain construction tools/equipment and materials. All utilized space complies with the requirements for a home occupation.

Alternatives to the Motion: Alternatives are to: 1) Grant conditional use approval of the High-Impact Home Occupation subject to the applicant meeting all conditions listed in the Staff Report; or 2) Grant conditional use approval for the High-Impact Home Occupation with additional conditions if the Planning Commission identifies additional reasonably anticipated detrimental effects of the proposed use that need to be mitigated; or 3) Deny the conditional use application for the High-Impact Home Occupation finding that the application does not comply with municipal standards for Home Occupations.

Recommendation: Staff recommends the Planning Commission grant conditional use approval of the High-Impact Home Occupation, subject to the applicant meeting all conditions listed in the Staff Report.



**COMMUNITY AND ECONOMIC
DEVELOPMENT DEPARTMENT
PLANNING DIVISION**

STAFF REPORT

To: Planning Commission

From: Jeffrey Montague, Planner I

A handwritten signature in black ink, appearing to read "Jeffrey Montague", is written over the printed name.

Date: December 23, 2025

Re: Conditional Use for a High-Impact Home Occupation – Legacy Doors and More LLC

Location: 56 East Emerald Drive

Zoning: R-1-8 (Single Family Residential)

Background

The applicant and property owner, Michael Feasel, is requesting a conditional use permit for a high-impact home occupation. The proposed home occupation, Legacy Doors and More LLC, intends to provide general contractor services for residential construction.

High-impact home occupations are required to either obtain signatures of approval from adjacent and abutting property owners or request the Planning Commission review their application as a conditional use permit at a public meeting. The applicant has requested that their application be reviewed by the Planning Commission as a conditional use permit.

Staff Review

Home occupations are classified as either low-impact or high-impact. Home occupations receive a high-impact classification if one of the following criteria are met: (1) the occupation requires clients to visit their residence; (2) the home occupation may cause neighborhood impacts, such as noise, traffic, etc. if not properly managed; or (3) the home occupation has two non-household employees who will visit the home. The applicant has indicated that no clients will visit the home occupation.

In addition to himself, the applicant intends to have one non-household employee. The home occupation ordinance allows for up to two non-household employees to work from the home. However, employees performing off-site work are prohibited from meeting, congregating or parking vehicles at the home or the general vicinity, per 19.06.030.3 (2.e.)

The current application is considered a high-impact home occupation because the proposed use is classified as a contractor business. Layton Municipal Code 19.06.030.2 (2.) identifies

contractor businesses as home occupations that may cause neighborhood impacts, such as noise, traffic, etc. if not properly managed.

The City's Home Occupation Ordinance states that no more than 25% of the total main or upper floor area may be utilized for a home occupation. Legacy Doors and More, LLC will utilize 100 sq. ft. of the main floor of the home for an office space, which is compliant with this standard.

Layton Municipal Code 19.06.030.3 (7) requires trailers to be stored next to an approved driveway leading to a garage or carport, and that they be located at least 10' from the public right-of-way. The business will utilize a 20' enclosed trailer for storage of tools, equipment, and materials. This trailer will be stored atop the concrete parking pad to the west of the main driveway and will be located at least 10' back from the public right of way.

The applicant has acknowledged that any expansion of the business would require additional approval.

Staff Recommendation

Staff recommends that the Planning Commission approve the conditional use permit for a high-impact home occupation at this location subject to the following conditions:

1. Building Division, Planning Division, and Fire Department requirements shall be met before receiving a Layton City Business License.
2. No outdoor storage of materials and equipment, except entirely within an enclosed vehicle or trailer per Layton Municipal Code 19.06.030.3 (7)(n).
3. The home occupation shall comply with all standards for home occupations as outlined in Layton Municipal Code 19.06.030.



LEGACY DOORS
AND MORE LLC

56 EAST
EMERALD DRIVE

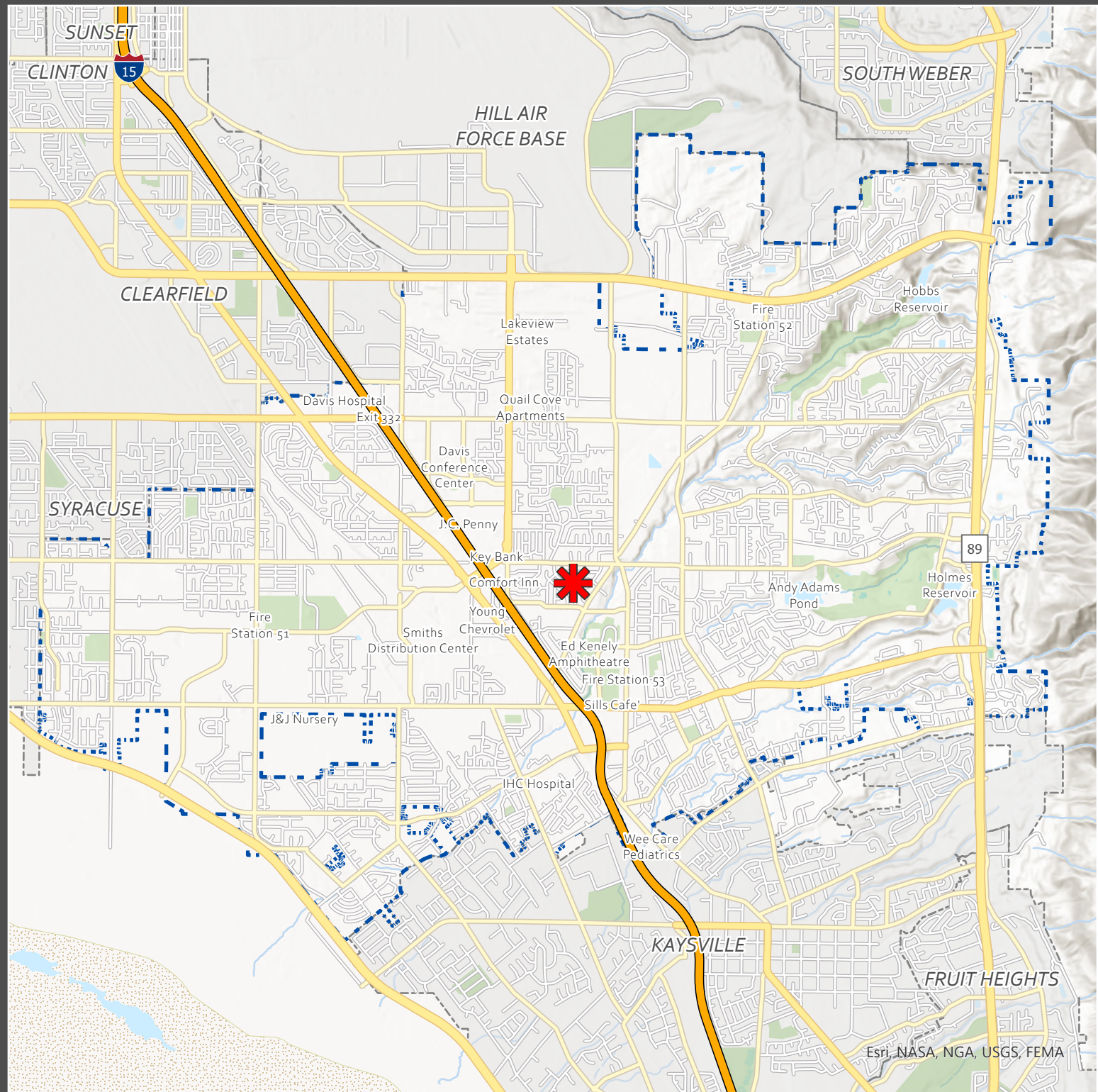
CONDITIONAL USE
PERMIT FOR A
HIGH-IMPACT
HOME OCCUPATION

- Layton City Boundary
- Parks
- City Boundaries
- Lakes
- Streams

- PROJECT SITE



Map 1










LEGACY DOORS
AND MORE LLC

56 EAST
EMERALD DRIVE

CONDITIONAL USE
PERMIT FOR A
HIGH-IMPACT
HOME OCCUPATION

-  Layton City Boundary
-  Parks
-  City Boundaries
-  Lakes
-  Streams

 - PROJECT AREA



Map 2










LEGACY DOORS
AND MORE LLC

56 EAST
EMERALD DRIVE

CONDITIONAL USE
PERMIT FOR A
HIGH-IMPACT
HOME OCCUPATION

-  Layton City Boundary
-  Parks
-  City Boundaries
-  Lakes
-  Streams

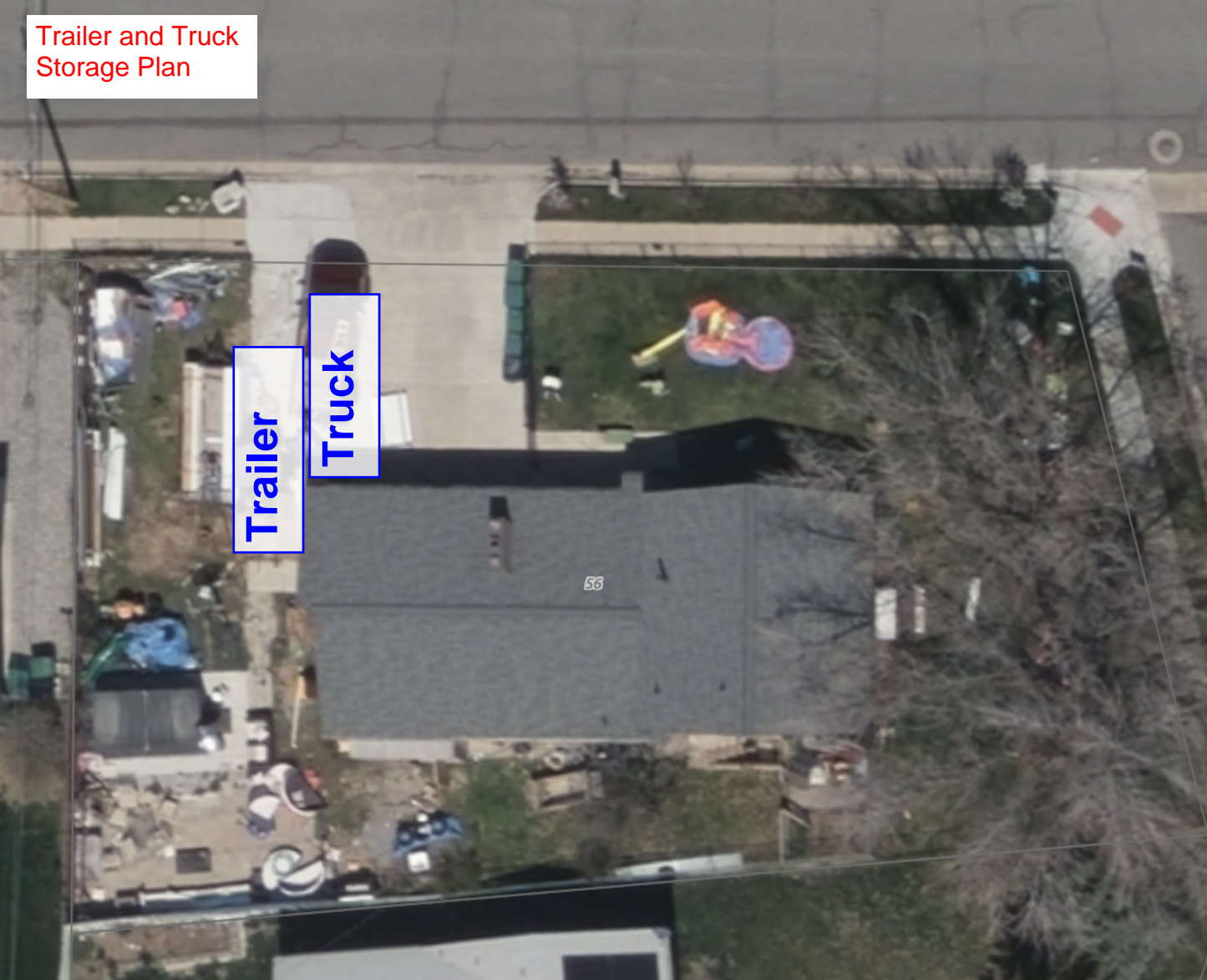
 - PROJECT AREA



Map 3



Trailer and Truck
Storage Plan



Trailer

Truck