

**STRATEGIC PLANNING WORK MEETING AGENDA
OF THE CITY COUNCIL OF LAYTON, UTAH**

PUBLIC NOTICE is hereby given that the City Council of Layton, Utah, will hold a public meeting in the Council Conference Room of the City Center Building, 437 North Wasatch Drive, Layton, Utah, commencing at **8:00 AM on December 11, 2025**.

AGENDA ITEMS:

1. Layton City Mayor and Council will Meet with Staff and Local Legislative Representatives to Discuss Matters of Interest to Layton City. No Decisions will be Made or Action Taken at this Meeting.

ADJOURN:

Notice is hereby given that:

- In the event of an absence of a full quorum, agenda items will be continued to the next regularly scheduled meeting.
- This meeting may involve the use of electronic communications for some of the members of this public body. Elected Officials at remote locations may be connected to the meeting electronically.
- By motion of the Layton City Council, pursuant to Title 52, Chapter 4 of the Utah Code, the City Council may vote to hold a closed meeting for any of the purposes identified in that Chapter.

Date: _____ **By:** _____
Tori Campbell, Deputy City Recorder

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.

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.

ADDITIONAL

PACKET

ATTACHMENTS



GORDON AVENUE AND HIGHWAY 89 – TOWN CENTER MASTER PLAN

March 21, 2024

PSOMAS



Gordon Avenue and Highway 89

Town Center Master Plan

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*Incorporated by Reference (Available for review in the Community and Economic Development Department)

Gordon Avenue and Highway 89

Town Center Master Plan

ACKNOWLEDGMENTS

Planning Commission

Trevor Steenbilk
Lindsey Hamilton
Scott Carter
Julie Pierce
Justin Whitworth
George Wilson
Wesley Felice
Bret Nielson
Peter McDonough

City Council

Mayor Joy Petro
Zach Bloxham
Bettina Smith Edmondson
Clint Morris
Tyson Roberts
Dave Thomas

City Staff

Chad Wilkinson
Lon Crowell
Weston Applonie
Zachary Kadin
Stephen Jackson
Shannon Hansen

Property Owners

Utah Department of
Transportation

Wasatch Front Regional Council (WFRC)

Christy Dahlberg

Utah Department of Transportation (UDOT)

Chris Chestnut

PROJECT TEAM

Psomas

Chris Hupp
Christian Kirkham
Dylan Cindrach
Tanner Snow
Trevor Allen

Wall Consultant Group (WCG)

Jeremy Searle
Shawn Seager
Scott Johnson

Lewis Robertson Burningham LRB

Fred Philpot
Logan Loftis

SPECIAL THANKS

Survey and Public Engagement Participants

Thank you to all the residents, property owners, and interested parties that participated with the interviews, public open house, and surveys. We appreciate the feedback and have incorporated it into all aspects of this project.

Existing Conditions

Executive Summary

The purpose of the Gordon Avenue and Highway 89 Town Center Master Plan study is to establish a community vision and a supportive yet feasible scenario for this planned town center area that fits within the parameters already established by the General Plan. In addition to the master plan study, the project team was tasked to complete a market study, craft a Transportation Impact Study, and look at the creation of a Transportation Investment Zone.

The property is currently owned by the Utah Department of Transportation (UDOT), and has in recent history been used for construction staging for the newly created Gordon Avenue Interchange along Highway 89. Prior to UDOT's ownership, the land was used for farming and was home to an orchard.

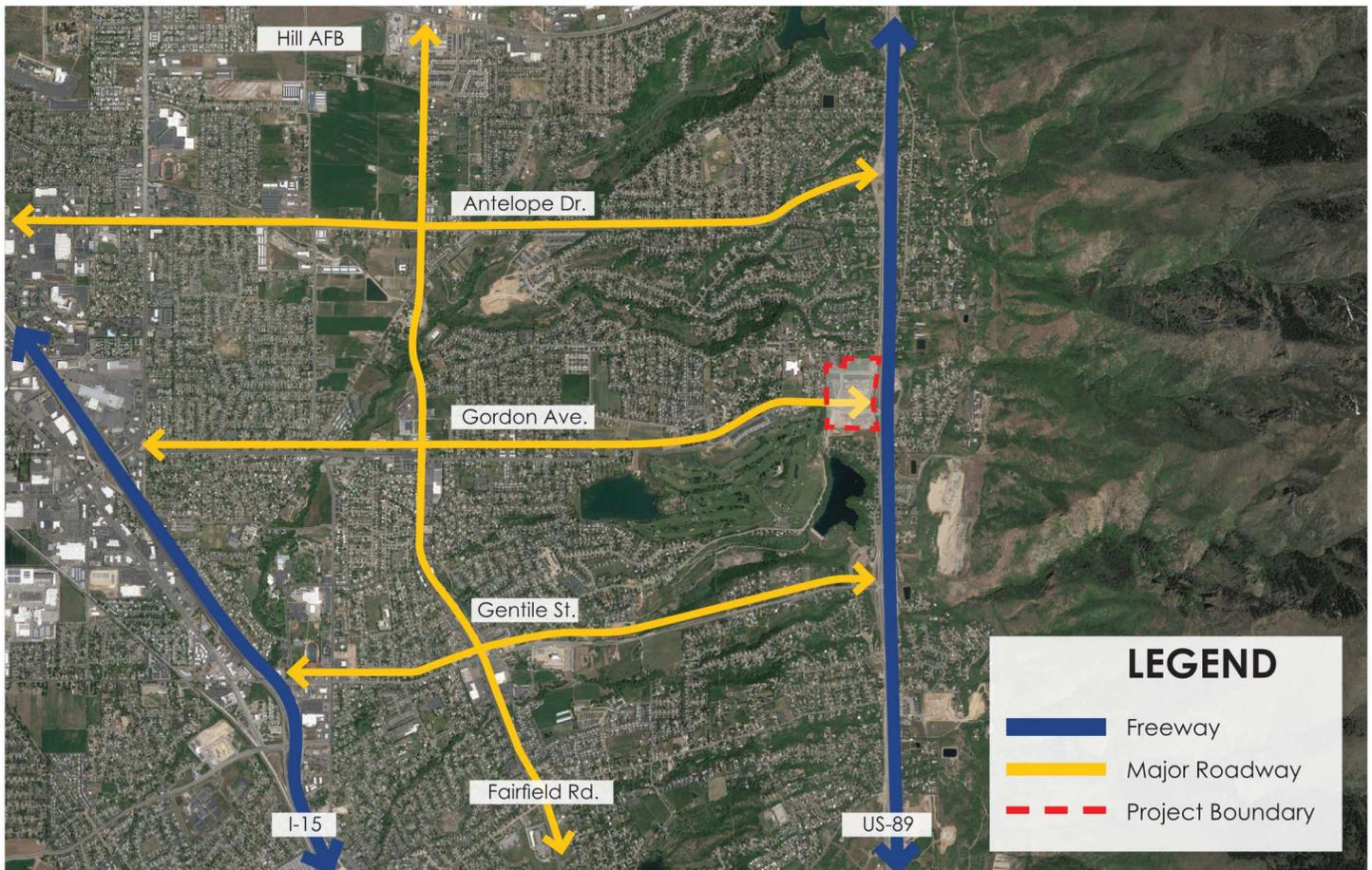
During the 2019 Layton Forward General Plan update the City formed six town center areas, with the purpose of creating "local centers for everyday life that provide convenient access to goods and services with diverse housing options, shopping, and jobs that are closer to

where people live." (Layton Forward General Plan). These six Town Centers were strategically selected to help increase access to various areas within the city. The Town Centers established as part of the general plan were:

- Church & Highway 193
- Antelope & Main
- Gordon & Fairfield
- Gentile & Fairfield
- Highway 89 & Gordon Ave (the focus of this study)
- West Layton

Given the recent State investment in the interchange, and updated State regulations for areas surrounding transportation investments, this was one of the first projects to have a more in-depth study completed, offering much needed services to this highly residential area with incredible access to recreational opportunities.

A vicinity map of the project area can be seen below:



Gordon Avenue and Highway 89

Town Center Master Plan

Existing Plans

Layton Forward

This General Plan update was a five year public process that looked to the future projected growth of the City and created a few guiding principles for the City as a whole. These major principles were as follows:

- **Establish a Balanced Growth Strategy** – which distinguished uses into three land use categories mixed-use, non-residential, and residential.
- **Seek Redevelopment within Urban Districts** – helping to create better pedestrian-oriented places and increasing the quality of these sites.
- **Create Town Centers** – to help facilitate strategic locations throughout the city that aid in providing services and access to recreation within close proximity.
- **Preserve Key Locations for Future Employment** – which provide for the future growth of the City and economic vitality and affordability for Layton residents.
- **Add Variety and Amenities to Residential Areas** – which help increase access and quality of life for Layton residents.

The Gordon Avenue and Highway 89 Town Center area was created as a part of the Layton Forward General Plan process and is one of the multiple Town Centers identified throughout the City.

Layton Active Transportation Plan (ATP)

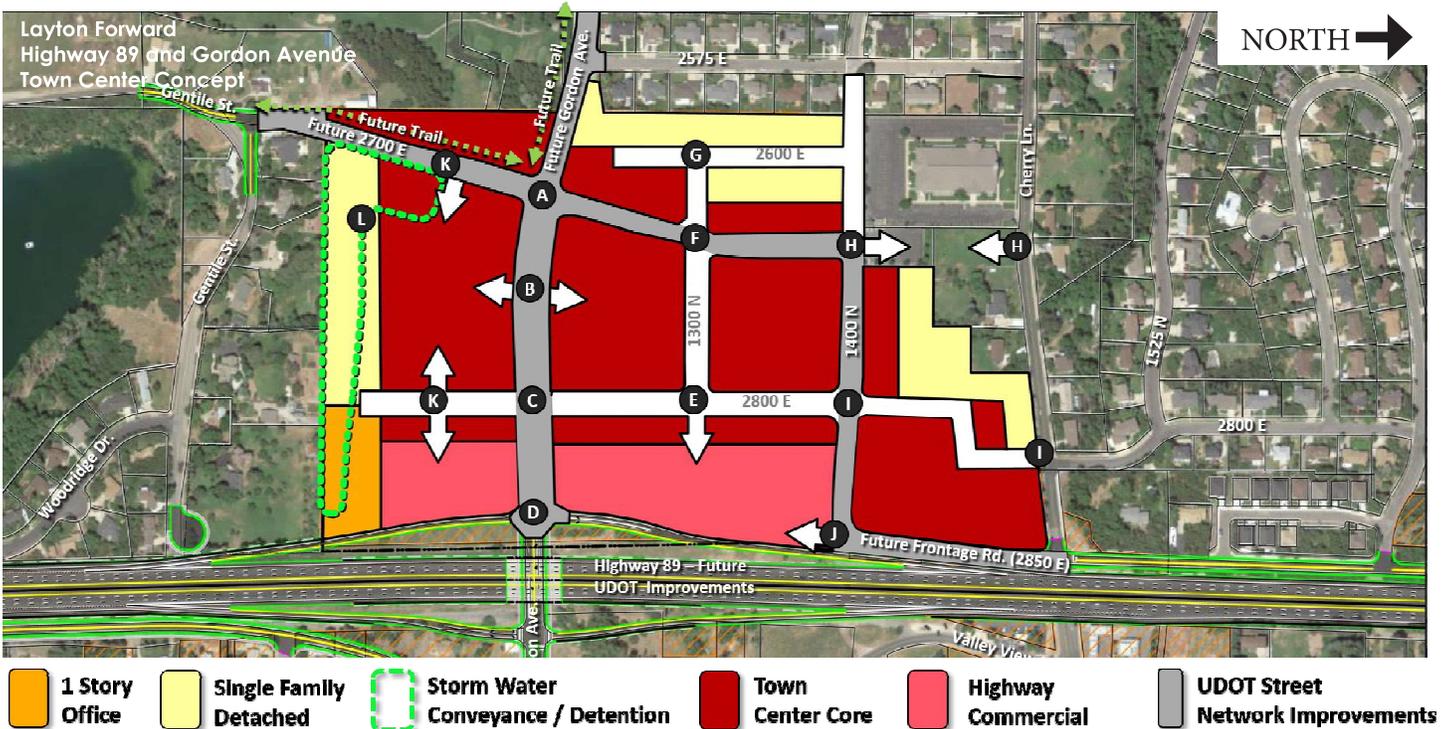
Several active transportation facilities lie within or are adjacent to the study area. These facilities include:

- Hobbs Creek Drive Bike Route
- Gordon Avenue Multi-Use Trail
- Gentile Street Side Path
- Valley View Drive Bike Route
- Cherry Lane Bike Route
- Gentile Street Bike Route
- Bonneville Shoreline Trail (BST) connection from Shay Lane

Layton Parks and Recreation Master Plan

In the Parks and Recreation Master Plan a few facilities are shown passing through the Gordon Avenue and Highway 89 Town Center area. These facilities include:

- A proposed pedestrian bridge, which was built in connection with the interchange.
- A proposed multi-use paved trail, which has been substantially completed and is within 500 ft of the subject town center.
- A proposed bike lane along Highway 89, which has not been built or recommended by the ATP.
- A proposed multi-use paved trail connecting to the Holmes Reservoir Trail.
- Future trailheads along the BST and just west of where 2575 E and 1525 N intersect.

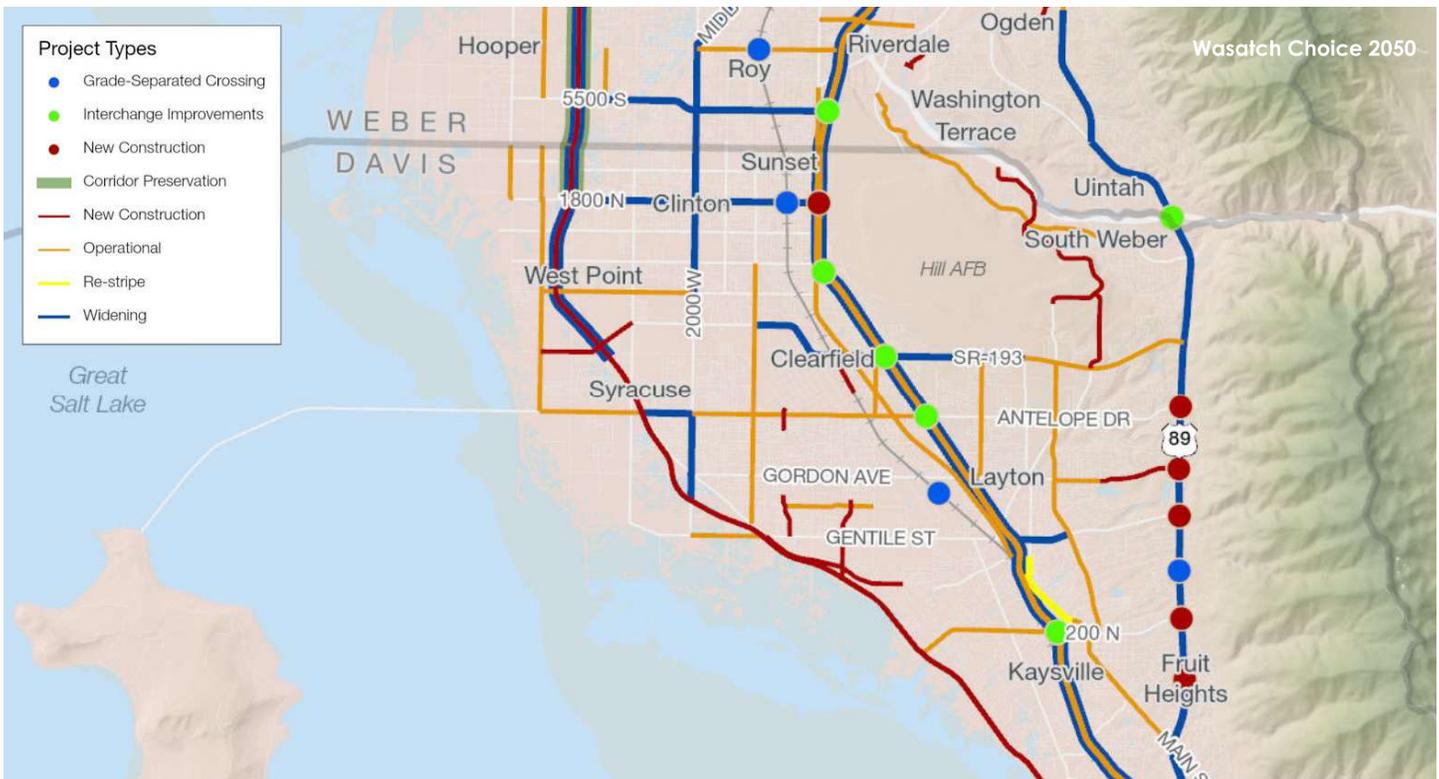


Layton Moderate Income Housing Plan (MIHP)

One of the goals of the MIHP is to “integrate moderate income households into the fabric of the community by mixing into appropriately designed areas, including town centers and mixed-use areas/corridors.” Furthermore, the MIHP seeks to “encourage rezoning of properties within the General Plan’s Urban Districts, Town Centers and Mixed-Use Corridors to allow medium to high density residential housing.” These are key points for this document to integrate and consider.

Wasatch Choice 2050 Plan

As shown in the map below several facilities were planned to be completed around Layton including operational improvements and new construction improvements to Gordon Avenue, connecting Gordon Avenue to Highway 89, and road widening of Highway 89. These, as previously mentioned, have been completed.



Gordon Avenue and Highway 89

Town Center Master Plan

Master Development Plan Process

Introduction and Background

The east side of Layton is predominately made up of single family development, with some public and private open space facilities, trails, civic uses, and intermittent agricultural properties. Residents must travel a few miles to receive basic commercial services. The nearest commercial development along Highway 89 is approximately six miles to the north of the town center, and over five miles to the south. Along Gordon Avenue the closest commercial development is over two miles away. This location has great access and visibility and has had significant investment over the last few years. A few of these investments include the Gordon Avenue Interchange, Layton Fire Station 54, and the future public park east of the site. This future Town Center is approximately 44 acres, most of which is vacant land, and as the City's General Plan states it has "direct access to central Layton and regional access to Weber County and South Davis County, making the center compelling for retail and services for surrounding residential areas and increasing highway corridor travel."



The Layton Forward plan established several land use placemaking strategies which:

- Explore a Town Center tied to recreational opportunities.
- Building orientation should take advantage of views of both the mountains and lake.
- Uses should be pedestrian oriented with off-street parking shielded from streetscapes and plaza areas
- Smaller boutique retail and restaurant uses and live/work uses that are oriented to the plazas
- Buildings adjacent to single family homes should

be no more than two stories and no more than four stories in the Town Center

- Multi-family residential may be integrated using the following design standards and conditions:
 - Townhome-style, main street building, or mansion house building forms.
 - Multi-family housing may be integrated, with housing units above live/work units and commercial services.
 - The Town Center should be governed by a Town Center Home Owners Association or Community Association board.
 - Multi-family amenities should be shared by the Town Center community, and accessible from public streets rather than internally oriented.
 - Explore potential for multi-family residential built over podium (structured) parking.



The public feedback received for this study confirmed many of the ideas captured in the Layton Forward plan, and are supported in the preferred concept for this Town Center. One of the main reasons to explore a Town Center tied to recreational opportunities lies in the proximity of this site to a wide range of great regional and local open space facilities, outlined on the following page.

Local Open Space Amenities

There is a wide range of local amenities surrounding the Gordon Avenue and Highway 89 Town Center. The development has access to the following:

1. Holmes Creek Reservoir
2. Adams Reservoir
3. Valley View Golf Course
4. Andy Adams Park
5. Fernwood Recreation Site
6. Adams Canyon Cabin Trailhead/Trail
7. Adams Canyon Waterfall and Cabin Hike
8. Bonneville Shoreline Trailhead/Trail
9. East Mountain Wilderness Trail
10. Gordon Avenue Trail
11. Great Western Trail
12. Fernwood Trailhead
13. Lower Water Fall Trailhead/Trail
14. Kay's Creek Parkway Trail/Trailhead, Hobbs Reservoir and Welker Trailhead
15. Thurston Peak Trail
16. East Gordon Trail
17. Snow Canyon Trail
18. Holmes Creek Reservoir Trail
19. Oak Forrest Trail
20. Mid Fork Trail
21. Future Snow Canyon Park
22. Future Boynton Park



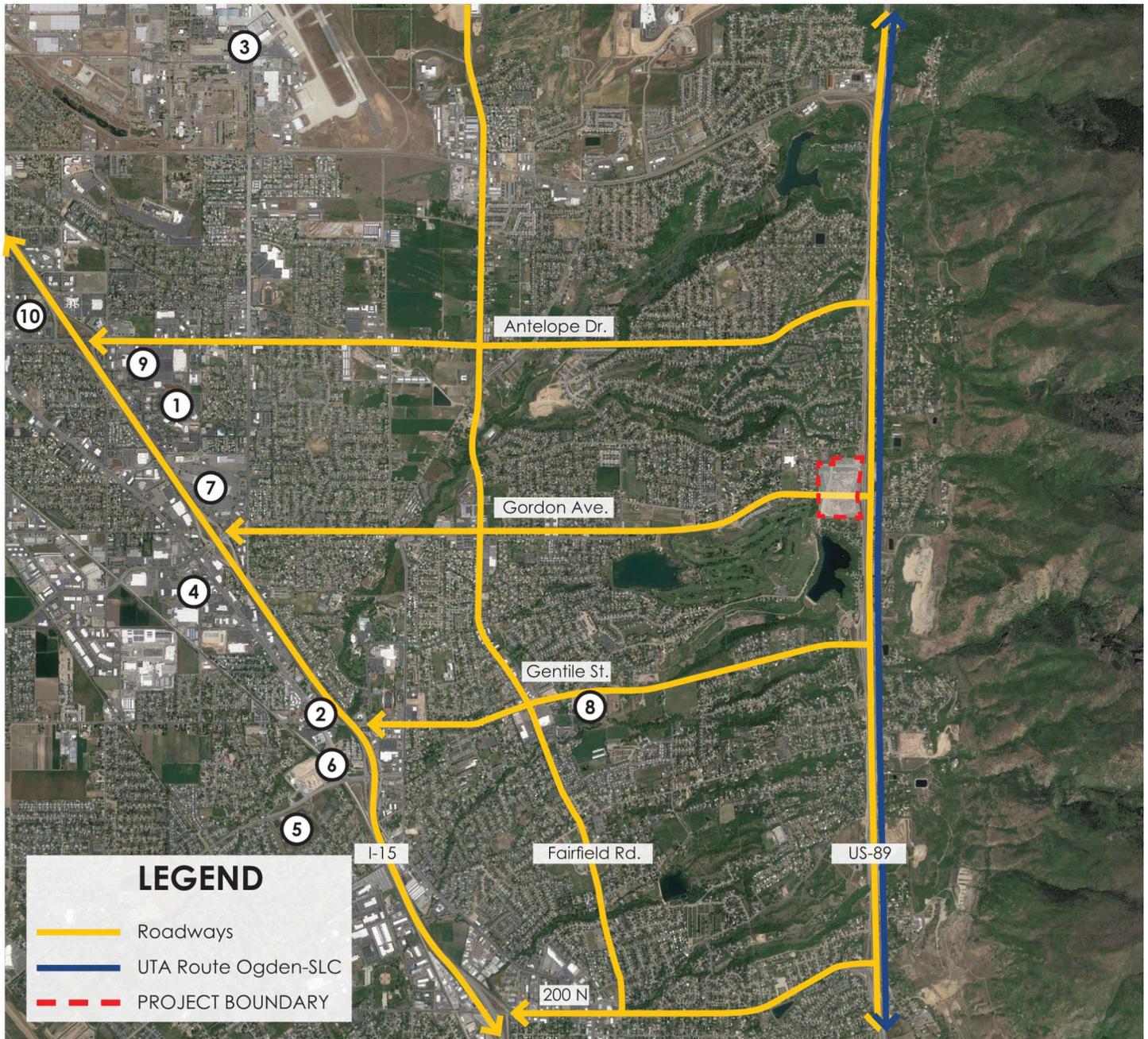
Gordon Avenue and Highway 89

Town Center Master Plan

Commercial Services and Amenities

There are also several non open space amenities within the larger region of the Gordon Avenue and Highway 89 Town Center. These amenities include:

1. Davis Conference Center
2. Downtown Layton
3. Hill Air Force Base
4. Hill Field Road Commercial Center
5. IH Hospital
6. Layton FrontRunner Station
7. Layton Hills Mall
8. Layton Temple
9. Midtown Commercial Area
10. Tanner Clinic and Davis Hospital



Gordon Avenue and Highway 89

Town Center Master Plan



Adam's Canyon Trail



Adam's Reservoir



Midtown



Hill Air Force Base



Layton FrontRunner Station



Valley View Golf Course

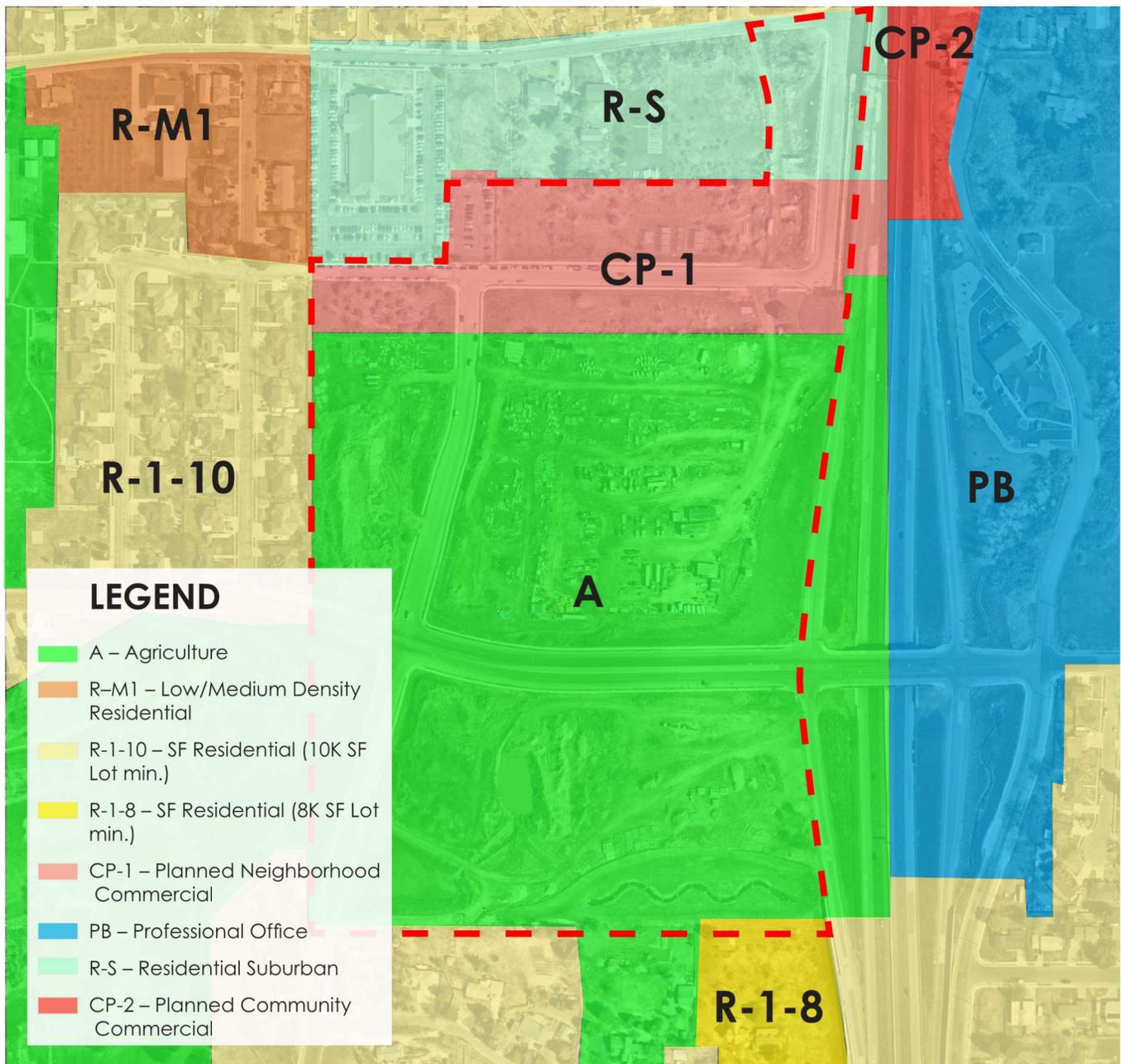
Gordon Avenue and Highway 89

Town Center Master Plan

Zoning and Land Uses

The majority of the project site is zoned A (Agricultural). The site contains approximately 37.02 acres zoned A (Agricultural), approximately 2.15 acres zoned R-S (Residential Suburban), and approximately 7.03 acres zoned CP-1 (Planned Neighbor Commercial). The commercially zoned areas are broken up into parcels that are not large enough to provide a viable commercial space. Although the area to the east of the town center

is zoned PB (Professional Office), the majority of the property is owned by Layton City or UDOT and will not be developed as professional office. The vicinity of the site is bordered by single-family residences, a golf course, and a church. The newly constructed frontage road for Highway 89 travels directly through the project site.



Zoning Assessment

The tables below provide an assessment of the existing zones that could be used within the town center.

Assessment of Residential Zones

	R-1-6 (Single Family Residential)	R-2 (Single and Two Family Residential)	C-TH (Condominium/Townhouse)	RM-2 (Medium Density Residential)	R-H (High Density Residential)	MU (Mixed-Use)
Land-Use	Single-Family Residential	Single-family attached, duplex	Townhomes, duplex, mansion homes	Multi-Family Residential	Multi-Family Residential	Commercial, Retail, Office, and/or Multi-family Residential
Units Per Acre	5.5	10.89	16	19.17	25.97	Density is based on design, height, parking, landscaping and setback requirements
Maximum Height	30'	30'	35'	35'	35'	35'
Design Standards	None	None	Yes, but updates are recommended	None	None	Yes, but updates are recommended
Considerations	Large setback requirements	Large setback requirements	Design focused development	Large setback requirements	Large setback requirements	Allows for commercial and residential uses

Assessment of Commercial Zones

	CP-1 (Planned Neighborhood Commercial)	CP-2 (Planned Community Commercial)	PB (Professional Office)	MU (Mixed-Use)
Land-Use	Commercial services for basic trade and personal services which occur regularly or frequently. It services both pedestrian and vehicular traffic	Provide a range of commercial uses greater than CP-1 but lower intensity than a regional commercial area. The zone focuses on vehicular-oriented services	Provide area for offices and institutions in which the intensity of use, in terms of hours of operation and number of customers, is less than that of a commercial zoning district.	Provide areas that may combine commercial or retail uses with multi-family residential uses within buildings, or within close proximity to other uses along a corridor or within a walkable district.
Maximum Height	40'	40'	35'	35'
Design Standards	Minimal	Minimal	Minimal	Yes, but updates are recommended
Considerations	Large front setback requirements, Zone is limited to commercial uses	Large front setback requirements, Zone is limited to commercial uses	Large front setback requirements, Zone is limited to small office uses with limited commercial	Allows for commercial, retail, office, multi-family but would need additional restrictions to regulate the amount of each use

Current municipal code provides for a variety of zones that allow for various residential density options. The residential zones are limited to 35' in height; providing increased height would allow for a broader range and design of residential units that could be constructed. The commercial zones are designed for pedestrian and

vehicular traffic, and can facilitate a broad range of commercial, office, and retail land-uses. The majority of the residential and commercial zones require a large setback and have minimal design standards, making it difficult to establish a cohesive pedestrian friendly development.

Gordon Avenue and Highway 89

Town Center Master Plan

Land Use Classification

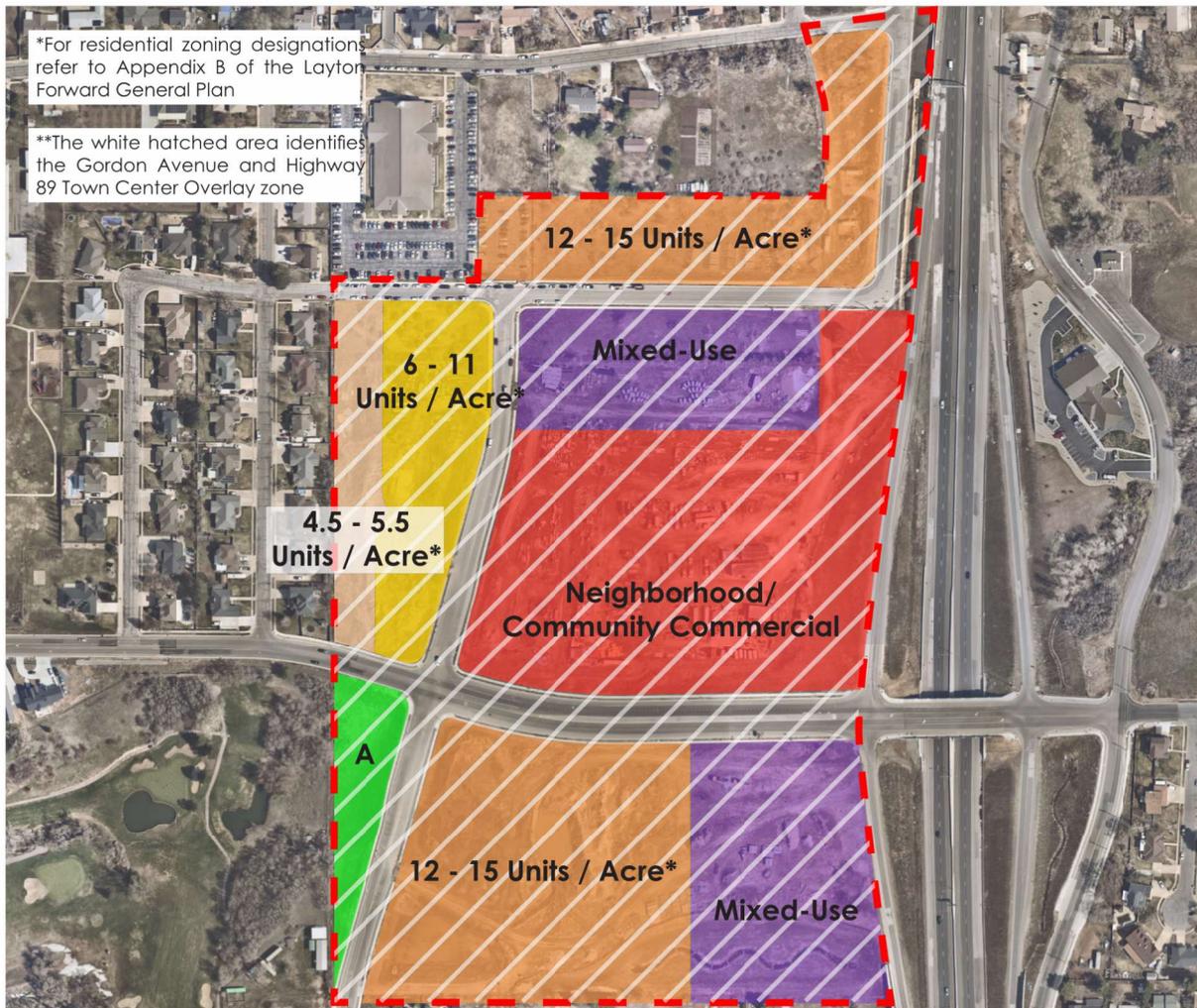
The preferred zoning map below seeks to provide applicable residential zones based on densities outlined in Appendix B of the General Plan. The commercial area has a designation of neighborhood/community commercial. Identifying the scale of commercial uses should be focused on local retail services.

Land-Use / Density	Approximate Size
4.5-5.5 Units per Acre / Detached Single Family Homes	1.97 Acres
6-11 Units per Acre / Residential Twin Homes, Mansion Homes	3.15 Acres
12-15 Units per Acre / Residential Townhomes	12.48 Acres
Mixed-Use Areas / Retail, Office and/or Residential	8.63 Acres
Neighborhood-Community Commercial / Commercial	11.72 Acres
Agriculture / Agriculture	1.59 Acres

Note: The size and location for each land-use classification outlined herein is general to allow for flexibility in development.

A Town Center Overlay Zone is recommended over the project site to create a cohesive development that can regulate design, and establish compatible building heights, setbacks, densities, and potential land uses for

the town center. The overlay zone should include flexible standards that allow for creativity in the development, while also focusing on pedestrian connections throughout the site and to surrounding outdoor amenities. The design standards should highlight the unique natural characteristics of the site and the surrounding area. To establish the proposed mix of commercial, retail, and residential uses will require the properties within the town center to be rezoned. A rezone process will require support of the property owner, UDOT. It is anticipated that UDOT will sell the property within a short time after completing all improvements needed to the Highway 89 road construction project. The City should partner with UDOT to establish an entitlement process either through a development agreement that outlines the requirements and process for development or by modifying the standards applicable to the property through a rezone process. The latter would require the City to create a new overlay zone that includes the design standards referenced herein.



Property Ownership and Land Features



Gordon Avenue and Highway 89

Town Center Master Plan

Project Process Overview

This project has been sectioned into five major phases which are: 1) kick-off and existing conditions, 2) public visioning and engagement, 3) alternatives analysis, 4) preferred scenario, and 5) public hearings. These phases help the City, its residents, property owners, stakeholders, and the project team work together to best understand the needs of the community in terms of culture, vision, development potential, fiscal and infrastructure needs, and best practices for a sustainable town center development.

Kick-Off and Existing Conditions

The process for this project began with meetings with elected officials and City staff to better understand some of the opportunities, constraints, and vision for the project area. In addition to this meeting, stakeholder interviews were held to further detail this vision. An initial market analysis was then conducted for the study area to better understand viable land uses and land use mix.

Following this, the project team compiled and analyzed relevant plans, City Code, existing zoning and future land use maps, UDOT and Utah Transportation Authority (UTA) plans, utility and infrastructure files, aerial photography, demographics, property ownership, and topography to better understand the opportunities and constraints provided in the kick-off and stakeholder interview meetings.

Public Visioning and Engagement

During this phase of the plan, input was gathered on how the various stakeholders (residents, staff, elected officials, property owners, and public agencies) would like the

area to develop, what they would like to see happen, and any other feedback. This process incorporated the opportunity to see potential development types and leave specific feedback for what is desired for this area. Feedback was received through one-on-one stakeholder interviews, a public open house at a Layton fire station, a visual preference survey, and a digital survey.

Alternatives Analysis

Based on the findings and vision established in the previous phases, three concept scenarios were developed. These were established around varied land use and transportation networks to better focus on the right street network and mix of land uses. These were submitted to City Staff for review, then a preferred scenario was created.

Preferred Scenario

Portions of each of the three alternative scenarios were selected by city staff, and a preferred scenario was then developed with a supportive traffic impact study, transportation reinvestment zone study, and updated market study.

Public Hearings

Public hearings were held by the Planning Commission and City Council to consider official adoption of the plan.



View looking east from the Gordon Avenue and Highway 89 Town Center

Public Engagement

To initiate the public engagement, 10 small group stakeholder interviews were held to gather targeted feedback on the property. This feedback included vision for the Town Center, area opportunities and constraints, elements to preserve within the Town Center, and how this Town Center supports the local residents and the other Town Centers within Layton.

Following the stakeholder interviews an open house was held at Fire Station 54 on June 29th from 6 - 8 PM.



It is estimated that over 300 residents were in attendance at the open house, and over 4,400 aggregate responses were received during the event. A digital survey was also created which gathered the same information, and was sent to all residents via a mailer following the open house event. There were 229 participants who completed the digital survey.



For additional information about the project, please contact the Layton City Planning Department at:

Planning@laytoncity.org

(801) 336-3780



The purpose of the open house was created to receive input from residents for the town center in four subject areas. These areas were:

- **General Vision and Overview** – which allowed residents to give open ended feedback about their vision for the area
- **Land Use and Community Character** – which discussed residential and non-residential development types
- **Open Space and Recreation** – which asked which amenities residents would most like to see
- **Transportation** – which addressed multimodal facilities and potential transportation improvements to increase access and safety

A brief synopsis of the open house feedback is provided below with more detailed public engagement results in the appendix. During this process the project team also looked into the preliminary branding of the site which included the orchard/farm theme with rustic elements, and urban orchards throughout the development. The logo created during this phase is shown in the appendix under the public engagement section.

Gordon Avenue and Highway 89

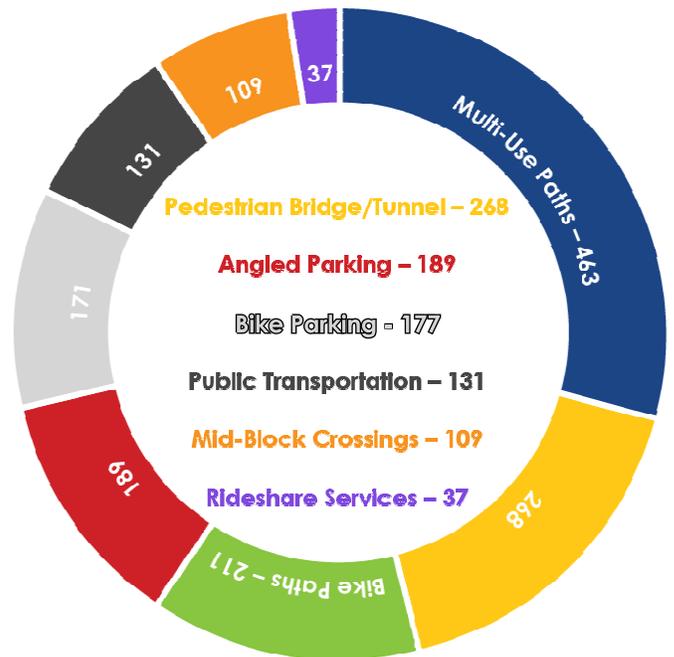
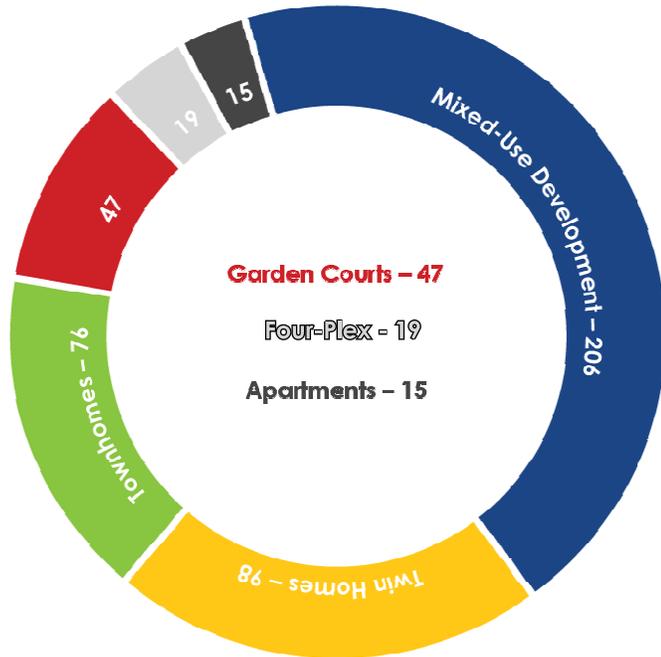
Town Center Master Plan

The results below were based on a visual preference survey. In this visual preference survey, individuals were shown images that represented different options for the Town Center and then selected the images/options they most wanted to see in the Town Center. The data

below represents the number of people who supported each individual option in the survey. Higher numbers indicate options that received more support and lower numbers indicate options that received less support.

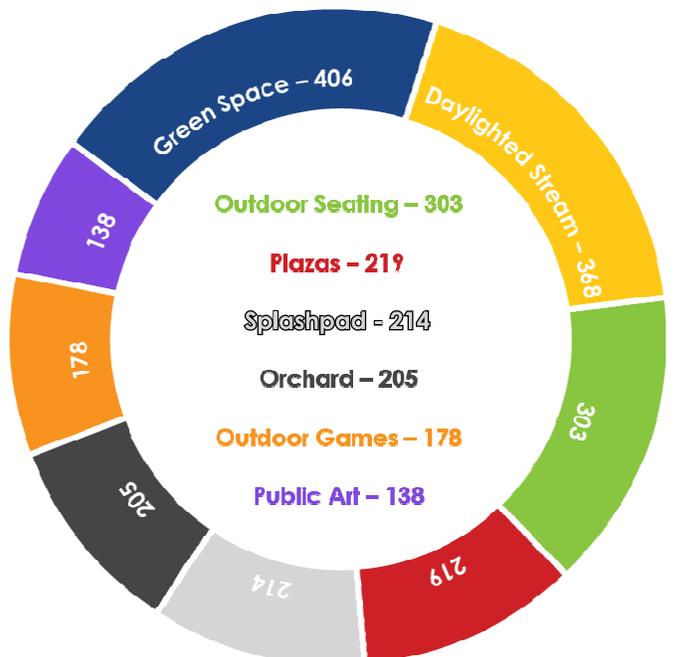
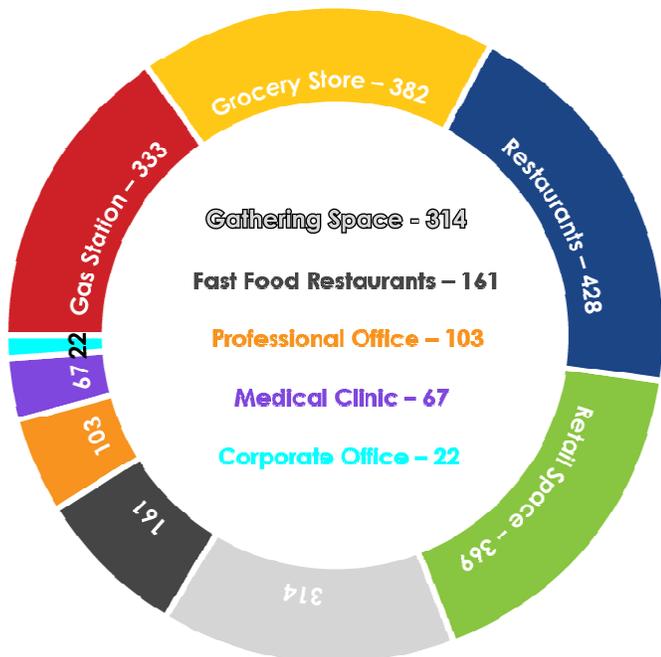
Choose the residential land uses you would MOST like to see within the Town Center

Choose the transportation infrastructure you would MOST like to see within the Town Center



Choose the non-residential land uses you would MOST like to see within the Town Center

Choose the open space / recreation amenities you would MOST like to see within the Town Center



Key Takeaways

The top ten visual preference survey ideas residents wanted to be incorporated within the Town Center were:

- Restaurants
- Mixed-Use Paths
- Retail Space
- Green Space
- Grocery Store
- Daylighted Stream
- Gas Station
- Gathering Space
- Outdoor Seating
- Pedestrian Bridge/Tunnel connecting the north and south sides of the project

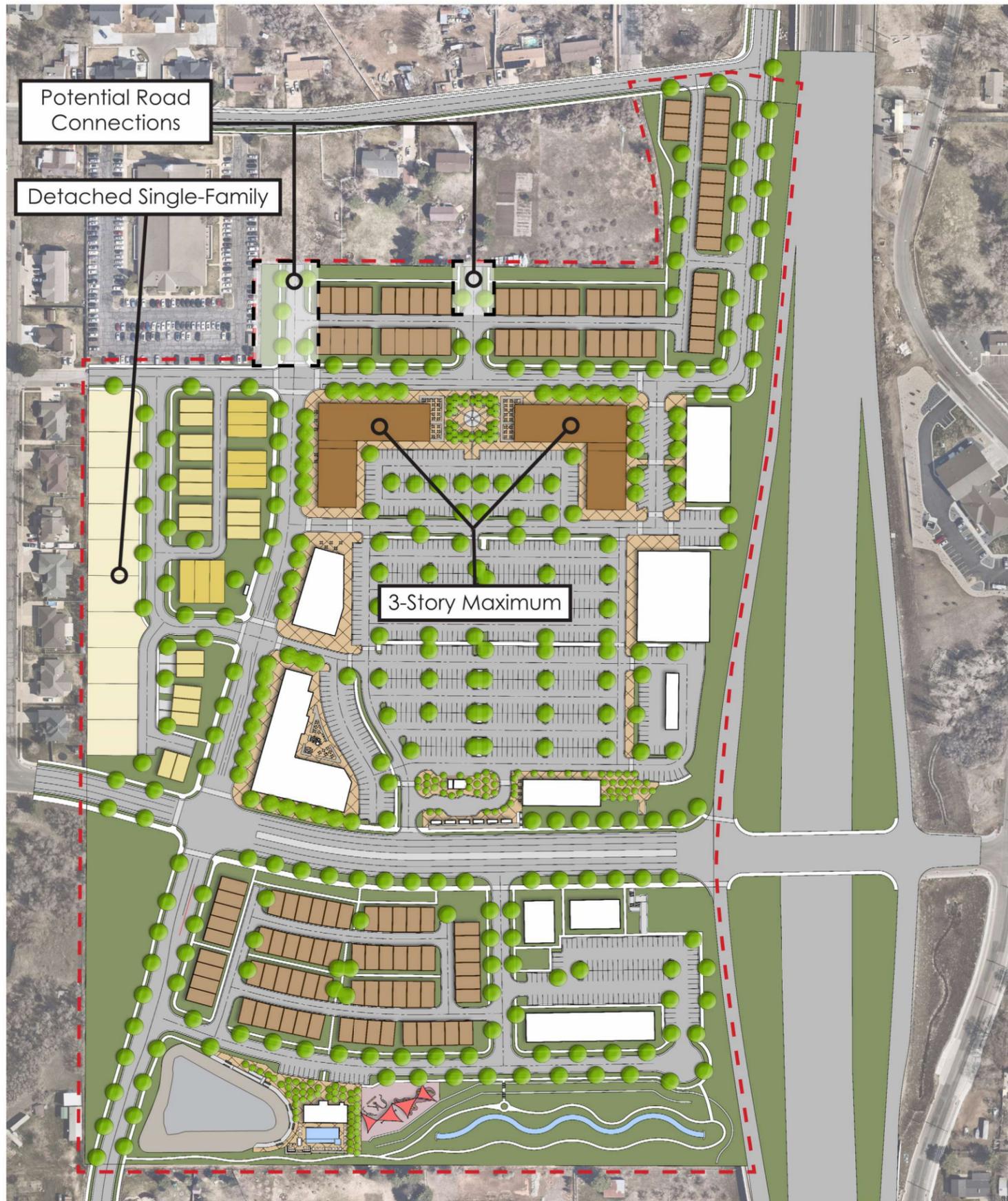
Note: A list of the preference survey comments can be found in Appendix A - Public Engagement Summary.



Gordon Avenue and Highway 89

Town Center Master Plan

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Preferred Conceptual Plan

STATISTICAL SUMMARY

	Project Total	45.13 ac
	Open Space	
	Plaza Space	
	Roads	
	Commercial/Retail Space	180,000 - 220,000 s.f.
Housing Types		
	6,000 s.f. Single-Family Lots	8 - 12
	Duplex	12 - 25
	Mansion Home/Triplex	6 - 15
	Townhomes	116 - 150
	North Density Housing	80 - 105
Total Housing Units		
		220 - 270
		4.9 - 6.0 (du/ac)

NOTE: This preferred plan is conceptual in nature. Building design, amenities, and road network are all subject to change.

Alternate Conceptual Scenario



	Project Total	45.13 ac
	Open Space	
	Plaza Space	
	Roads	
	Commercial/Retail Space	190,000 - 230,000 s.f.
Housing Types		
	6,000 s.f. Single-Family Lots	8 - 12
	Duplex	12 - 25
	Mansion Home/Triplex	6 - 15
	Townhomes	116 - 150
	North Density Housing	80 - 130
Total Housing Units		
		220 - 270
		4.9 - 6.0 (du/ac)
Off-Street Parking		
	Required Parking Spaces	730 - 760
	Provided Parking Spaces	730 - 760

Gordon Avenue and Highway 89

Town Center Master Plan



Development Statistics

BUILDING NUMBER	# OF FLOORS	LAND USE	TOTAL SQ. FT.	COMMERCIAL SQ. FT.	HOUSING UNITS	REQUIRED PARKING	PROVIDED PARKING
1	3	Mixed-Use Retail/Housing	68,250	22,750	45	170	170
2	3	Mixed-Use Retail/Housing	68,250	22,750	45	170	211
3	2	General Retail	28,800	28,800	0	115	115
4	2*	General Retail	10,860	10,860	0	44	44
5	2	Grocery Store	44,200	44,200	0	177	193
6	2*	General Retail	22,690	22,690	0	91	91
7	1	General Retail	7,000	7,000	0	28	28
8**	3	Mixed-Use Office/Housing	13,200	13,200	0***	22	25
9**	3	Mixed-Use Office/Housing	13,200	13,200	0***	22	25
10**	3	Mixed-Use Office/Housing	37,950	37,950	0***	64	68

LEGEND

- 1 STORY
- 2 STORIES
- 3 STORIES

*Functional one story building with facades made to look like a two story building.
 **Potential for building to be professional office services. (Ex. Dentist, medical clinic, attorney, etc.)
 ***In a mixed-use or housing only configuration, these three buildings combined could include from 20-60 housing units

Gordon Avenue and Highway 89

Town Center Master Plan

Renderings



Gordon Avenue and Highway 89

Town Center Master Plan



Artistic renderings of how the Town Center may look - These images do not depict final designs.



Artistic renderings of how the Town Center may look - These images do not depict final designs.

Gordon Avenue and Highway 89

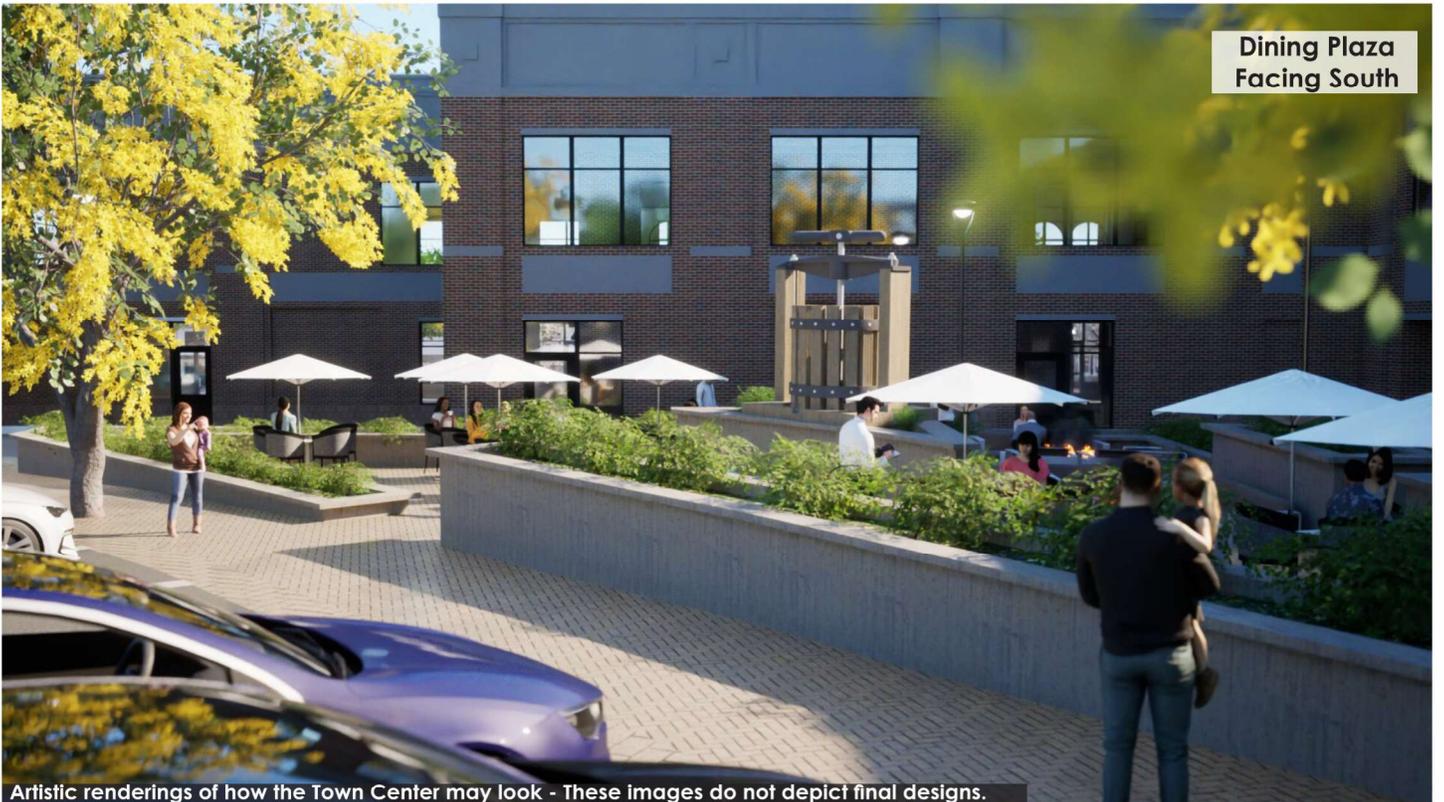
Town Center Master Plan

Town Square
Facing Southeast



Artistic renderings of how the Town Center may look - These images do not depict final designs.

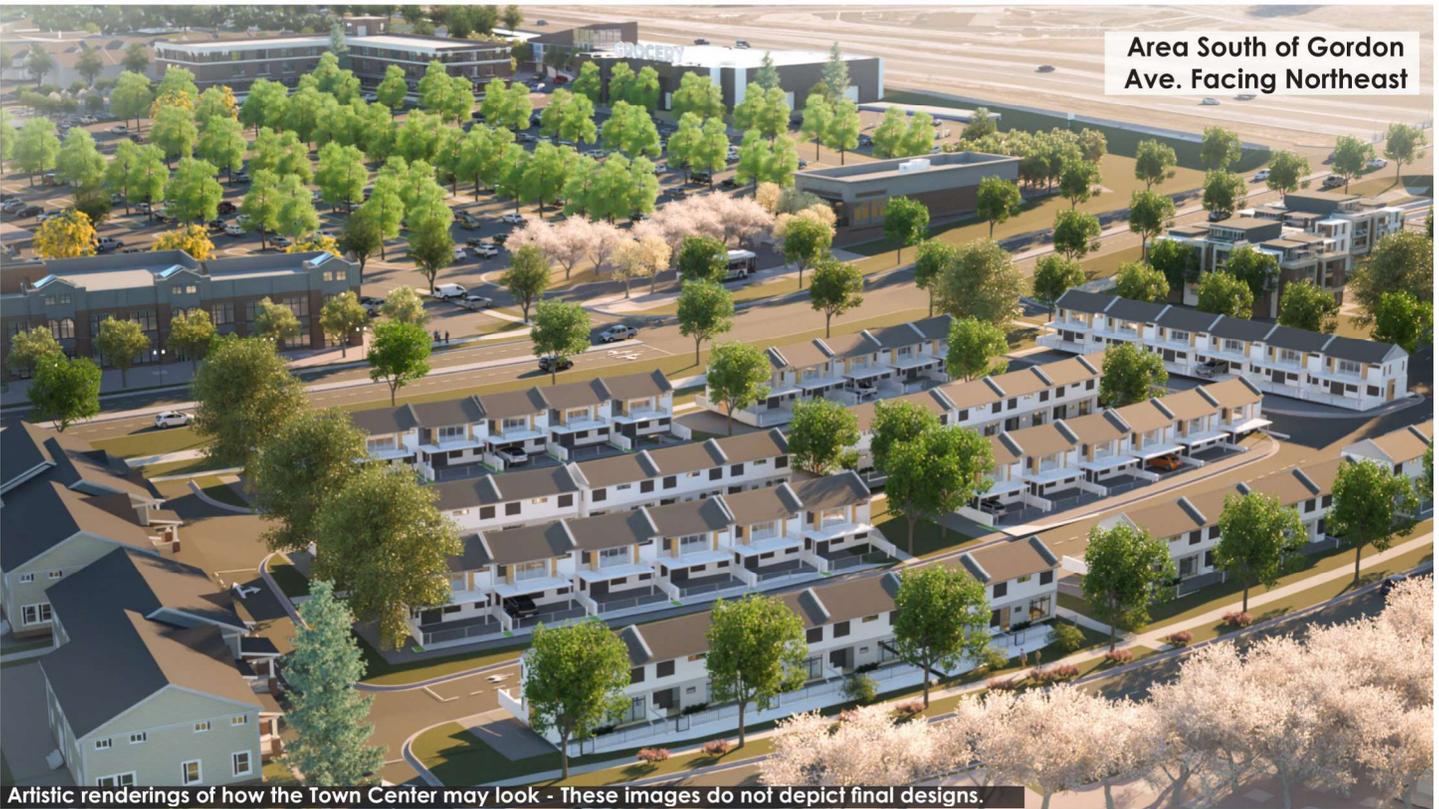
Dining Plaza
Facing South



Artistic renderings of how the Town Center may look - These images do not depict final designs.

Gordon Avenue and Highway 89

Town Center Master Plan



Gordon Avenue and Highway 89

Town Center Master Plan



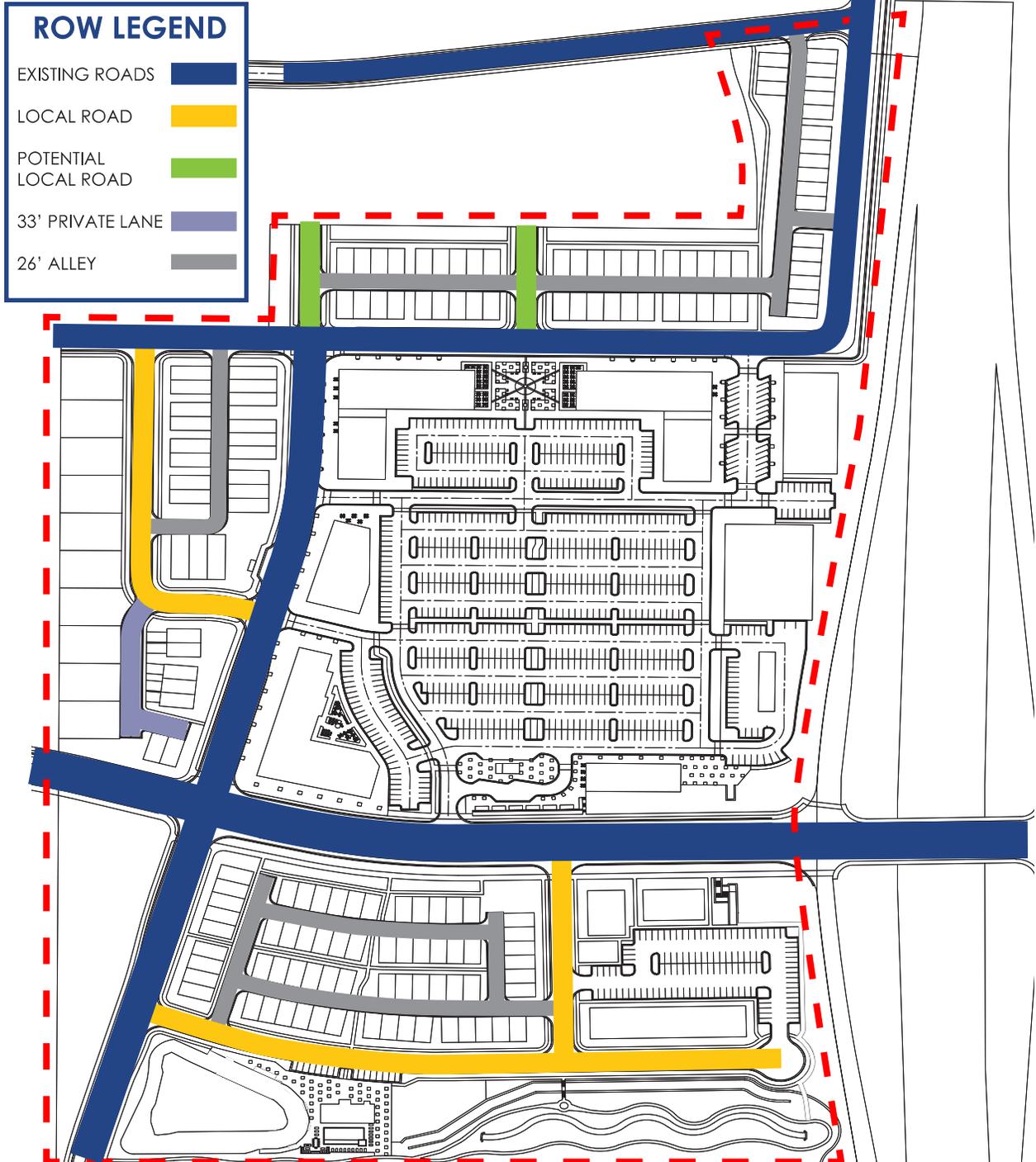
Artistic renderings of how the Town Center may look - These images do not depict final designs.

Gordon Avenue and Highway 89

Town Center Master Plan

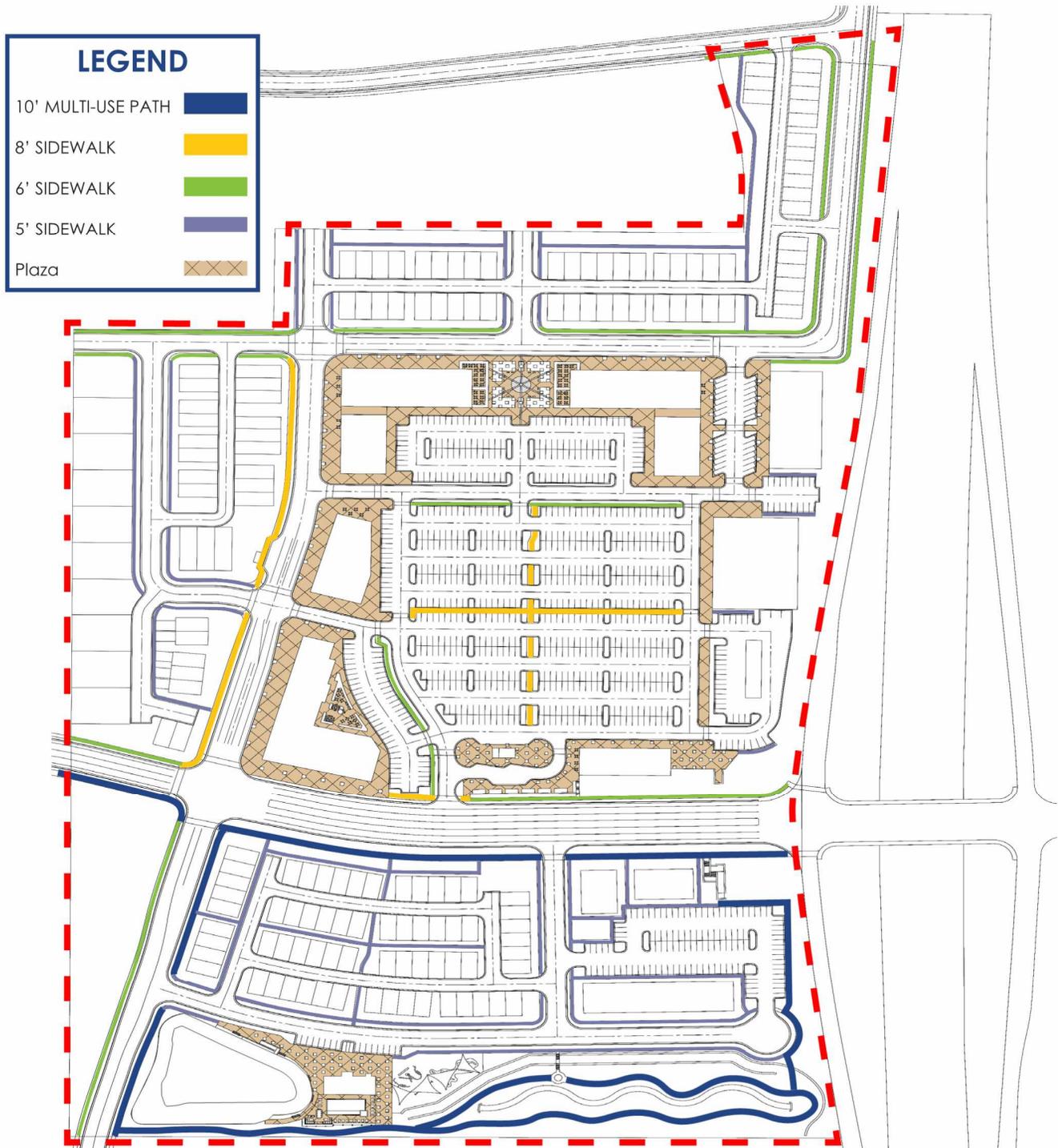
Potential Thoroughfare Plan

The general street network is delineated below, indicating major street types and their potential general location. Streetscape cross-sections associated with the proposed thoroughfare plan will be built in accordance with Layton City engineering standards for street widths.



Potential Sidewalk Master Plan

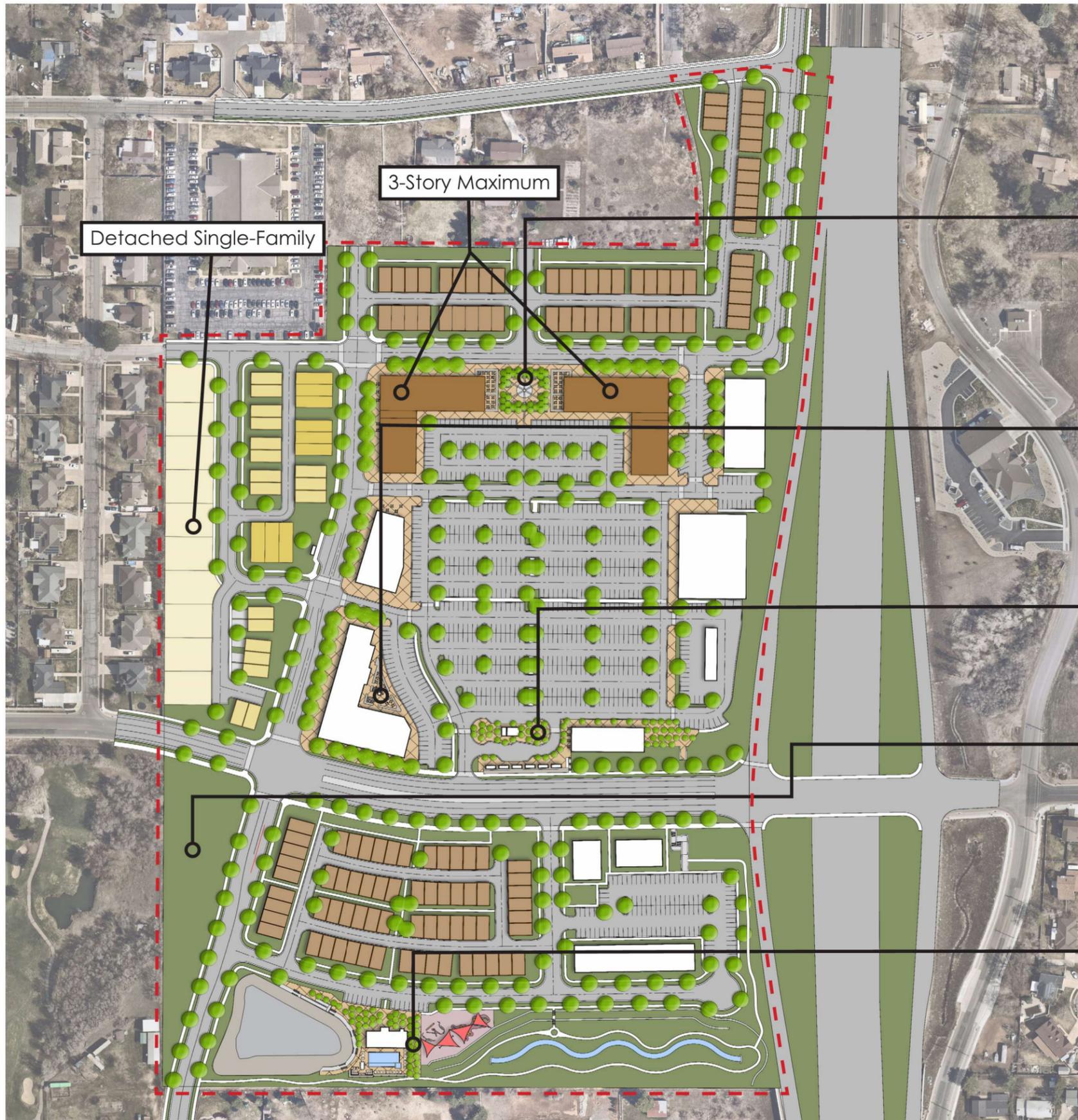
The general layout of sidewalks and multi-use paths within the development is delineated below. For additional Active Transportation Plan facilities in the area see pages 2 and 5 of this document.



Gordon Avenue and Highway 89

Town Center Master Plan

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Open Space Plan

- Town Square**
- Outdoor Dining
 - Raised Planters
 - Orchards
 - Outdoor Seating
 - Lighted Plaza
 - Themed Splash Pad



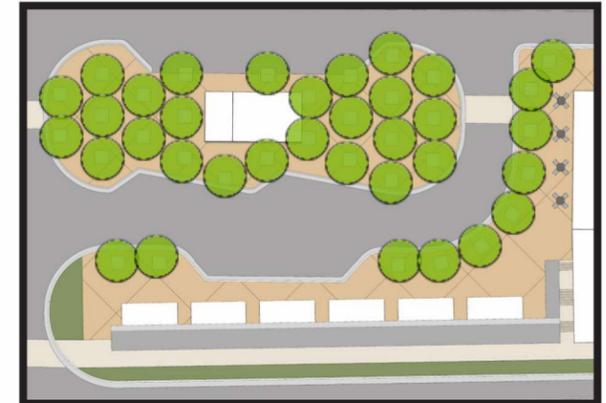
Town Square

- Dining Plaza***
- Outdoor Dining
 - Raised Planters
 - Themed Elements
 - Outdoor Seating
 - Lighted Plaza
 - Fire Pits



Dining Plaza

- Mobility Hub***
- Outdoor Seating
 - Orchards
 - Lighted Plaza
 - Restrooms
 - Transit Station
 - Multi-Use Path
 - Covered Bike Parking



Mobility Hub

- Trailhead***

- Amenities***
- Public Amenities
- Large Playground
 - Stream Bed
 - Covered Pavilion & Lighted Plaza
 - Small Activity Lawn
 - Walking Paths
- Private Amenities **
- Clubhouse
 - Pool & Hot Tub
 - Cabanas & Lounge Chairs
 - Fire Pits & Outdoor Seating
 - Barbecue Grills

Footnotes:

* These are proposed potential amenities and are subject to change.

** Proposed amenities would be associated with a private development, these are not public amenities.

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Market Study and Traffic Impact Study Overview

Market Study Synopsis

As stated in the market study for this project, the supportable commercial analysis reinforces the current concept site plan for the Town Center, and with a high concentration of projected growth, the strong market that has existed in Layton for many years, proximity to a regional transportation network such as Highway 89, and minimal overlap with competitive market sites, the Town Center provides an ideal location for the expansion of neighborhood scale retail. This will be aided by the conversion of the parcels surrounding the Town Center, currently owned by the Utah Department of Transportation (UDOT), to mixed-use for development purposes. The Town Center will primarily serve local demand based on convenience-oriented neighborhood scale retail, with a focus on offering day-to-day goods and services, while providing a gathering place for Layton residents.

Traffic Impact Study Synopsis

This piece of the Town Center study addresses the traffic impacts associated with the proposed town center development.

Given the project's proposed mixed-use development, the project is anticipated to add an additional 17,562 daily trips to the roadway network, including 737 trips in the morning peak hour and an additional 1,525 trips in the evening peak hour. This was calculated by looking at projected users for the amount of square footage for each use the market study supports, which included approximately 145,000 square feet of commercial space, 350+ units, a gas station, and a mobility hub.

The level of service (LOS) for both morning and evening peak hours was determined for each study intersection under the existing and existing plus project scenarios as outlined in the Traffic Impact Study (TIS). The results of the analysis are summarized in the TIS in the appendix.



Appendix A - Public Engagement Summary

OVERVIEW AND VISION



Public Open House/Online Survey Notes and Comments:

Land Uses

- 12 ▪ Walkable mixed density residential, with local dining, shops, and quality design like Station Park
- 6 ▪ No multi-residential
- 2 ▪ No gas station
- Small police station
- Existing coffee shop has been open during construction. They should be included in commercial space they paid their dues!
- Grants/pricing for local businesses like Grounds for Coffee. No Big Box.
- We need a toy store. How about Teton Toys

Transportation

- 9 ▪ Re-Do the intersection at Gordon Avenue and 2625 East, put in a traffic circle, or place a stoplight here. Individuals can't see towards the East or West. It is an unsafe intersection for pedestrians to cross.
- 9 ▪ Do not complete proposed Road H to Cherry. Does not benefit anyone already connecting north. Make proposed Road I more fluid into road G.
- 5 ▪ Complete road (2625 E/"H") to Cherry Lane
- 4 ▪ Frontage Road From Cherry Lane to Gordon
- 3 ▪ Move stop signs closer to road on 89 entrances and exists
- 2 ▪ Lights at intersections (Pointing to both sides of the interchange)
- 2 ▪ Very dangerous school crossing. Everyone speeds here. Need cross walk/or light. (Pointing to 2550 E and Gordon Ave.)
- 2 ▪ Excessive traffic on 2575 E. no more thru traffic!
- 2 ▪ Excessive Speeds along Gordon Ave.
- No Traffic Lights!!
- Excessive speeds and traffic volume on this residential street (1400 N). Need stop signs (4-way)

Design

- 16 ▪ Add noise/sound wall along south side of Gordon!!
- 6 ▪ Dark Sky
- 3 ▪ No billboard signs
- 2 ▪ Environmentally pleasing to the eyes.
- Please don't cover mountain view by building tall buildings or homes.

- Outdoor "REI" feel...central gathering space with a vibe for outdoor recreation shops/venues.
- Open Space and Amenities
- Green Space!
- Weekly Farmers' Market
- Park (like by City Hall), playground, ballfields, gathering space, bike trail, keep the character of the area.
- Ice Rink!
- Dog Park
- 2 ▪ Plant trees around perimeter to honor orchards that were here before.
- 3 ▪ Trails
- 1 ▪ Amphitheater in park for mini concerts, outdoor movies (Connor Laughlin Creek Reservoir)
- Senior Center

General

- 1 ▪ Increased taxes, traffic, signals, crime. NO!
- Why isn't this part of the Town Center? (Pointing to the Wall Family properties)
- 3 ▪ Single Developer, good track record, follows master plan
- Should the money be spent elsewhere? Like revitalizing "downtown" Layton instead.
- Clean, efficient, family-oriented
- Nothing
- Would prefer no development here at all.
- A cool "welcome to Layton" sign on 89 instead of a single dopey Layton sign.
- Don't cover mountain view from Homeowners who have lived since 1994!
- Like

Gordon Avenue and Highway 89 Potential Logo Design

- Like



- # Dislike
- #

TRANSPORTATION

Public Open House/Online Survey Notes and Comments:



Mid-Block Crossings



Multi-Use Paths



Bike Paths



Bike Parking



Angled Parking



Pedestrian Bridge/Tunnel



Public Transportation



Rideshare Services

Transportation

- 3
 - Finish road (2625 E) to Cherry Lane
 - 4-way stop on on 2575 E and 1400 N
 - All-way stop at Gordon Ave and 2575 E
 - Maybe a gate closing 2550 E from Gordon
- 9
 - Improve frontage road to divert traffic from using 2575 (and 2550 e) east as a frontage.
- 1
 - Do not extend 2800 E across Cherry Lane.
- 22 2
 - Traffic signal/Traffic Circle at Gordon Ave and 2625 E
 - Vehicle headlight issues south bound off ramp ssw into back yards windows
- 2
 - Need curb cuts off 2575 E for wheelchairs to cross Gordon Street to walk on the other side
 - 2625 needs to go through to cherry lane. 2575 is too narrow to be a primary rd.
 - Please provide concrete fence wall between residential single family homes on 2575 E. And new development. Like you have down Gordon.
 - Crosswalks need to have some sort of alert light and very well marked or people just drive right through.
- 7
 - Traffic circle at 2550 E so children can cross safely
 - Crosswalk on Gordon for kids and walkers or runners south side to get across to elementary school! Needed Now!!
 - Sidewalk on east side Dr.?
- 2
 - Connect trail to park on east of Highway 89
- 5
 - Dedicated bike lanes not sharrows
- 2
 - Circulator shuttle through development
- 2
 - If rideshare and bus is still on antelope they maybe don't need one here
- 2
 - Why here? we already have commuter lots nearby.
- 2
 - We want all of this, especially the bus to Ogden-SLC.
- 2
 - Parking/Bus stop for bus to FrontRunner
- 2
 - East West Route Public Transportation to downtown, especially for those with disabilities
- 1
 - Make adequate parking space and vehicle lanes.
- 1
 - Public EV fast charger 250kw
- 3
 - Good traffic control is paramount! Ample parking and preventing traffic back-ups in the surrounding areas
 - No large parking lots please. This would increase crime in the area.
 - Whatever you do, just don't do another "can't turn left" intersection"
 - Please do not put a road connecting Cherry lane to this area next to the stake center. The parking there is already problematic.
 - Undesirable emissions ordinance enforced.
 - Two tunnels
 - More traffic, more traffic signals, increased property taxes, increased crime. NO!
 - Van accessible wheelchair parking

Like
Dislike

OPEN SPACE AND RECREATION



Public Open House/Online Survey Notes and Comments:



Daylighted Stream



Outdoor Seating



Orchard



Green Space



Plazas



Public Art



Splashpad



Outdoor Games

Open Space and Recreation

- 6
 - Open Space
- 11
 - Multi Use Biking/Walking Paths - Connect to Bonneville Shoreline
- 15
 - Clean and Family Friendly Park
- 5
 - Plant Trees
- 22
 - We could use a Dog/Pet Park!
- 13
 - Rec Center/Sports Facility- Turf, Soccer, Aquatic Center, Pickleball, etc.
- 3
 - Ice rink!
- 4
 - Community Garden space. Teach kids how to grow food!
- 4
 - Outdoor gathering space that preserves the area's natural beauty.
 - I have a child w/a disability. Please Build an all accessible playground =)
 - Path around Andy Adams Lake
 - We need another open cemetery in Layton.
 - Check out Carmel, Indiana's open space community space incredible <3
- 3
 - More nature and less building development. Parks, bike paths, trees, etc. A giant park would be awesome!
 - You could build a Bike Park!
 - Parkour or ropes course
 - Outdoor amphitheater
 - Farmer's markets
 - A Gym would be great here.
 - It would be great to see a multi use path such as the large sidewalks built around that area. It allows runners like me to get to areas doing what I love!
 - I think it would be great to see a communal area for East Layton. Especially with multi use side walks for any kind of activity.
 - Multi-use paths to connect to other trails – Denver-Rio Grande, Kays Creek
 - Green space. Summer grass, winter sledding hill. Great place for kids to play

Like
Dislike

LAND USE AND COMMUNITY CHARACTER



Public Open House/Online Survey Notes and Comments:



Twin Homes



Four-Plex



Townhomes



Garden Courts



Apartments



Mixed-Use Development



Grocery Store



Retail Space



Restaurants



Corporate Office



Professional Office



Medical Clinic



Gathering Space



Fast Food Restaurants/Drive Thrus



Gas Stations

LAND USE AND COMMUNITY CHARACTER



Public Open House/Online Survey Notes and Comments Continued:

Retail

- 28
 - 15 2
 - 5
 - 1
 - 4
 - 11
 - 5
 - 2
 - 3
 - 1
 - 8
 - 1
 - 3
- Trader Joe's
 - Farmington Station-like space.
 - Maverick Gas Station
 - Car Wash
 - Small Grocery Store
 - Local/Small Businesses
 - Convenience Stores
 - Breakfast Restaurant
 - Ice Cream Parlour
 - Movie theater
 - I would love for it to be a destination for many facets of life. I'd like to see local interesting restaurants, a spot for exercise classes, a nice grocery store, a walking friendly area with a nice place to hang out and relax, a small concert and arts venue, and a coffee/tea shop.
 - Do not put a strip mall in there that is going to look like crap in five years
 - If it is necessary to put in a gas station (we already have enough), at least low-key signage rather than blaring 100 foot poles.
 - An outlet type of shopping are kind of like Station Park with some restaurants and retail stores. Trader Joe's and Starbucks and retail like H & M and others.
 - No big box stores! Keep the lovely character of the area!
 - "I would love to see some local charm. A unique cafe, desert shop, restaurant, small grocery like Trader Joe's, boutique shopping. Lots of green space, bike parking and very walkable. Easy for the already established neighborhood community
 - Please do not create Farmington Station, leave commercial structures in down town Layton.
 - Bountiful town square and main street as pattern so well done, fun, family centered, clean, managed well, etc.
 - Serene outdoorsy environment with lots of grass and trees; walkable fitness trail. Please do not put anything that would attract hoodlums. Build the environment to fit the current culture and environment would be great, No Blockbuster style stores/businesses.
 - A place with easy walking access, calm outside areas to relax and enjoy some live music. Small personally owned restaurants without all the chains.
 - A space with retail and restaurants and green space for an urban feel with a touch of home!
 - City Creek SLC!!! Great model! No highrise apts. Must not block views
 - Casual sit down restaurants, indoor outdoor ets. With relaxing atmosphere. We need a nice relaxing area. To get out of the hustle of the day. Clean, trees and flora, if it just crammed with tight buildings it will just be another eyesore on the once beautiful bedroom city. This area is the east gateway.
 - Think "Daybreak" here. They have done it so well. This is not a large space but keep it green natural, peaceful, relaxing, residential free,(we have overpopulated our fair city). Yes a few shops and restaurants, but keep it open, green, parks, play areas. An oasis to hang out and enjoy! Thank you for listening.
 - Recreation and fun laid back atmosphere. Few restaurants, coffee shop, soda shop, lots of park and paths, dog park (Layton has no dog parks), lots of shade and seating. Fun activities (splash pad, playground). We have enough real estate around. And office space just seems to be out of place. Have it be an area for everyone versus space being taken by people who would live or work there.
 - Scenic - shops- fun place to gather for date night like ice cream restaurants- unique food places - entertainment
 - I really hope it's a nice place that makes you feel good about going and not just a generic chain shopping plaza
 - My biggest request to keep it as "rural" feeling as possible, while still promoting progress. I just don't want it to feel like a bunch of concrete and asphalt. I grew up a couple hundred yards from the area and I want it to feel similar to how it's always felt. A u-pick orchard would be really cool too. Lots of green space and places for families and kids to gather, but not purely shopping like station park. That is way too busy for the area.
 - Build an outdoor amphitheater for local talent to use.
 - Low profile buildings, 1 or 2 story only, that
- # Like
Dislike

LAND USE AND COMMUNITY CHARACTER



Public Open House/Online Survey Notes and Comments Continued:

don't block mountain and valley views. High quality food places like Panera, Corner Bakery Cafe, Costa Vida. Maybe a Soda place like Fizz.

- 1
- 2
- 6
- 2
- Accessible, Retail, Recreation
- NOT Great Clips, or Autozone, or that stuff. We need useful infrastructure.
- Like Italian Piazza- more classic than just a plaza
- Whole Foods
- No car wash or gas station
- Please we don't need commercial here. Keep it in downtown Layton!

Mixed-Use/Walkability

- 1
- Walkability/ Pedestrian Friendly
- Smart mix of commercial and residential with limited multi family housing and industrial businesses
- Pedestrian outdoor space.
- It would be great if this project was pedestrian-centric. Giant parking lots like the mall and farming station are ugly and not practical for walking around. Street parking would be preferable over parking lots.
- Ground floor retail, professional office, etc. 2nd and 3rd floor residential.
- Beautiful shopping and town center. Hopefully themed with fountains and green space. Not cookie cutter and not with large big box stores or generic buildings. No new homes, unless they are mixed-use with businesses down below them
- A shopping area with easy access from 89 but safe for people to walk from nearby neighborhoods
- Walkable town center with amenities that draw citizens to the area that not only benefits those driving by, but also those who live in the area.
- Combination of small housing apartments, local shopping and green space
- Economically viable high end shops and town homes.
- A pedestrian friendly project where you can feel secure letting your kids bike or walk without fear of getting hit by a car.
- Restaurants, grocery store, shopping, condos incorporated into the lifestyle
- Affordable housing with plenty of parking and a family friendly restaurant and corner market.

54

- Small shops with leasable space for mixed-use. Breakfast place, boutiques and such. One or two anchor stores, primarily grocery and household.

Housing

1

- 1
- To maintain the existing quiet nature of the area, avoid high density housing, avoid retail, and avoid additional traffic.
- The demographic population voting is established, wealthy, and older. Young people would love more multifamily housing in this location, green and outdoor. Socializing spaces.
- We need single family homes
- Place for families, less cars, no apartments, business you can walk to, small local restaurants
- Local flavor similar to local piazzas in Italy. Variety of restaurants and shops. Outdoor dining options. Walking and visiting friendly. Variety of architectural features and landscaping. No apartments, townhouses, multi-storied structures, etc. Maintain views of mountains and valleys. Provisions for local small entertainment groups - singing groups, instrumental, etc. Warm, cozy, inviting atmosphere.
- My overall vision is to have a serene area open and green space, some single family or duplex homes with limited retail.
- Support for the homes surrounding the area. A few restaurants, gas station convenience store, coffee shop, car wash. No large business stores, warehouses, apartments. Twin homes owned would be ok. Limit unit density to reduce potential cars. Would like to see "dark sky's lighting, all buildings have the same exterior colors and appearance. Landscape buffer 25-30 feet behind curb along all major roads in rock and low water vegetation. Possible business buildings that are single story.
- Beautiful natural greenspace to walk, picnic, relax. Not a bunch of apartments to add to the water usage and traffic problem in Layton. Please use common sense here it is not always about the money. I live down the street from this project. Please keep this a nice place to live, not a noisy traffic jam!
- Single family homes and some businesses,

LAND USE AND COMMUNITY CHARACTER



Public Open House/Online Survey Notes and Comments Continued:

such as a grocery store, a couple of restaurants etc. classy places. Please no more town homes, twin homes, apartments or other close quarter housing.

- Single family homes with a grocery store and open park space for families. Do not create another Station Park type development. Leave east layton as a family centered single family home location.
- Low density mix of single family homes (rambler/patio homes) adjacent to existing homes on 2575 E and commercial (Maverik, grocery, McDonald's, car wash, sit-down restaurants) closer to Hwy 89 with green space (park, walking trails) mixed in.
- Nicer than the ones at Heat 293 and Gordon and Fairfield.
- Upscale homes compatible with the others in the area. Unique, Upscale shops. A park. A fountain or other tasteful art.
- Middle to upper class.
- Residential on the West Side
- 4 ▪ I would love to see units set aside for affordable housing given our crazy housing market.
- 1 ▪ Small single family homes so young folks can afford a home
- No High Rises
- Limited Development maybe a few patio homes

Other

- No Billboards
- Something that feels like a small town
- A fun and safe place for everyone to have fun
- A child-friendly spot.
- A beautiful place!!
- A place not overly crowded but useful for the community and in harmony with the area
- A place that is nice to look at and be around. Things to do there.
- Appealing to look at, not overcrowding, not too much traffic for the area
- At the very least put a liquor store in
- Good lighting around the area of it would make it feel really welcoming
- I would like to see the use of plants that are native to Utah on display as part of the landscape, to encourage people to use our beautiful native plants instead of other,

random ornamentals. To attract pollinators for people's education and enjoyment and to save water.

- A high quality, upscale development consistent with the Layton Forward master plan.
- Clean and appealing
- Control night light pollution – keep it dark at night
- 1 ▪ Micro hometown center
- Keep a rural downtown feel
- Quiet area that provides a function for the immediate neighborhood. Not looking for a tourist attraction:
- Safe and sustainable development
- 1 ▪ Senior Center
- Single developer with good track record. Utah based preferred.
- No self storage site!!
- Have ya'll thought about the increase costs for police patrols if you build business centers you bring crime to neighborhood. Just a thought.
- Keep streets lights to minimum and yellow not blue hue

- # Like
- # Dislike

Appendix B - Amenities and Theming

Open Space Amenities and Theme

Potential Public / Quasi-Public Amenities



Urban Orchard



Outdoor Dining



Outdoor Seating



Fire Pits



Outdoor Lighting



Themed Plaza Design



Splash Pad



Stream



Walking Paths

Potential Private Amenities



Barbecue Grills



Playground



Community Pool



Poolside Cabanas



Clubhouse

*These are proposed potential amenities and are subject to change.

Gordon Avenue and Highway 89

Town Center Master Plan

General Amenities and Theming

Branding and theming of the development helps establish a sense of place, and encourages neighbors and visitors to form connections and memories with the development. The images on the next two pages are added to create the feeling and style of the development and depict how the architecture and elements may look. It is not

anticipated that the development will look exactly how these images are depicted, only offer guidance for the how the architecture, theme, and elements should be scaled to the pedestrian.

Buildings and Architecture



Lighting



Fencing



Amenities and Theming Continued

Signage



Additional Elements



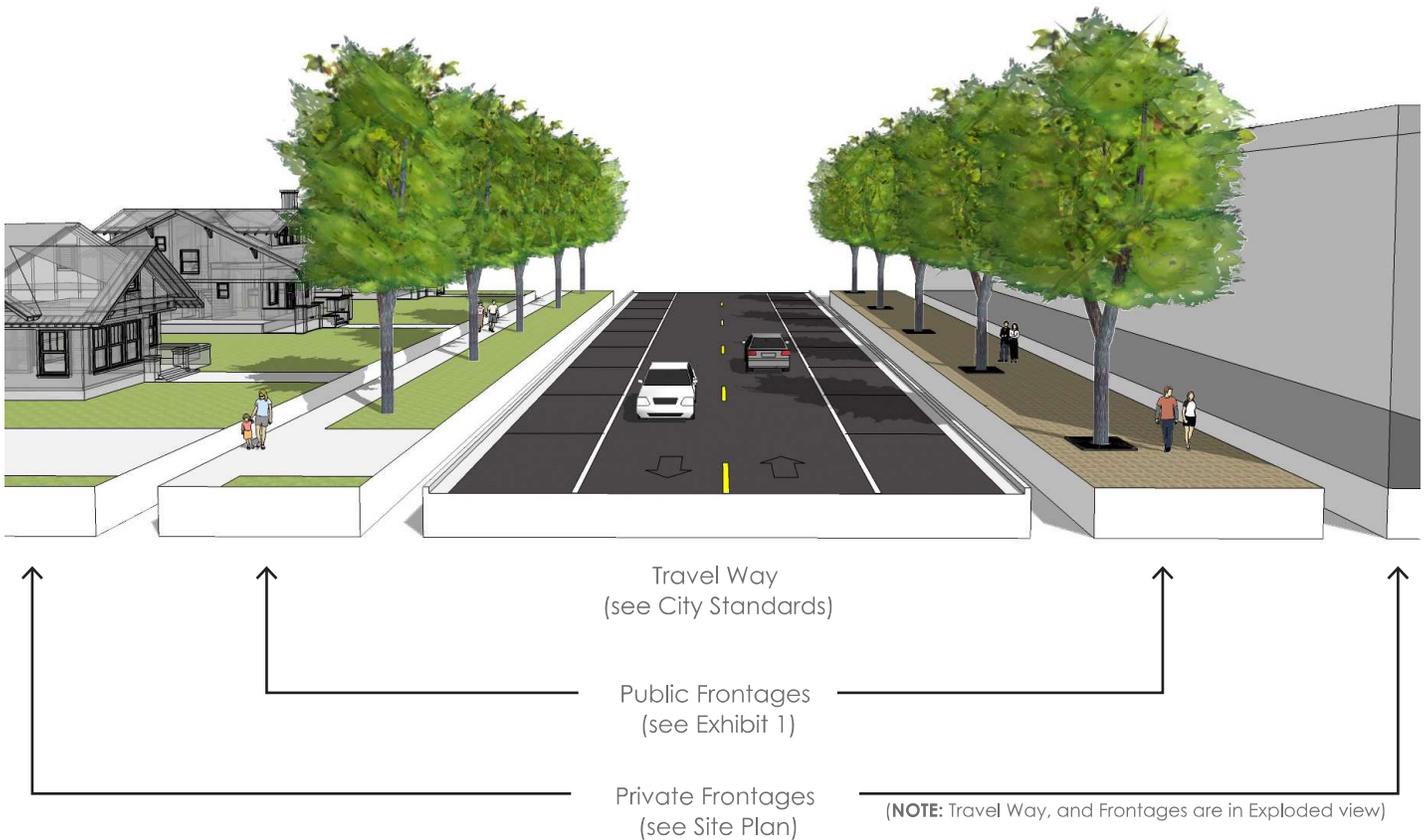
Appendix C - Recommended Street Standards

Street Standards

All streets within the Gordon Avenue and Highway 89 Town Center will comply with City Standards and are measured from back of curb to back of curb. Each street shall include a travel way, a public frontage type (within the right-of-way) on both sides of the travel way, and private frontage types on both sides of a street.

Public frontages shall comply with standards shown in Exhibit 1.

Private frontage types are designed as part of the overall Site Plan based on City approval.



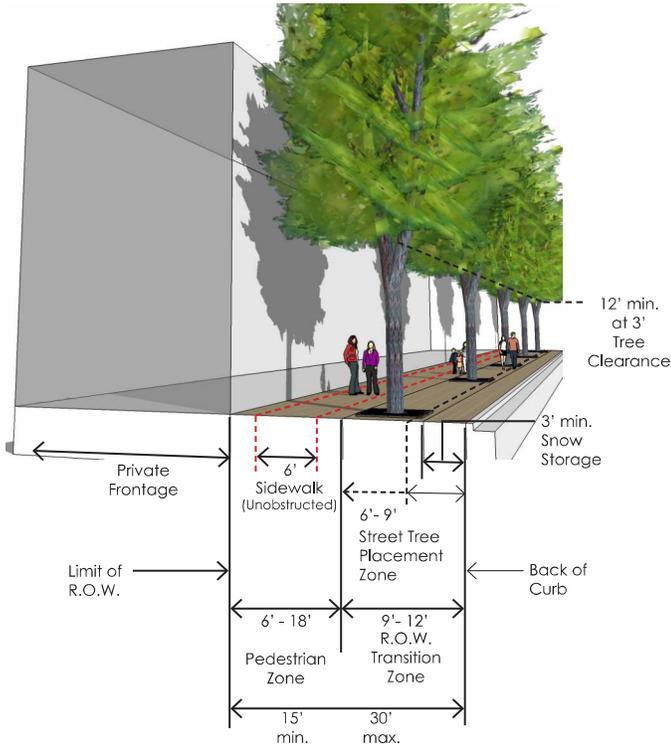
Gordon Avenue and Highway 89

Town Center Master Plan

Exhibit 1 - Public Frontage (PF)*

*Setbacks for non-residential development

Full Range of PF Dimensions



Public Frontage Standards

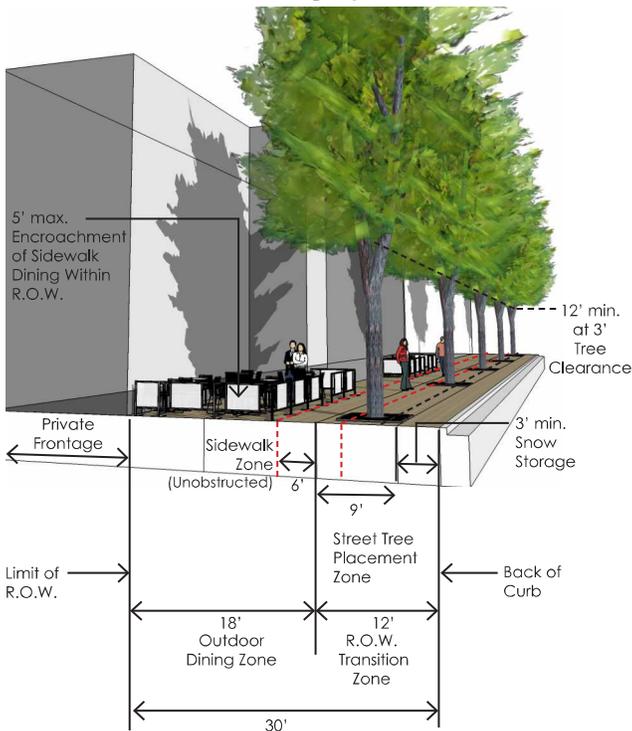
Minimum Width	15 ft.
Permitted Curb Type	Highback
R.O.W*** Transition Zone	9 ft. min.* - 12 ft. max.
R.O.W Transition Zone	Hardscape with Tree Grates (5 ft. min.)
Snow Storage Zone	3 ft. min. (measured from back of curb)
Street Tree Placement**	6 ft. - 9 ft. (measured from back of curb)
Street Tree Spacing	TBD
Pedestrian Zone Width	6 ft. min. - 18 ft. max.
On-Street Dining Sidewalk	Permitted 6 ft. min.*

* Sidewalk minimum must be unobstructed, but may be located within both the parkway transition and pedestrian zones

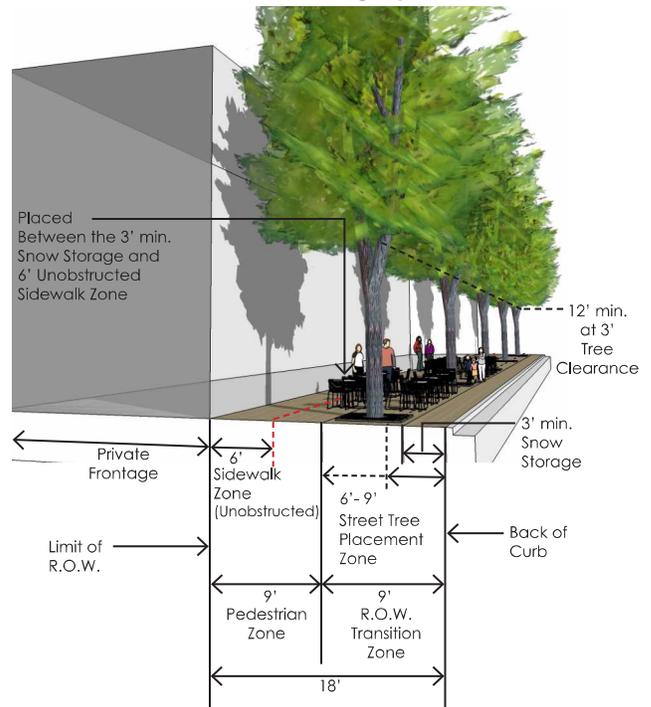
** Refers to trunk placement, not edge of tree grate

***Right of way

PF w/ Fixed Furniture/Dining Option



PF w/ Movable Furniture/Dining Option



Appendix D - Preliminary Concepts

Gordon Avenue and Highway 89

Town Center Master Plan

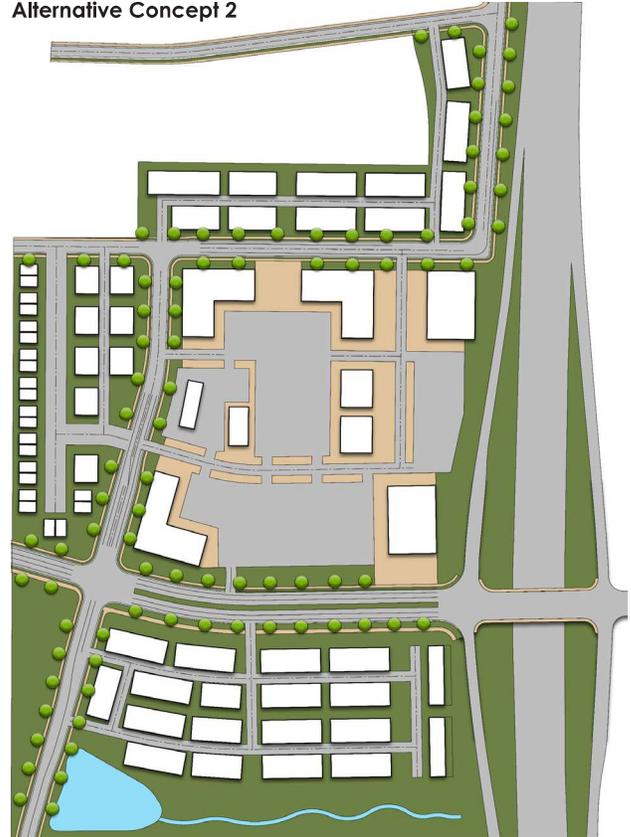
Preliminary Concepts

When crafting plans for any development, decisions in land use, transportation, and economics are highly interconnected. The process to create preliminary concepts is iterative and includes a few rounds of internal tweaking and review. After initial discussions with stakeholders and reviewing the existing conditions of the region, the project team met to discuss and develop three potential scenarios with supportive information on acreage, units, square footage, and transportation network. The purpose of this step in the plan is to get specific feedback on the several alternatives that reflect the community's vision and promote thoughtful, equitable, and accessible distribution of different land uses. This step of the plan serves as a tool that can address issues and concerns specific to the location while creating a unified development that blends with the surrounding community and allows stakeholders to visualize potential possible outcomes. The concepts below reflect public input and previous studies completed:

Alternative Concept 1



Alternative Concept 2



Alternative Concept 3



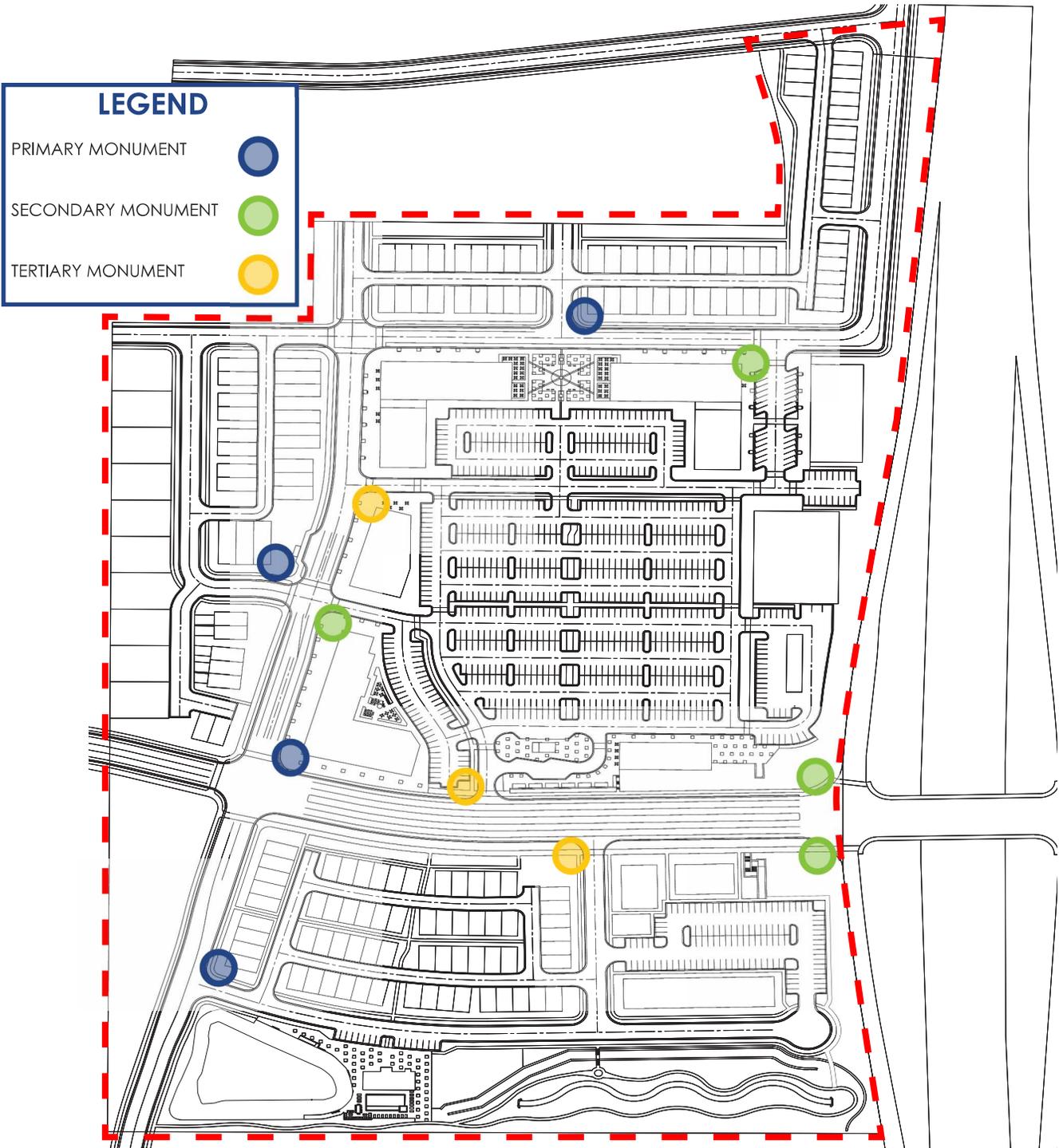
Appendix E - Potential Entry Monumentation Plan

Gordon Avenue and Highway 89

Town Center Master Plan

Potential Entry Monument Plan

This is the proposed monument/signage plan for the town center. The placement of monuments is subject to change as site plans adjust.



Appendix F - Recommended Design Guidelines

Gordon Avenue and Highway 89

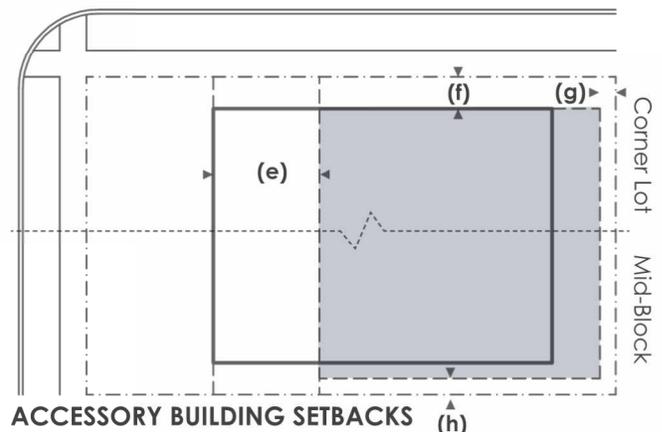
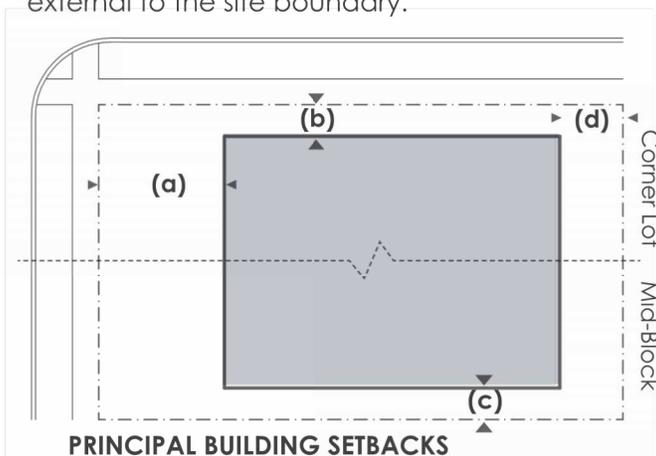
Town Center Master Plan

Project Setback Recommendations

DEVELOPMENT CRITERIA RECOMMENDATIONS

	ATTACHED HOUSING ALLEY-LOAD (AL)	ATTACHED HOUSING FRONT-LOAD (FL)	STACKED HOUSING	AMENITY STRUCTURE
BUILDING CONFIGURATION				
PRINCIPAL BUILDING	3 Stories (35 ft.) max.	2 Stories (30 ft.) max.	3 Stories (35 ft.) max.	2 Stories (30 ft.) max.
ACCESSORY BUILDING	1 Story (12 ft.) max.	1 Story (12 ft.) max.	1 Story (12 ft.) max.	n/a
SETBACKS - PRINCIPAL BUILDING*				
FRONT - PRINCIPAL (a)	12 ft. min.	12 ft. min.	10 ft. min. 30 ft. max.	12 ft. min.
FRONT - SECONDARY (b)	12 ft. min.	12 ft. min.	10 ft. min. 30 ft. max.	12 ft. min.
SIDE (c)	0 ft. min. (12 ft. between buildings)	0 ft. min. (12 ft. between buildings)	0 ft. min. (10 ft. between buildings)	0 ft. min. (12 ft. between buildings)
REAR (d)	N/A	10 ft. min.	10 ft. min.	10 ft. min.
SETBACKS - ACCESSORY BUILDING				
FRONT - PRINCIPAL (e)	12 ft. min.	12 ft. min.	15 ft. min.	n/a
FRONT - SECONDARY (f)	12 ft. min.	12 ft. min.	12 ft. min.	n/a
SIDE (g)	5 ft. min. (6 ft. between buildings)	5 ft. min. (6 ft. between buildings)	0 ft. min.	n/a
REAR (h)	n/a	5 ft. min.	0 ft. min.	n/a
SETBACKS - GARAGE				
DOOR SETBACK	<6 ft or >20 ft.	20 ft.	<6 ft or >20 ft.	<6 ft or >20 ft.

* Buildings over two (2) stories require a 1.5 to 1 ratio of setback to height from existing residential structures external to the site boundary.



* Setbacks are measured to foundation walls

Architectural Design Standards

Community Design Theme

Purity of architectural style is important when seeking to establish high quality developments. The Gordon Avenue and Highway 89 Town Center seeks to maintain its natural agricultural legacy by maintaining an “orchard feel” through the use of craftsman, mountain modern, farmhouse, and prairie architectural styles throughout the community. Architectural details should serve to reinforce the broader community design theme and work together within their broader context.

Materials

Building materials should be consistent with and reinforce

the community architectural style. Quality materials should be used to convey a sense of permanence. Materials should be consistent on the primary and secondary frontages and side adjacent to shared open space.

Colors

Color and texture should reflect a pleasing balance of composition. Architecture should incorporate a diversity of color, but one that fits within the context of the broader community style as well as within the context of each individual street.

Attached - AL



Attached - AL



Attached - FL



Attached-FL



Stacked



Stacked



Gordon Avenue and Highway 89

Town Center Master Plan

Overview

Focusing on architecture is a key piece in creating memorable places, and is one of the most fundamental building blocks of placemaking. The items below outline how this should be approached within the town center area.

ARCHITECTURAL MASSING

The use of a monotonously consistent template or repetitive architecture on a number of residential units in proximity to one another should not be allowed unless approved by the Layton City Planning Commission after a recommendation from the City Planning Staff. As this consideration depends on a degree of aesthetic judgment, the issue must be reviewed carefully – and depends on other factors of the building's quality.

Building heights (as an available maximum) have been recommended for each land use type. The general intent is that the height and bulk of individual buildings should be harmonious with their neighbors. The key characteristic of a building's volume is how clearly it defines the public space of its frontage.

FOUR SIDED ARCHITECTURE

The aesthetic character of a development is crucial in making it successful. Each building has four sides and although the principal (front) elevation often receives the most attention it is imperative that the two sides and rear of the building are not ignored. Side windows create cross breezes and let more natural light in the house. When the sides are treated like part of the overall composition, they elevate the house from a series of walls to a coherent composition. Therefore, the design of all four sides are regulated by facade type in this Code.

ARCHITECTURAL THEME

- a. The architectural theme for The Gordon Avenue and Highway 89 Town Center is inspired by the historic agricultural tradition in the mountain valley geography. Diversity within the aesthetic structure of the theme is encouraged. Designers are encouraged to find local historic examples to serve as templates for new construction.
- b. Acceptable styles include craftsman, mountain modern, farmhouse, and prairie.



Craftsman



Mountain Modern



Farmhouse



Prairie

ARCHITECTURAL DESIGN TABLE RECOMMENDATIONS

	CRAFTSMAN	MOUNTAIN MODERN	FARMHOUSE	PRAIRIE
MASSING				
	Side/center gable facing street, dormers, and emphasis on horizontal lines	Simple geometric forms, simple massing, floor height 10 - 14 ft	Front-facing gable without side wings, simple massing with emphasis on vertical elements	Low rectangular forms with emphasis on horizontal elements
ROOFS				
	Low-sloping gable roofs with wide overhangs, shed/pitched dormers, generous eaves	Flat or low-sloping, single pitched roof, often penetrated by chimneys	Gable roofs facing the street, shed/gable end dormers	Low-sloping with hipped secondary roofs of porches and projections
MAIN PITCH	6:12 to 8:12	--	3:12 to 6:12	3:12 to 6:12
OVERHANGS	12 - 30 in	Extending coverage over patios and decks	6 - 12 in	30 in +
PORCH/ENTRY				
COLUMNS	Tapered or double columns with header and base	Exposed wood, stone, and metal siding elements	Square or round 6 in min	Wide with decorative planters
SIZE - FRONT FACADE	Full/Partial	--	Full	Full/Half
WIDTH	10 ft min	10 ft min	10 ft min	10 ft min
DEPTH	7 ft min	7 ft min	7 ft min	7 ft min

Gordon Avenue and Highway 89

Town Center Master Plan

Craftsman Style

ARCHITECTURAL STYLE

- i. The Craftsman style is characterized by simplicity, the expression of certain structural members, and attention to wood joinery, especially at porches. Craftsman homes feature moderate-pitched gable roofs with wide overhangs and large porches with substantial columns and bases.
- ii. The principal features of the Craftsman style are low to moderate-pitched gable roofs with wide overhangs, exposed rafters at porches and, wherever feasible, generous porches with substantial columns and bases. Dormers are typical on 1½-story designs. Symmetry is optional and depends on the orientation of the principal roof.
- iii. Ornamentation is restrained. Details that are characteristic of the style include exposed rafter tails, tapered columns and trim elements, and diagonal knee braces at gable ends. Wall materials may include stone, brick, limited stucco (not to exceed 20% of facade), shingles, and siding (no vinyl).
- iv. The example on the previous page is one interpretation of the Craftsman style. There are many possible successful interpretations. All elements shown here, and described in this style, should not be required on every building. Elements not listed are prohibited.



Craftsman Style (cont.)

CRAFTSMAN

Massing

- A side gable, center gable facing the street, or cross gable with dormers is typical for the primary roof form.
- One-story and 1½-story massing compositions are recommended, although 2-story compositions can also be acceptable.
- Dormers are typical in 1½-story designs.
- Emphasis should be on horizontal rather than vertical lines.

Roofs

- Low-sloping gable roofs with wide overhangs are typical.
- Shed or pitched dormers are common.
- Generously sized eaves with exposed decorative rafters are characteristic of the style, but not required.
- Main roof pitches: 6:12 to 8:12.
- Secondary hip or shed roof pitches: 3:12 to 6:12.
- Roof overhangs: 12 - 30 inches at rakes and eaves.

Windows and Doors

- Individual windows are typically square or vertically oriented.
- Windows are often mulled together in pairs or threes.
- Double-hung windows with divided lites in upper sashes only, usually in a three-over-one configuration, are typical.
- Limited use of small accent windows and angled bays is encouraged.
- A single, rectilinear door is typical.
- Large lites in doors are common and are often divided to match the windows.
- Wide trim (5 to 6-inch) with head trim extending past the jamb is typical for doors and windows. Tapered side trims are typical.

Porch/Entry

- Porches facing the street are common.
- Porch columns typically sit on wider bases or low walls.
- Tapered or double-columns with header and base details are common.

Details

- Expression of structural members and attention to wood joinery is characteristic of the style.
- Beams, knee braces, and brackets are often found at gable ends.
- Extended lintels over door and porch openings are common.
- Tapered elements, including trim work and columns, are common.

Minimum Required Elements

- Front porch that addresses the street, either full or partial-width (10' min. width, 7' min. depth).
- Square columns (tapered or straight).
- Stone or brick plinths.
- Structural or decorative beams or braces under gables.
- Decorative trim (5 to 6-inch wide) around windows with emphasis on top and bottom (no stucco).
- Stone, brick, or wood shingles on all facades (20% min.).
- Lap, wood, or board and batten siding (no vinyl) on all four sides of the structure.
- Main roof pitches 6/12 to 8/12.
- Wide eave overhangs (18" min.).
- Decorative garage door.

Gordon Avenue and Highway 89

Town Center Master Plan

Craftsman Style Examples

Duplex



townhome



Duplex



Mansionhome - Triplex



Mountain Modern Style

ARCHITECTURAL STYLE

- i. The Mountain Modern style may be characterized by a low-pitched or flat roof that is capable of withstanding heavy snow loads. The main roof pitch often extends over deck and patio areas to provide additional climatic protection over adjacent decks or patios. Roof planes over the entry patio or courtyard are typical of the front facade. Facade compositions should feature dominant, expanses of glazing with wide roof overhangs providing protection from solar exposure during the warmer months of the year, but capturing the solar exposure during the winter months. Simplified building forms should accentuate horizontal elements with vertical stone or concrete elements penetrating the roof plane.
- ii. Detailing should be simplified. Ornamentation should be employed with restraint at porches, entries and decks. Appropriate wall materials may include concrete, stone or natural wood siding.
- iii. Lighting should be wall sconces with hidden light sources or eave mounted down lighting.



Mountain Modern

Gordon Avenue and Highway 89

Town Center Master Plan

Mountain Modern Style (cont.)

MOUNTAIN MODERN

Massing

- Simple geometric forms.
- Overall massing should be simple and emphasize horizontal building elements.
- Low-sloping, single-pitched roofs are common.
- One and two-stories are typical, with a main level floor-to-ceiling height of 10 to 14 feet.

Roofs

- Flat or low-sloping, single-pitched roofs dominate.
- The main roof is often penetrated by stone or concrete chimneys, often represented as oversized massing elements.
- Roof overhangs extending the roof coverage to patios and decks are typical.

Windows and Doors

- Large expanses of floor to ceiling glass are typical.
- Sliding doors that extend the interior space outward onto decks and patios are typical.
- Untrimmed windows and doors that incorporate the glazed element into the exterior wall plane as an extension of the dominant plane are typical.

Porch/Entry

- Street-facing, or side turned one and two-story entry decks are common. Walled entry courtyards are common.
- Porch roofs are typically flat extensions of the roof plane.
- Entries often utilize detailed expressions of exposed wood, stone and metal siding elements.

Detail Elements

- Detailing is simplified and ornamentation is restrained.
- Exposed structural elements are typical.
- Hidden gutters that are integrated into the roof structure are common. Downspouts are often included as “rain-chains” that funnel the runoff into a ground level pond or stream element.
- Detailing is often based on rustic or craftsman elements typical to the local area.

Minimum Required Elements

- Front porch that addresses the street, either full or partial-width (10' min. width, 7' min. depth) that incorporates timber columns with stone plinths and timber trusses that reflect the internal structure of the building.
- Timber beams or braces under gables.
- Stone on public facing facades (20% min).
- Lap siding or batten and board siding (no vinyl) on all four sides of the structure.
- Wide eave overhangs (24" min.).
- Decorative garage door.

Mountain Modern Style Examples

Townhome



Gordon Avenue and Highway 89

Town Center Master Plan

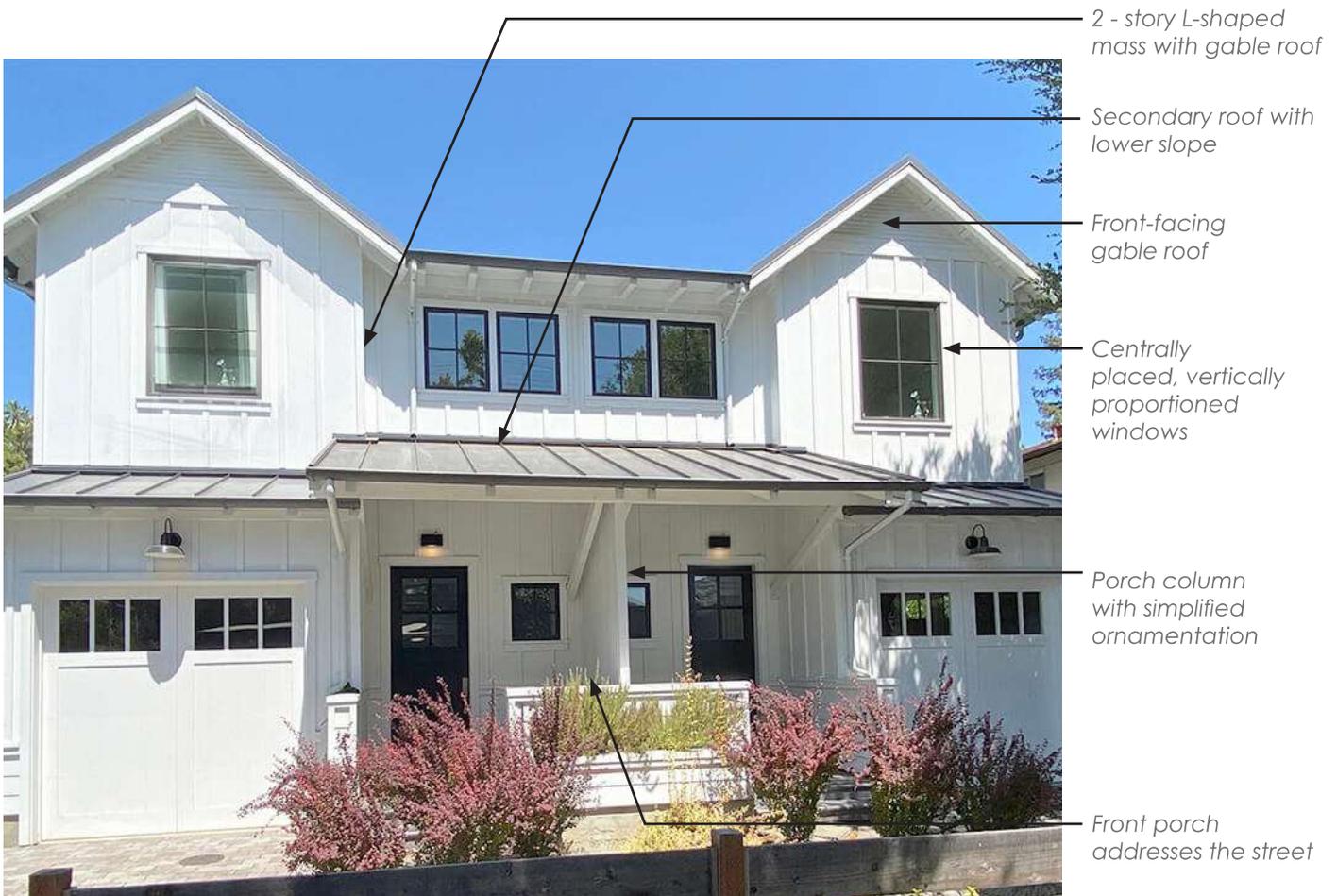
Mountain Modern Style Examples



Farmhouse Style

ARCHITECTURAL STYLE

- i. The Farmhouse style is characterized by a gable roof facing the street. The main gable may be combined with wings on one or two sides or emerge from a larger hip-roofed rectangular volume. A one-story porch should be provided and integrated into the front facade. Gable, hip, shed, or special dormers are employed to provide additional floor area, daylight, and architectural interest. Facade compositions should feature symmetrically placed, vertically proportioned, double or single-hung windows. Symmetry in the overall composition is optional.
- ii. Detailing should be simplified. Ornamentation should be employed with restraint at porches, gable ends, and special features, such as bays. Appropriate wall materials may include horizontal lap siding and board and batten siding.
- iii. The example on the previous page is one interpretation of the Farmhouse style. There are many possible successful interpretations. All elements shown here, and described in this style, should not be required on every building. Elements not listed are prohibited.



Farmhouse

Gordon Avenue and Highway 89

Town Center Master Plan

Farmhouse Style (cont.)

FARMHOUSE

Massing

- A front-facing gable without side wings is typical.
- Overall massing should be simple and emphasize vertical building elements.
- Projecting bays and low-sloping shed roofs are common.
- 1½ to 2-stories are typical, with a main level floor-to-ceiling height of 8 to 10 feet.

Roofs

- Gable roofs facing the street are typical.
- Use of shed or gable-end dormers is encouraged.
- The main gable is often intersected by other roofs.
- Main roof pitches: 6:12 to 12:12.
- Secondary hip or shed roof pitches: 3:12 to 6:12.
- Roof overhangs: 6 to 12 inches.

Windows and Doors

- Vertically proportioned double and single-hung windows are typical.
- Individual or paired window treatments are common.
- Square and angled bay window treatments are common.
- Wide (4 to 6-inch) exterior trim and cap moldings on windows and doors are typical.
- Limited use of multi-pane sashes with divided lites is encouraged and may occur in both sashes in the following configurations: one-over-one, two-over-one, two-over-two, four-square-grid-over-one, and four-square-grid-over-four-square-grid.
- Lites in doors are common and often express ornamentation.

Porch/Entry

- Street-facing, one-story porches are common. Wraparound porches are encouraged at corner lots.
- Porch roofs are typically forward-facing shed or hip.
- Porches may have exposed wood and metal elements.
- Square columns (at least 6x6) or round columns (at least 6 inches) are typical.
- Railings may be turned or square balusters or steel.

Detail Elements

- Detailing is simplified and ornamentation is restrained.
- Exposed structural elements on porches are typical.
- Any exposed concrete foundation must be clad with stone or brick.
- Ogee or half-round gutters are common.
- Board and batten wainscoting (in courser spacing) is recommended.
- Square or more detailed moldings along rakes are common.

Minimum Required Elements

- Full width covered front porch that addresses the street with support columns that have a base, shaft, and capitol.
- Vertically-oriented windows.
- Decorative trim (5 to 6-inch wide) around windows with emphasis on top and bottom (no stucco).
- Decorative garage door.
- Lap siding or board and batten siding (no vinyl) on all four sides of the structure.

Farmhouse Style Examples



Gordon Avenue and Highway 89

Town Center Master Plan

Farmhouse Style Examples



Farmhouse Style Examples



Gordon Avenue and Highway 89

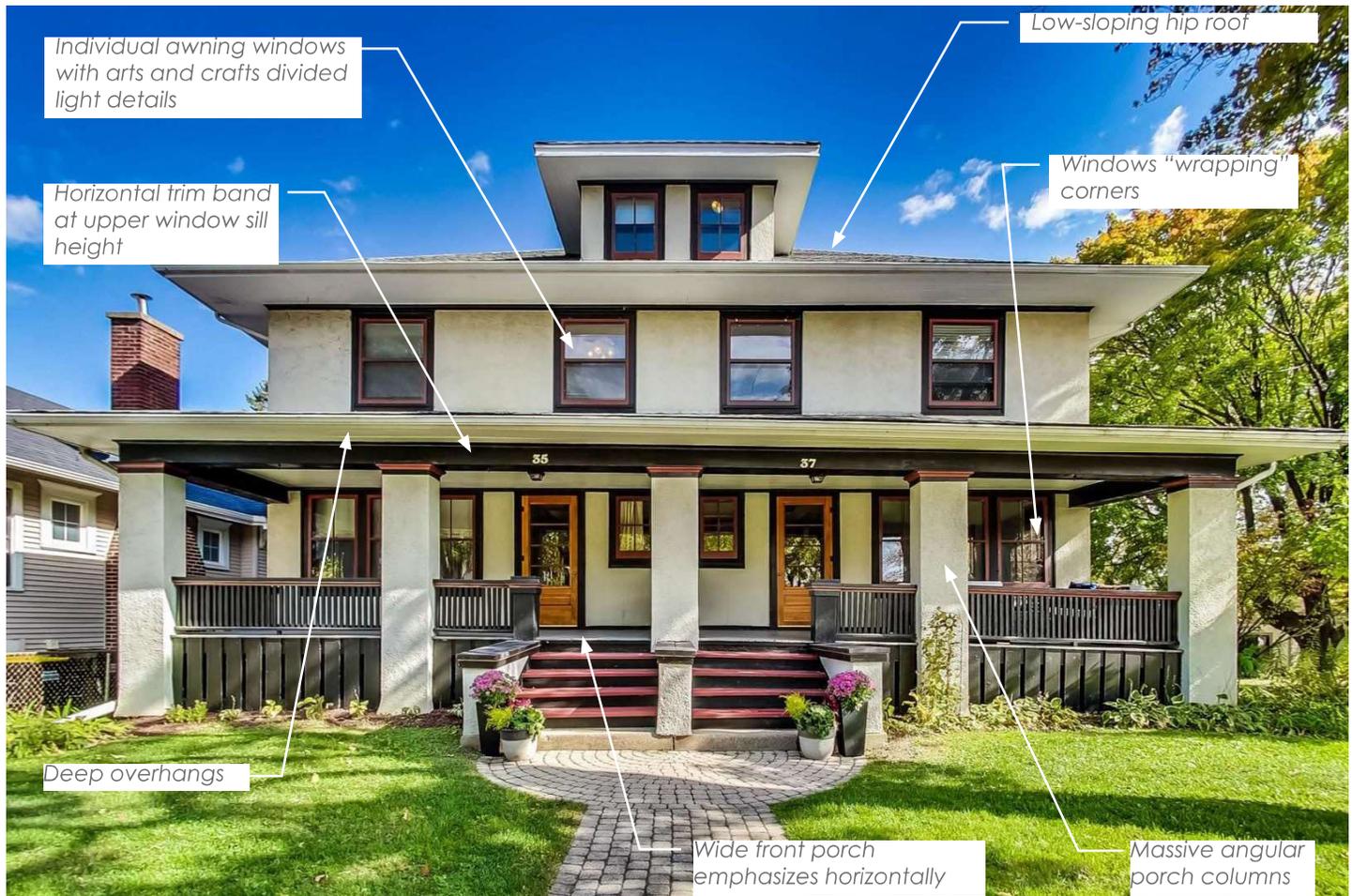
Town Center Master Plan

Prairie Style

ARCHITECTURAL STYLE

The style spread throughout the country due to the use of pattern books and various articles in popular magazines. Various interpretations of the Prairie style have been developed over the years and the style has established its place in urban neighborhoods among other popular American residential architectural styles.

The example below is one interpretation of the Legacy Prairie style. There are many possible successful interpretations. All elements shown here, and described in this style, are not required on every building. Elements not listed are prohibited.



PRAIRIE

Prairie Style (cont.)

PRAIRIE

Massing

- Low, rectangular forms with an emphasis on horizontally are typical.
- Horizontal bands defined by changes in color and/or material emphasize the base, middle and top of the building mass.
- Horizontal bands (usually at sill and header heights) are continuous across building elements, such as secondary roofs and balconies.
- The base band often extends to the bottom of the second-story sill.
- Legacy Prairie should feel lighter than traditional Midwestern Prairie; the use of masonry should be less prominent in Legacy Prairie homes.

Roof

- Low-sloping hip roofs are typical.
- Secondary roofs of porches and projections are also typically hipped.
- Clerestories are common; dormers are rarely used.
- Roofs pitches: 3:12 to 6:12.
- Overhangs: at least 30 inches; larger overhangs are typical.

Porch/Entry

- Porches are often an integral part of the massing, rather than additive components; they sometimes have balconies or shed roofs above.
- Wide porch columns with decorative planters are common.
- Masonry walls are suitable in place of porch railing.

Windows and Doors

- Windows are typically arranged in compositions, rather than individually placed.
- Horizontal bands of windows are common, as well as windows wrapping corners.
- Arts and Crafts windows with divided lites are common.
- Window and door trim is often integrated into horizontal trim bands wrapping building.
- Half-lite and full-lite doors are common and often decorative. Compositions with side lites are common as well.

Details

- Building elements with rectilinear emphasis are encouraged; diagonals or curves are discouraged.
- Large, continuous trim under the eave of the primary roof is typical; trim is often integrated into the headers of second-story windows.
- Horizontal elements like sills, porch roof trim, and balconies, are often aligned to emphasize horizontally.
- Angular brick detailing with two to three colors of brick is often expressed on piers and at the top of the base band.

Minimum Required Elements

- Half to full width covered front porch that addresses the street.
- Vertically-oriented windows that wrap the front and side facades.
- Decorative trim (5 to 6-inch wide) around windows with emphasis on top and bottom (no stucco).
- Low sloping hip roof with 18"+ overhangs.
- Lap siding or board and batten siding (no vinyl) on all four sides of the structure.

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Prairie Style Examples



Images depict interpretive examples of the architectural style rather than specific execution

Prairie Style Examples



Images depict interpretive examples of the architectural style rather than specific execution

Gordon Avenue and Highway 89

Town Center Master Plan

Residential Material Recommendations

MATERIALS

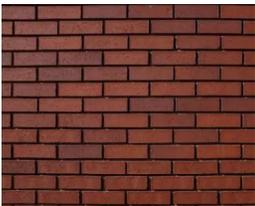
The following are the acceptable predominant materials for residential development



Stone



Lap/Wood Siding
(No Vinyl)



Brick



Shingle Siding
(No Vinyl)



Timber



Board and Batten
Siding (No Vinyl)



Metal
(Recommended as
an accent material)



Stucco
(Accent only) Stucco
shall not exceed 20%
of any facade



Fiber Cement Siding



Concrete
(Accent only)
Concrete shall not
exceed 15% of any
facade

Residential Recommended Guidelines

RESIDENTIAL COMPOSITION GUIDELINES

Application of materials on facades should reinforce the logical expression of the materials. In most cases massing of materials should run horizontally. Vertical strips defy structural logic. Horizontal bands make houses feel more structurally sound.



Avoid vertical strips

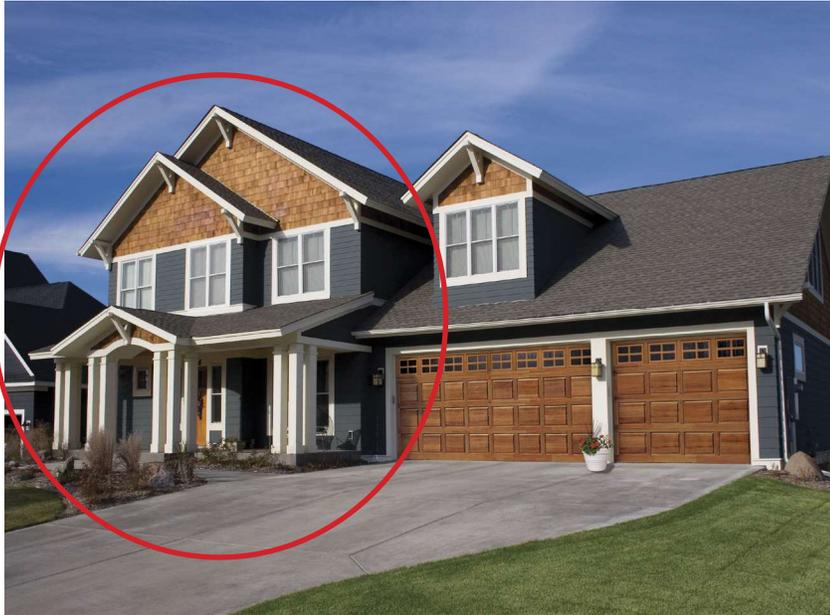


Use horizontal bands

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Minimize the prominence of front-loaded garages.



Use

In-line or recessed garage door placement to minimize attention being paid to the car. The main entry should be the most prominent feature on the front facade.



Avoid

Making the garage door the most prominent feature of the home with the main entry as the hidden afterthought. Garage forward architecture should be avoided.

Commercial Recommended Guidelines

COMMERCIAL/MIXED-USE ARCHITECTURAL COMPOSITION GUIDELINES

- a. Building Massing
 - i. Two and three-story building masses next to the street create a streetwall that frames the streetscape, improving the pedestrian experience.
 - ii. Building masses are greater at areas with more pedestrians, such as street corners.
 - iii. Building masses frequently defined by a discernible base, shaft and capital.
 - iv. Load-bearing materials should touch the ground.

Upper Story Windows.
Vertically oriented upper-story windows to allow light into habitable spaces

Wide Eaves and Gable Ends. Wide eaves on pitched roofs with gable ends provide architectural capital element

Capital

Shaft

Base



Roof Accents.
Specialized roof accents including dormers, cupolas, towers, etc.

Sign Band. Decorative sign band that identifies the business and horizontally divides base from shaft.

Structural Bays.
Structural bays composed by individual storefront windows and awnings

Street trees. Formal rows of columnar trees project an urban image

Building Massing.
Prominent corner accentuated by load bearing material and slight shift toward foreground

Storefront Windows.
Storefront windows provide ample interior lighting while displaying merchandise to pedestrians

Building Materials.
A combination of compatible building materials including lap siding, brick, timber, and metal panels

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Commercial Recommended Guidelines

b. Roof Form

- i. Predominant roof shapes should be slightly pitched with gable ends where appropriate, with limited use of flat roof elements to provide breaks in facade type and/or add visual interest.
- ii. Roof pitches should be typically low (4:12-8:12).
- iii. Moderate overhangs up to 3 feet should be supported by substantial dimensional timber corbels that define the top of the building.



Roof Accents.
Specialized roof accents including dormers, cupolas, towers, etc.

On-Street Dining.
Take advantage of alcoves and courtyards for on-street dining opportunities.

Commercial Recommended Guidelines

- c. Arcades and Storefront Structural Bays
 - i. Storefront structural bays are commonly orchestrated to appear as phased construction over a long period of time.
 - ii. Substantial structural bays should be composed of vertically oriented piers and horizontal spandrels with intervening storefront windows.
 - iii. Ground-floor storefronts should be very different from upper-story facades with windows scaled and oriented for pedestrian interest.
 - iv. Arcades are encouraged as semi-public spaces between the street and storefront, sheltering pedestrians from the elements.
 - v. Multiple storefronts with separate storefront windows can be massed together within a single facade expanse with the same architectural style. The maximum length of a single facade expanse is 100 feet.



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Commercial Materials Recommendations

NON-RESIDENTIAL ARCHITECTURAL MATERIALS

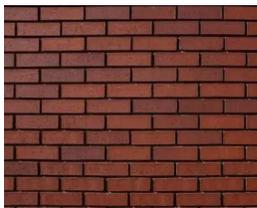
d. The following are the acceptable predominant materials for non-residential development



Stone



Lap/Wood Siding
(No Vinyl)



Brick



Shingle Siding
(No Vinyl)



Timber



Board and Batten
Siding (No Vinyl)



Metal
(Recommended as
an accent material)



Stucco
(Accent only) Stucco
shall not exceed 20%
of any facade

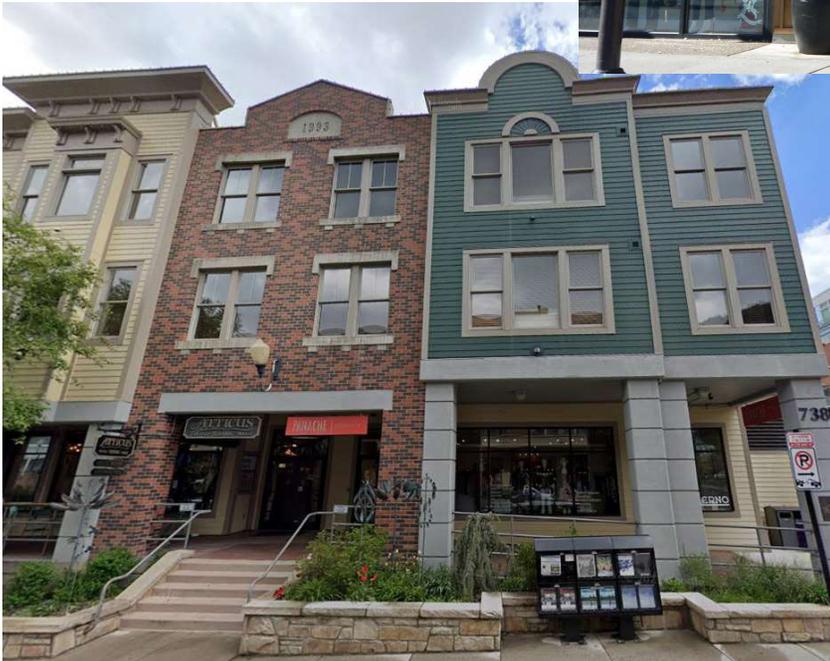


Fiber Cement Siding



Concrete
Concrete shall not
exceed 15% of any
facade.
(Recommended as
an accent material)

COMMERCIAL EXAMPLES



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COMMERCIAL EXAMPLES



COMMERCIAL EXAMPLES



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COMMERCIAL EXAMPLES



Appendix G - Market Study

Incorporated by Reference (Available for review in the Community and Economic Development Department)

Appendix H - Traffic Impact Study

Incorporated by Reference (Available for review in the Community and Economic Development Department)

Appendix I - Transportation Reinvestment Zone

Incorporated by Reference (Available for review in the Community and Economic Development Department)

Public Water System Fee

Incentivized Rate of \$0.0151/1,000 Gal = \$2.09 average annual price per connection (recently reduced by 50%)

- Approximately \$58,500 per year for Layton City

Fails to pass the reasonable basis and AWWA Standards tests because fees are not:

1. Proportionate to the cost of a specific service provided, and
2. Directly tied to the regulation or activity generating the fee

Fee is disproportionate burden on large water systems

According to DDW's preliminary fee table:

- ~800 small systems will pay the minimum fee.
- The 41 largest systems will fund 75% of the budget.
- The 14 largest systems will fund 50%.
- The 5 largest systems alone will fund 25%.

State Water Future Fee

Proposed fee is moving target:

Previously presented at \$1.12/1,000 Gal

\$16.32 average monthly or \$195.84 annual cost per connection

(\$0.75/1,000 Gal water and \$0.37/1,000 Gal for sewer)

Latest proposal \$0.60/1,000 Gal

\$11.27 average monthly or \$135.24 annual cost per connection

(\$0.40/1,000 Gal water and \$0.20/1,000 Gal for sewer)

Latest proposal per gallon fee is 46% less than previously presented however, monthly fee is 31% less than previously presented yet both calculations are using the same projects/costs.

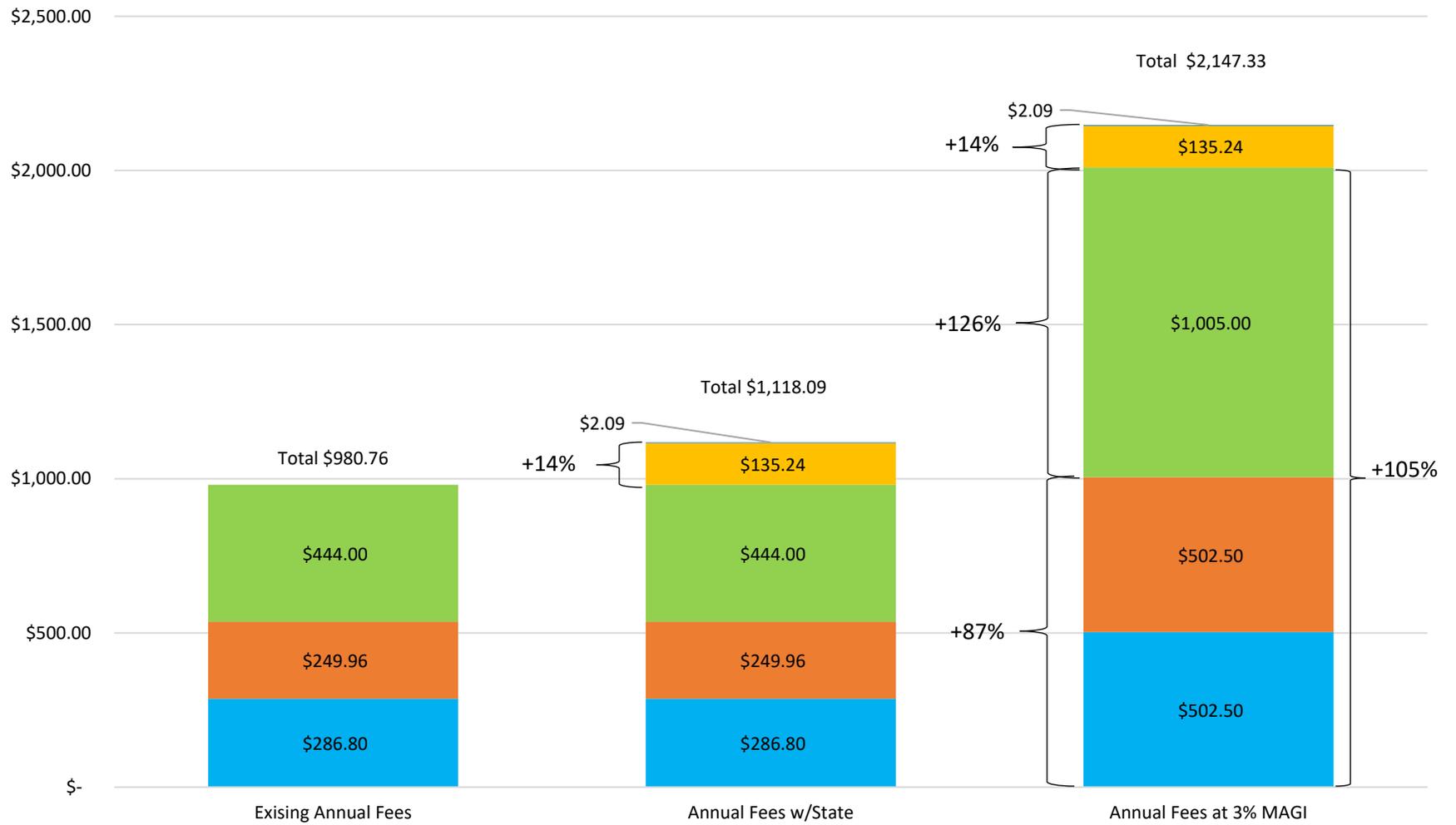
Project prioritization scores favor systems with fewer resources yet larger systems will contribute most of the funding.

The project submission process encouraged a "wish list" of projects rather than a realistic assessment of system needs or funding priorities that would require State funding.

1.5% of median adjusted gross income (MAGI) threshold overlooks the economies of scale that allow larger systems to operate more efficiently.

- Layton City's current fees compared to MAGI are **0.80% for water** and **0.66% for sewer** (a combined **1.46%**).
- Meeting the 1.5% threshold would require **rate increases of 87% for water** and **126% for sewer**—a combined 105% increase—yielding an additional **\$21.6 million annually**.
- Layton City's 14 projects total **\$35.7 million**. The proposed UWIP fee of **\$2.84 million per year** would divert funds from the City's system. Raising rates to **3% of MAGI** would allow the City to self-fund all projects within **1.65 years**, whereas using the **\$2.84 million per year** that UWIP would divert would extend that timeline to **12.57 years**.

If Layton City must double rates to qualify for UWIP funding, participation offers no direct benefit—residents would be subsidizing projects in other communities. Meanwhile, Weber Basin Water Conservancy District already collects funds for system rehabilitation in addition to user fees. Layton residents would effectively pay for three systems: Weber Basin's, Layton's, and others statewide.



■ Drinking Water (indoor)
 ■ Secondary Water (outdoor)
 ■ Sewer
 ■ State Water Future Fee
 ■ Drinking Water System Fee

Fee Scenario Comparison