REGULAR 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 Chambers of the City Center Building, 437 North Wasatch Drive, Layton, Utah, commencing at **7:00 PM on September 17, 2026.**

AGENDA ITEMS:

1. **CALL TO ORDER, PLEDGE, OPENING CEREMONY, RECOGNITION, APPROVAL OF MINUTES:**
   A. Minutes of Layton City Council Work Meeting - June 4, 2026
   B. Minutes of Layton City Council Meeting - June 4, 2026
   C. Minutes of Layton City Council Work Meeting - August 6, 2026
   D. Minutes of Layton City Council Work Meeting - August 20, 2026

2. **MUNICIPAL EVENT ANNOUNCEMENTS:**

3. **VERBAL PETITIONS AND PRESENTATIONS:**
   A. Layton City Youth Council Swearing In

4. **CITIZEN COMMENTS:**

5. **CONSENT ITEMS:** (These items are considered by the City Council to be routine and will be enacted by a single motion. If discussion is desired on any particular consent item, that item may be removed from the consent agenda and considered separately.)
   A. Interlocal Cooperation Agreement for Highways or Public Transit Project Reimbursement, between Layton City and Davis County for the 2200 West Railroad Crossing Active Transportation Bridge – Resolution 26-41 – 2200 West Railroad Crossing

6. **PUBLIC HEARINGS:**
   A. Text Amendment – Accessory Dwelling Unit Standards – Amending Title 19 Zoning, Chapter 19.02 Definitions; and Section 19.06.300 Accessory Dwelling Unit Standards in Accordance with Utah State Code §10-21-304 – Ordinance 26-27
   B. Rezone Request – Approximately 1242 East Pheasant View Drive – Rezone from R-1-6 (Single Family Residential) and R-S (Residential Suburban) to R-2 (Single and Two Family Residential)

7. **UNFINISHED BUSINESS:**

ADJOURN:

Notice is hereby given that:

- A Work Meeting will be held at 5:30 PM to discuss miscellaneous matters.
- This meeting will also be live streamed via laytoncitylive.com and facebook.com/Laytoncity
- 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:** _____

Kimberly S Read, City Recorder

This public notice is posted on the Utah Public Notice website www.utah.gov/pmn/, the Layton City website www.laytoncityutah.gov, 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 801-336-3820.

D R A F T

MINUTES OF LAYTON CITY COUNCIL WORK MEETING **JUNE 4, 2026; 5:31 P.M.**

MAYOR AND COUNCILMEMBERS PRESENT: **MAYOR JOY PETRO, ZACH BLOXHAM, MIKE KOLENDRIANOS, CLINT MORRIS, BETTINA SMITH EDMONDSON, AND DAVE THOMAS**

STAFF PRESENT: **ALEX JENSEN, CLINT DRAKE, TRACY PROBERT, WESTON APPLONIE, PAUL BAUER, ALLEN SWANSON, KARL KUEHN, SCOTT MAUGHAN, DAVID PRICE, ED FRAZIER, AND KIM READ**

The meeting was held in the Council Conference Room of the Layton City Center.

Mayor Petro opened the meeting.

MAYOR'S REPORT

Mayor Petro announced she had attended the Wasatch Integrated Waste Management District Board Meeting yesterday and reported it had completed its annual fraud risk assessment and reviewed its findings. She stated it was attempting to capture the landfill gases and had contracted with Ameresco for those services, which required modification for its system. She mentioned Ameresco would be entering into an agreement with another entity for this portion of its business operations and Wasatch Integrated would be negotiating some of the terms with that entity.

She also reported Republic had bought out Robinson Waste. She also mentioned the Ogden Transfer Station would cease operations on July 1, 2026, and Waste Management would assume the operations of that facility and was currently evaluating the portion of the landfill operation. She briefly explained how that would take place.

Councilmember Smith Edmondson arrived at 5:36 PM.

Mayor Petro mentioned the tipping fees would increase at the Ogden facility.

She reported the thrift store at the Wasatch Integrated had a recognized significant revenue from its sales.

Mayor Petro inquired whether the Council would want to meet and hold a City Council Meeting scheduled

for Thursday, July 2, 2026. She mentioned there were currently no agenda items needing to be addressed and a discussion followed.

COUNCILMEMBER'S REPORTS

Councilmember Smith Edmondson stated she would be attending CTC (Communities That Care) training at Bryce Canyon from Wednesday, June 10, through Friday, June 12, 2026. She had requested SHARP (Student Health And Risk Prevention) data results to forward to the Council.

Councilmember Bloxham reported UIA (Utah Infrastructure Agency) would be meeting on Monday, June 8, 2026, to discuss its budget.

Councilmember Kolendrianos mentioned items from the last Planning Commission Meeting were on the City Council Agenda.

APPROVE THE INTERLOCAL COOPERATION MASTER AGREEMENT REGARDING REGIONAL DISPATCH SERVICES – RESOLUTION 26-29

Allen Swanson, Police Chief, expressed appreciation to Mayor Petro and the City Council for its support of the new Dispatch Center and consolidation. He also expressed appreciation to Karl Kuehn, Communications Manager, for his efforts associated with the dispatch consolidation and managing of the project.

Mr. Kuehn informed the Council the agreement would replace the existing dispatch services agreement with Clearfield City, North Davis Fire District, and South Weber Fire. He pointed out the following key elements:

- Three levels of governance were identified within the agreement
- All decisions, budget approvals, etc. would be at the discretion of the Layton City Council
- A User Advisory Group would consist of Lieutenants and Battalion Chiefs and would provide feedback to improve operations at the Center
- Member Advisory Group would be comprised of the Chiefs from the participating agencies and would be responsible for long-term strategic planning
- Budget Advisory Group would be comprised of City Managers from the participating agencies responsible for reviewing the budget and providing input to Alex Jensen, Layton City Manager.

He believed the agreement protected Layton City in several ways both by weighted voting, since Layton was the largest agency, and an equitable fee structure ensuring Layton wouldn't be subsidizing a participating entity and vice versa.

He explained the Master Agreement would be initially executed and consolidation with Davis County, entities north of the Layton/Kaysville border to Weber County was anticipated to take place around October 1, 2026, to provide dispatch services, including Davis County Sheriff, Utah Highway Patrol, APP (Adult Probation and Parole), and DNR (Department of Natural Resources). He added Dispatch Staff would move into the new facility on Tuesday, July 14, 2026.

He asked if there were any questions.

Councilmember Morris inquired about the southern portion of the County. Mr. Kuehn responded Bountiful City had operated a dispatch center providing services to cities in that portion of the County.

Councilmember Thomas inquired if there were any cities not participating between the two dispatch centers and Mr. Kuehn emphasized all entities north of Layton to Weber County were participating.

Chief Swanson pointed out Layton City Dispatch would be receiving all dispatch calls along Interstate 15 within Davis County.

Councilmember Bloxham clarified DNR calls/responses would also be dispatched from Layton City.

Councilmember Morris inquired about the permanency of the proposed dispatch consolidation on behalf of the State of Utah. Chief Swanson believed Senator Harper and others at the State of Utah had expressed confidence with how Layton City had moved forward with the consolidation and believed there were no intentions of going another direction. Mr. Kuehn suggested the proposed agreement provided stability for all participating agencies.

Councilmember Bloxham requested clarification with how DNR and UHP would be signing and participating in the agreement and Mr. Kuehn responded UHP would sign the agreement as a 'contract' agency for an agreed amount. APP and DNR had agreed to a separate contract for a set amount because of their structure and operations. Alex Jensen, City Manager, added those agencies wouldn't have representation on the Board and had expressed support and excitement with moving forward with the City's system.

Mr. Kuehn left the meeting at 5:52 PM.

TEXT AMENDMENT – AMEND TITLE 15, CHAPTER 15.02, SECTIONS 15.02.010, 15.02.110, 15.02.130, 15.02.150, 15.02.155, 15.02.165, 15.02.170, 15.02.180, 15.02.190, ENACT 15.02.185, AND REPEAL 15.02.195 OF THE LAYTON CITY MUNICIPAL CODE BY ADOPTING THE INTERNATIONAL BUILDING CODE, 2024 EDITION, THE INTERNATIONAL MECHANICAL CODE, 2024 EDITION, THE INTERNATIONAL RESIDENTIAL CODE, 2021 EDITION, THE INTERNATIONAL FUEL GAS CODE, 2024 EDITION, THE INTERNATIONAL PLUMBING CODE, 2024 EDITION, THE NATIONAL ELECTRICAL CODE, 2023 EDITION, THE INTERNATIONAL EXISTING BUILDING CODE, 2024 EDITION, AND THE INTERNATIONAL ENERGY CONSERVATION CODE, 2024 EDITION – ORDINANCE 26-12

Weston Applonie, Community and Economic Development Director, acknowledged the attendance of Paul Bauer, Building Official, at the meeting. Mr. Applonie explained the City was required to follow the State Building Codes and explained the need to update language within the City Code to be compliant.

Councilmember Smith Edmondson suggested using language within the ordinance to merely reference "current" or "as adopted by the State" in order to avoid having to approve future updates. Clint Drake, City Attorney, responded that would be an option. He expressed his opinion it was always a good idea to review and update City Code. He pointed out a large revision on behalf of the State could potentially require the City to continue to approve the update and a discussion followed.

Councilmember Bloxham pointed out the benefit of having the history identified in the City Code to determine when an update happened and Mr. Bauer expressed agreement with that benefit. Mr. Bauer continued to clarify the State's process with updating its code.

Councilmember Smith Edmondson suggested Staff consider using language "as reflected in State Code requirements" in future code updates.

Councilmember Kolendrianos inquired whether her request would be applicable to this update or in future updates. Councilmember Smith Edmondson expressed her desire to implement the language broadly applicable to code updates in the instance when no changes to processes or procedures were proposed and the discussion continued.

GENERAL PLAN AMENDMENT – APPROXIMATELY 790 EAST ANTELOPE DRIVE – FROM AGRICULTURE TO INSTITUTIONAL USE AND REZONE REQUEST WITH DEVELOPMENT AGREEMENT – APPROXIMATELY 790 EAST ANTELOPE DRIVE AND 1867 NORTH FAIRFIELD ROAD – FROM A (AGRICULTURE) TO PB (PROFESSIONAL BUSINESS) – ORDINANCES 26-10, 26-11, AND RESOLUTION 26-26

Mr. Applonie reviewed the agenda item and shared an illustration which identified the location of the properties. He explained the Lindquist Group had purchased a vacant parcel along Antelope Drive with the intent of constructing an accessory maintenance structure for equipment storage. This parcel was currently zoned Agriculture. He pointed out City Code didn't allow a cemetery and mortuary to be located on two separate parcels within the Agriculture Zone. He mentioned the original cemetery and mortuary parcels had been separated into two in 1998, because it had two separate ownership groups which managed the different groups.

In order to accommodate the request for compliance with City Code, Staff proposed rezoning to the PB (Professional Business) Zone which allowed for the cemetery and mortuary to be separate parcels. He also pointed out the Agriculture Zone also required frontage, which further supported the proposed rezone. He pointed out the purpose for the Development Agreement would continue the current use and entitlements and would further identify stipulations for use. He further clarified the maintenance structure was currently allowed in the AP (Accident Potential) Zone. He explained approval of the requests would allow the mortuary to continue ongoing operations at this site as was currently taking place.

He asked if there were any questions.

Councilmember Kolendrianos pointed out there could be some Property Tax repercussions and Mr. Applonie responded Davis County requested the property owner contact that entity directly to discuss those implications.

TEXT AMENDMENT – WATER-WISE STANDARDS FOR SINGLE-FAMILY DWELLINGS – AMENDING TITLE 19 ZONING, CHAPTER 19.02 DEFINITIONS; AND CHAPTER 19.16 LANDSCAPING, FENCING, AND CLEAR VIEW – ORDINANCE 26-16

Mr. Applonie explained the proposed ordinance was intended to allow Layton City residents to take full advantage of the lawn replacement program offered through Weber Basin Water Conservancy District (WBWCD). He reviewed the following proposed changes:

1. Limitation of turf grass to no more than 35% for front and side yard areas for new single-family homes
2. No turf grass in residential park strips and landscaped areas less than eight feet wide
3. Allowance to use the Jordan Valley Water Conservancy District plant list as well as other lists or resources used for plant selection in the Great Basin region
4. Minor clarifications and formatting changes related to these proposed changes

He mentioned Weber Basin had reviewed the proposed ordinance and indicated it met its requirements. He continued to explain that although the ordinance didn't specifically restrict turf in park strips for commercial parcels, it was already regulated by City ordinance. He also mentioned its recommendation of additional plant lists.

Mr. Jensen clarified this ordinance would be applicable only to construction of new single-family development or major remodel. The Council discussed the proposed changes included in the ordinance.

DISCUSSION ON THE CITY BUDGET AND CHANGES IN COMPENSATION FOR EXECUTIVE MUNICIPAL OFFICERS AS PROPOSED IN THE CITY BUDGET FOR FISCAL YEAR 2026-2027

Tracy Probert, Finance Director, reviewed the following related to the FY2026-2027 Budget:

- Rate increases were proposed for sewer, garbage, and recycling. He requested permission from the Council to include language on the next utility bill (to be printed on Tuesday, June 9, 2026) informing residents these rate increases were coming. He pointed out the Council wouldn't approve the increases until its meeting on Thursday, June 18, 2026, in conjunction with the approval of the Consolidated Fee Schedule. Following a discussion the Council directed Staff to proceed with that notice with the inclusion of 'pending approval' language.
- Salary survey had reflected the Mayor and Council's compensation should be increased. He stated no increases had been included in the proposed budget. If the Council wanted to proceed with the increases, it could be mentioned as part of the public hearing associated with that agenda item. If no increase was desired, that would also be called out. He announced the increase for each position identified from the salary survey and a discussion followed.

The Council discussed the pros and cons associated with proposing any increase to elected officials' salaries.

Councilmember Smith Edmondson requested Mr. Probert identify and explain the process associated with the salary survey during his presentation at the City Council Meeting. A discussion regarding the results of the salary survey and proposed increases took place.

Mr. Probert suggested the Council could continue the public hearing until its next meeting and a decision could be made during that meeting. He explained the impact to the budget to bring the Mayor and Councils' salaries in line.

Mr. Probert explained the Tentative Budget had been available on the website since Tuesday, May 7, 2026, and recommended accepting public comment, continue the public hearing until the next meeting scheduled for Tuesday, June 18, 2026, at which time it would be voted on.

The meeting adjourned at 6:40 p.m.

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Kimberly S Read, City Recorder

D R A F T

MINUTES OF LAYTON CITY COUNCIL MEETING **JUNE 4, 2026; 7:00 P.M.**

MAYOR AND COUNCILMEMBERS PRESENT: **MAYOR JOY PETRO, ZACH BLOXHAM, MIKE KOLENDRIANOS, CLINT MORRIS, BETTINA SMITH EDMONDSON, AND DAVE THOMAS**

STAFF PRESENT: **ALEX JENSEN, CLINT DRAKE, WESTON APPLONIE, PAUL BAUER, DAVID PRICE, JOELLEN GRANDY, PAUL APPLONIE, ALLEN SWANSON, SCOTT MAUGHAN, AND KIM READ**

The meeting was held in the Council Chambers of the Layton City Center.

Mayor Petro opened the meeting and welcomed the public. Councilmember Thomas offered the invocation and led the Pledge of Allegiance.

Mayor Petro acknowledged Oliver Poll, Layton Youth Council, for attending and participating in the meeting. Mr. Poll mentioned he enjoyed being part of the Youth Council and learning about local government.

MINUTES:

No minutes came before the Council for approval.

MUNICIPAL EVENT ANNOUNCEMENTS:

Councilmember Thomas announced the following events:

- Saturday, June 6, 2026, Surf 'n Swim would be hosting Pre-Summer Bash with $3 admission. Surf 'n Swim would open at 12:00 noon.
- Liberty Days/America 250 Celebration:
    - Residents/businesses were encouraged to decorate their homes red, white, and blue. A contest would be held and prizes would be awarded.
    - 'Voices of Liberty' concert was scheduled for Sunday, June 28, 2026, 7:00 PM, at the Kenley Amphitheater. Hometown Heroes would also be announced prior to the concert.
    - Monday, June 29, 2026 'Threads of Honor', a patriotic concert, would also be presented at the Amphitheater beginning at 7:00 PM.
    - Friday, July 3, 2026, Activities:

- Surf ‘n Swim Splash Bash would begin at 5:00 PM
- All-Star Showcase for all Little League All-Stars at Ellison Park beginning at 5:30 PM
- Free puppet show in the amphitheater would begin at 5:30 PM

- Saturday, July 4, 2026, Activities:
  - Flag-raising ceremony would begin at 8:30 AM. $2 discount for the Rotary Club breakfast would be provided to attendees.
  - Rotary Club breakfast at the Kenley Plaza from 7:00 – 10:00 AM

Councilmember Smith Edmondson announced the Safe Kids event scheduled for Saturday, June 6, 2026, at Northridge High School from 10:00 AM-1:00 PM. She encouraged participation and believed free safety gear would be available at the event. She also mentioned Davis School District would be providing free summer lunch for children under the age of 18 until Thursday, July 23, 2026, with the exception of Monday, June 15 and Monday, July 5, 2026. She indicated lunch would be served Monday through Thursdays from 11:30 AM until 12:30 PM at Lincoln and Whitesides Elementary Schools.

Mayor Petro announced the State of Utah would recognize Juneteenth on Friday, June 19, 2026, and mentioned the landfill would be closed in recognition of that.

PRESENTATIONS:

There were no Presentations.

UNFINISHED BUSINESS:

DISCUSSION – EASTRIDGE DOG PARK

Mayor Petro read a statement regarding Freedom of Speech and expressed appreciation to citizens for participating in the process of conducting City business. She explained this would allow the City Council to have a discussion regarding the Eastridge Dog Park. She summarized the various concerns expressed by residents living near the Eastridge Nature Park and assured the public these comments had been heard . She pointed out other residents within the City had advocated for an off-leash dog park within the City and believed it had demonstrated the City was large enough to provide a safe, designated space for dogs and their owners. The Council was committed to listening and hearing the perspectives of all residents, and unfortunately there will be some residents which won’t be happy with the Council’s decision.

Councilmember Smith Edmondson referenced statements expressed during the Citizen Comment portion from the City Council Meeting on Thursday, May 21, 2026, which alluded that the decision specific to the location of a dog park facility had taken place with a lack of transparency. She shared a brief history of her participation as a Councilmember regarding this issue. She expressed concern about that perception, as all discussions had taken place during public meetings, which could be attended by the public, and which were also live streamed. She specifically mentioned the meeting of November 2025 during which Parks and Recreation had shared a presentation for the off-leash dog park in the Eastridge Nature area. She mentioned certain aspects, details, and particulars of the dog facility had not yet been discussed. She believed a dog park facility was needed within the City. She suggested even if another under-utilized park facility was designated with a fenced off-leash dog facility, the Eastridge Trail area would not be off the table. She stated she was prepared to move forward with the decision already concluded by the Council.

Councilmember Bloxham pointed out Layton City was the largest City in Davis County and the Council had to address many priorities. He mentioned a dog park facility had been discussed over the past seven years and it had been a priority for this Council. He stated RAMP (Recreation, Arts, Museum, and Parks) funding had been appropriated by the City Council for this purpose, but pointed out significant discussions hadn't taken place. He believed the off-leash dog facility would not be a free-for-all for dog owners. He wasn't in favor of designating a portion of the Eastridge area as a facility for dogs, but was also not in favor of delaying or moving forward with a designated dog facility. He believed it would be beneficial for the Council to determine what it would like to see at Eastridge and whether there was consensus of the Council to reconsider this particular location and consider alternative locations. He was appreciative of the emails he received specific to the dog park topic within the City.

Councilmember Thomas indicated he wasn't a proponent of a dog park and definitely not such a facility in the Eastridge area. He was only one vote out of five and indicated if three councilmembers expressed a yes vote, he would move forward with that decision to develop the very best dog park possible. He expressed concern about dogs being unleashed.

Councilmember Morris recalled previous meetings in which hot-button issues had been discussed and how the limited funds available to the Council had been appropriated for various activities which benefited the City. He mentioned residents had advocated for a dog park within the City for the past two years and shared his personal example of being a dog owner and/or walker and visiting various dog park facilities. He wouldn't be in favor of delaying development of a dog park facility within the City and mentioned Andy Adams Park might be a better suitable location for this use. He pointed out the RAMP Fund appropriation had been fast-tracked

in order to complete the park and trail at Eastridge with the intent of allowing dog use. He reminded the residents Eastridge would be a City facility for everyone and dogs would be allowed on the trail. He wasn't sure whether it was the best area for a dog facility and suggested Andy Adams might be a more suitable location.

Councilmember Kolendrianos stated he recently had the opportunity to visit with Parks and Recreation Staff regarding this issue and shared his personal example of allowing dogs to roam on his open farm acreage. He shared the various things he had learned from visiting with Staff regarding dog park facilities, various priorities, and how the proposed facility at the Eastridge Nature area could accommodate a dog park facility. He stated he would have to become more educated before making a final determination.

Councilmember Smith Edmondson would like to hear more from Parks and Recreation Staff and requested clarification about the timeline due to moving forward with RAMP Fund appropriation.

David Price, Parks and Recreation Director, confirmed funding had been appropriated to complete the design and construction of the Eastridge Nature Park in the proposed FY 2026-2027 budget. He believed this would take approximately one year. The allowance of an off-leash dog facility at that location had not yet been determined.

Councilmember Smith Edmondson inquired about the soonest completion date for an off-leash dog area or shared use space because she had been in favor of appropriated RAMP funding for completion of the Eastridge space with the intent that realization of an off-leash dog facility would occur sooner than a year.

Mr. Price responded significant infrastructure was needed at Eastridge and would take time and believed the fastest way to complete a dog facility would be to move forward with the lower area at Andy Adams Park due to the hard elements and infrastructure already in place.

Councilmember Bloxham requested clarification whether the RAMP Fund appropriation had been to complete the Eastridge Nature Park infrastructure and not necessarily an off-leash dog facility; rather, the off-leash dog facility would be designated as an amenity. Mr. Price responded Staff believed it had received direction from the Council to move in creating the Eastridge Nature area with the intention of allowing dogs off leash. He emphasized specific details of, how and when, had not been discussed or determined. A discussion regarding funding appropriation followed.

Councilmember Kolendrianos believed there was consensus to move forward with directing Staff to proceed

with developing a dog park at Andy Adams Park.

Mayor Petro directed Staff to provide some cost estimates and possibilities with how Andy Adams area could accommodate a dog facility.

Councilmember Smith Edmondson suggested if funding was needed in order to consider the Andy Adams area as a dog facility, the RAMP funding previously appropriated for this purpose for the Eastridge facility, should be reappropriated. She emphasized she would also like some trail space at Eastridge to be designated as off-leash space with some guardrails.

CITIZEN COMMENTS:

Shaurie Wade, resident, stated she was in favor of a dog park and believed Andy Adams would be a perfect location and believed the Eastridge area was not, due to the wildlife and horses which access the area. She referenced a section from Utah Code.

Michelle Hicks, Davis County Animal Care Director, stated she would be happy to provide facts and statistics regarding off-leash dog facilities. She pointed out all dogs, whether on or off leash would fight. She expressed her desire to be a resource of information about what could make a successful dog park.

Ian Bowles, resident, expressed support for the creation of an off-leash dog area within Layton and requested the Council make this a priority in the right location. He lived near the Eastridge area and would like to be able to use that as an off-leash facility for his dogs. He described the challenge he experienced with trying to obtain information from official City sources regarding this topic.

Roger Lambert, resident, expressed disappointment with obtaining information from the City's website. He shared his personal background which he believed illustrated his involvement in civic issues and stated he wasn't aware of this Layton City issue. He had regular contact with the City's Parks and Recreation Staff regarding completion of the Eastridge Trail behind his home and the first he had heard about the dog facility designation was two weeks ago. He expressed appreciation for the Council's discussion during the meeting and also appreciated the acknowledgement of Juneteenth.

Landon Bickley, resident, expressed objection to Councilmember Smith Edmondson's belief that off-leash dogs would remain on the trail. He pointed out residents hadn't yet seen a plan for the Eastridge Trail expansion and referenced comments expressed by Michelle Hicks. He requested clarification whether the off-leash dog

trail had been taken off the table. Mayor Petro emphasized the Council had a discussion.

Johnny, resident, stated he represented children in Layton City and read a statement in opposition to an off-leash dog park facility in the Eastridge area.

Linda Lartigue, resident, informed the Council she had submitted a web feedback comment a few months ago about creating a wall displaying photos of the City's previous Mayors. She had seen similar displays in other cities and believed it would contribute to the historical nature of the City. Additionally, she expressed concern the Council had previously made a decision for the location of a dog park and changed direction due to public clamor and suggested residents near the newly identified park space could also be opposed to a dog park.

Michael Hales, resident, suggested the Council remember the property was donated to the City with the intent it would remain a nature trail and the donors were not aware of the proposed off-leash dog facility. He added the adjacent residents were not informed about a designated off-leash dog park facility until recently. He continued to express concern about the environmental impact off-leash dogs would have in this area. He didn't believe residents were opposed to a dog facility; rather, it was the designated location they were opposed to.

Mayor Petro stated the Council would accept comments pertaining to a different topic than the dog park facility as it had accepted numerous comments, both for and against the dog park, and believed the Council's discussion had illustrated its position on the issue.

Brian Christiansen, resident, suggested language on the agenda could have been worded to better explain the dog park discussion.

Scott Sweeten, resident, stated he was opposed to the off-leash dog facility at the Eastridge area and although there were responsible dog owners, he regularly came across unleashed dogs while running on the Kays Creek Trail. He inquired how the City was enforcing the existing rules for unleashed dogs within the City and if there were no enforcement and consequences of dog owners' bad behavior, unleashed dogs within public spaces would continue.

CONSENT AGENDA:

APPROVE THE INTERLOCAL COOPERATION MASTER AGREEMENT REGARDING REGIONAL DISPATCH SERVICES – RESOLUTION 26-29

Allen Swanson, Police Chief, introduced the agenda item and explained the City operated an Emergency Communications Center (ECC) capable of receiving 9-1-1 calls, non-emergency calls, and dispatching public safety resources. As regional demand for consolidated dispatch services grows, establishing a master framework allows for the efficient onboarding of additional municipal, county, and special service district agencies. This Master Agreement would establish a standardized structure under which participating agencies receive dispatch services from Layton City, either through signing this Master Agreement or Addendum A at a later date. He identified the following key elements of the Master Agreement that protected Layton City's interests and would establish equitable partnerships:

- Operational control and ownership – Layton City would retain sole authority over the management, staffing, supervision, training, and day-to-day operations of the ECC. All real and personal property, infrastructure, software, and equipment acquired or maintained by the ECC would remain the sole and exclusive property of Layton City.
- Governance structure – The Agreement created User, Member, and Budget Advisory Groups to provide input and recommendations on policies, service levels, and budgets. These groups function as an advisory capacity, with final budget approval remaining with the Layton City Council.

Staff recommended approval and asked if there were any questions.

Councilmember Bloxham commented this had been an important component of previous discussions and requested Chief Swanson explain how the regional dispatch agreement would not only benefit the northern area of Davis Couty, but Layton City.

Chief Swanson shared a brief history of past discussions regarding the consolidation of dispatch services and explained implementation of the consolidation and subsequent agreement would allow Layton City to provide services to adjacent cities which were currently being served by the County. He explained Layton City had successfully provided dispatch services for Clearfield City, South Weber, and North Davis Fire District for a few years and had dispatched over 32,000 calls. This consolidation would increase that figure to approximately 140,000 calls per year. He emphasized Layton City would not be subsidizing any other entity and every entity would fairly be assessed its respective share of costs.

BID AWARD – RJT EXCAVATING, INC. – VARIOUS SANITARY SEWER REPAIRS, PROJECT 25-41 – RESOLUTION 26-33 – VARIOUS LOCATIONS THROUGHOUT THE CITY

Paul Applonie, Public Works Assistant Director, introduced the agenda item and explained that following a bid process, RJT Excavating submitted the lowest responsive, responsible bid in the amount of $359,482.94.

The engineer's estimate for the project was $450,000.

Staff recommended approval and he asked if there were any questions.

Councilmember Morris inquired about the current project being completed by RJT on Church Street and Paul. Applonie responded it was completing the irrigation pipeline extension connecting the reservoirs. He mentioned the road would be resurfaced next construction season.

INTERLOCAL COOPERATION AGREEMENT BETWEEN DAVIS COUNTY CITIES AND DAVIS COUNTY FOR UTAH POLLUTANT ELIMINATION SYSTEM (UPDES) GENERAL PERMIT REQUIREMENTS – RESOLUTION 26-32

Paul Applonie introduced the agenda item and explained the previous Interlocal Cooperation Agreement with Davis County would expire in September 2026. Layton City jointly participated with Davis County to satisfy the requirements of the Storm Water Management Program and adhere to the Environmental Protection Agency's Storm Water Phase II Rule.

Staff recommended adoption and he asked if there were any questions.

There were no questions.

TEXT AMENDMENT – AMEND TITLE 15, CHAPTER 15.02, SECTIONS 15.02.010, 15.02.110, 15.02.130, 15.02.150, 15.02.155, 15.02.165, 15.02.170, 15.02.180, 18.02.190, ENACT 15.02.185, AND REPEAL 15.02.195 OF THE LAYTON CITY MUNICIPAL CODE BY ADOPTING THE INTERNATIONAL BUILDING CODE, 2024 EDITION, THE INTERNATIONAL MECHANICAL CODE 2024 EDITION, THE INTERNATIONAL RESIDENTIAL CODE, 2021 EDITION, THE INTERNATIONAL FUEL GAS CODE, 2024 EDITION, THE INTERNATIONAL PLUMBING CODE, 2024 EDITION, THE NATIONAL ELECTRICAL CODE, 2023 EDITION, THE INTERNATIONAL EXISTING BUILDING CODE, 2024 EDITION, AND THE INTERNATIONAL ENERGY CONSERVATION CODE, 2024 EDITION – ORDINANCE 26-12

Weston Applonie, Community and Economic Development Director, announced the ordinance would update multiple sections of Title 15 of the City Code. He explained the City was required to comply with code standards adopted by the State of Utah and this amendment would update City Code to be consistent with the State's construction code additions and indicated approval of the resolution would include the following:

- International Building Code 2024
- International Mechanical Code 2024
- International Residential Code 2021
- International Fuel Gas Code 2024
- International Plumbing Code 2024
- International Existing Building Code 2024
- International Energy Conservation Code 2024
- National Electrical Code 2023

Weston Applonie clarified the various organizations published code updates every three years and it takes the State a few years to review them prior to adopting them via State ordinance. This proposed update would allow the City Code to match the State Code.

Staff recommended approval and he asked if there were any questions. There were no questions.

MOTION: Councilmember Smith Edmondson moved to approve the Consent Agenda as presented. Councilmember Thomas seconded the motion, which passed unanimously.

PUBLIC HEARINGS:

ACCEPT PUBLIC COMMENT ON THE CITY BUDGET FOR FISCAL YEAR 2026-2027

Tracy Probert, Finance Director, reminded the Council it adopted the Tentative Budget for Fiscal Year 2026-2027, and set a public hearing for tonight's meeting, during its meeting on Thursday, May 7, 2026. The Fiscal year would begin on Wednesday, July 1, 2026, and Statute required adoption no later than Tuesday, June 30, 2026. A Property Tax rate was required to be set no later than June 22nd of each year. The Council would accept public comment regarding the budget and continue the public hearing until its next meeting on Thursday, June 18, 2026. At that time the Council would discuss any changes it desired to the budget based on public comments during this meeting, and adopt the budget.

Mayor Petro opened the public hearing at 8:36 p.m.

Mayor Petro called for public comment.

No public comments were expressed regarding the public hearing.

MOTION: Councilmember Bloxham moved to continue the public hearing to June 18, 2026, Councilmember Smith Edmondson seconded the motion. The motion passed with the following vote: **Voting AYE – Councilmembers Morris, Kolendrianos, Smith Edmondson, and Thomas, and Bloxham. Voting NO – None.**

ACCEPT PUBLIC COMMENT ON CHANGES IN COMPENSATION FOR EXECUTIVE MUNICIPAL OFFICERS AS PROPOSED IN THE CITY BUDGET FOR FISCAL YEAR 2026-2027

Mr. Probert informed the Council that as part of the budget process, State statute required the City to hold a separate public hearing for changes in compensation for Executive Municipal Officers. He reviewed the process used to determine appropriate compensation for various positions within the City. The Mayor and Council were included in this study and in previous years the Council had foregone compensation increases. He pointed out no increases for the Mayor or Council had been programmed within the proposed budget. He referenced the previous discussion regarding this item which had taken place during the Work Meeting.

He suggested the public hearing be continued until the City Council Meeting scheduled for Thursday, June 18, 2026, to allow further discussion or possible changes with the direction of the Council.

He further explained the budget proposed the Executive Municipal Officers, excluding the Mayor and Council, would receive a one percent COLA (Cost of Living Adjustment) and a three percent merit increase. He mentioned those had already been included in the proposed budget.

Mayor Petro opened the public hearing at 8:41 p.m.

Mayor Petro called for public comment.

There were no public comments.

MOTION: Councilmember Bloxham moved to continue the public hearing until June 18, 2026. Councilmember Smith Edmondson seconded the motion. The motion passed with the following vote: **Voting AYE – Councilmembers Bloxham, Thomas, Smith Edmondson, Kolendrianos, Morris, Voting NO – None.**

GENERAL PLAN AMENDMENT – APPROXIMATELY 790 EAST ANTELOPE DRIVE – FROM

AGRICULTURE TO INSTITUTIONAL USE AND REZONE REQUEST WITH DEVELOPMENT AGREEMENT – APPROXIMATELY 790 EAST ANTELOPE DRIVE AND 1867 NORTH FAIRFIELD ROAD – FROM A (AGRICULTURE) TO PB (PROFESSIONAL BUSINESS) – ORDINANCES 26-10, 26-11, AND RESOLUTION 26-26

Weston Applonie introduced the agenda item and explained the vacant property consisted of approximately 1.52 acres. He pointed out due to its location within the APZ (Accident Potential Zone) it had a designation of Agriculture Zone in the City's General Plan. The applicant was requesting the General Plan designation for this property be amended to Institutional Use. The applicant was also requesting a rezone of the property, and the adjacent property, 1867 North Fairfield Road, also be rezoned from Agriculture to PB (Professional Business). Both properties combined totaled approximately 26.12 acres.

He referenced an illustration which identified an area outlined in red, indicating the property owned by Lindquist Mortuary and the area highlighted in blue was the portion applicable to the General Plan Amendment. The area outlined in red would be applicable to the rezone.

He pointed out the applications were intended to address existing lot and zoning issues and to accommodate the owner's desires to keep the mortuary and cemetery under separate ownership, He referred to the same illustration which reflected the mortuary property outlined in white, indicating it had separate ownership. The current parcel configuration does not meet frontage or width requirements of the Agriculture Zone and a mortuary is not permitted as a standalone use in that zone. The proposed PB zoning district would allow the uses to be on separate parcels and enable a commercial subdivision, addressing frontage, width, and ownership concerns while allowing for expansion of cemetery supportive operations on the Antelope Drive property. A Development Agreement accompanied the rezone request to limit and clearly define the permitted uses on the property ensuring future development remained consistent with the intended cemetery and mortuary operations that currently exist on the property.

The Planning Commission reviewed this item during its meeting on Tuesday, May 12, 2026 , and unanimously recommended approval of the General Plan Amendment, the rezone request, and approving the Development Agreement. Staff supported the recommendations.

He asked if there were any questions.

Councilmember Thomas requested further clarification about the vacant parcel.

Councilmember Bloxham expressed appreciation to Staff for facilitating a solution which accomplishes the property/business owner's needs.

Mayor Petro opened the public hearing at 8:48 p.m.

Mayor Petro called for public comment.

Leanna Roadhouse, resident, stated she owned the home directly east of the vacant property on Antelope Drive. She inquired what was planned for the property. She specially inquired about required fencing, the size of any allowed structure(s), any required setbacks, and whether there would be a driveway access to Antelope Drive.

Robert Lindquist Jr. (Bobby Lindquist), Lindquist Family Organization, stated the cemetery was in need of a maintenance shop for the purpose of storing equipment needed to operate the cemetery. Construction of such a facility would allow for redevelopment/expansion of the current mortuary. He indicated the maintenance building would be a modest structure, and wouldn't be occupied by a large number of staff, and no manufacturing would take place; it would strictly operate as a storage facility. He mentioned fencing was being required by Layton City and couldn't recall those specifics. He expressed Lindquist's appreciation for the mutual respect and support with Layton City.

Weston Applonie added a landscape buffer would be required in addition to six-foot solid fencing. Additionally, the structure would be required to have a 40-foot setback from the right-of-way. The drive approach would be off center of the vacant lot and referenced an illustration which reflected the proposed location of the drive approach in relation to the structure.

Councilmember Morris inquired about lighting at the building and Mr. Applonie responded the applicant would be required to submit a lighting plan and the light could not be distributed beyond the property boundaries.

Councilmember Bloxham clarified the egress would be directly related to access to the storage facility and not for the public or patrons of the mortuary.

MOTION: Councilmember Kolendrianos moved to close the public hearing at 8:56 PM and approve the General Plan Amendment, Approximately 790 East Antelope Drive from A (Agriculture) to Institutional Use and Rezone Request with Development Agreement as presented, Ordinances 26-10, 26-11, and Resolution 26-26. Councilmember Thomas seconded the motion. The motion passed with the following vote: **Voting AYE**

– Councilmembers Smith Edmondson, Thomas, Morris, Bloxham, and Kolendrianos, Voting NO – None.

TEXT AMENDMENT – WATER-WISE STANDARDS FOR SINGLE-FAMILY DWELLINGS – AMENDING TITLE 19 ZONING, CHAPTER 19.02 DEFINITIONS; AND CHAPTER 19.16 LANDSCAPING, FENCING, AND CLEAR VIEW – ORDINANCE 26-16

Weston Applonie introduced the agenda item and explained the Council had adopted significant changes to the City's landscaping standards in 2023 in an effort to promote and encourage water-efficient landscaping. A key component of the proposed ordinance language was to limit turf grass to be no greater than 35% of the front and side yard areas for single-family residential properties. At this time the code language was adopted to strongly encourage that limitation for all single-family developments and properties to not have it be a requirement except for single-family homes within a PRUD (Planned Residential Unit Development).

He announced this proposed text amendment would modify the ordinance and make the following changes:

1. Limit turf grass to no more than 35% for front and side yard areas for new single-family homes
2. No turf grass in new residential park strips of single-family homes and landscaped areas less than eight-feet wide
3. Allowance to use the Jordan Valley Water Conservancy District plant list as well as other lists or resources used for plant selection in the Great Basin region
4. Minor clarifications and formatting changes related to these proposed changes

He pointed out adoption of the ordinance would allow Layton City residents to qualify for the $2.50 Weber Basin Water Conservancy District (WBWCD) turf buy-back rebate, as opposed to the $1.25 rebate. The proposed ordinance had been reviewed by WBWCD and it had indicated it would be compliant with State requirements.

He announced the Planning Commission reviewed the proposed ordinance during its meeting on Tuesday, June 26, 2026, and forwarded a vote of support to approve Ordinance 26-16, approving Water-wise Standards for single-family homes. Staff supported the Planning Commission's recommendation.

Councilmember Morris requested clarification how this ordinance would be effective to the builder or new homeowner of the new qualifications. Weston Applonie responded those individuals would be made aware of the ordinance when application to proceed through the subdivision process began. He continued to explain the ordinance would be applicable to any submissions accepted after the approval date

Councilmember Thomas requested clarification about the ordinance's applicability to a PRUD and Weston Applonie responded PRUD's were currently required to comply with this standard.

Councilmember Bloxham referenced the discussion from the previously held work meeting regarding the allowance of turf grass in the park strip and requested clarification how the motion would need to be stated. Mr. Applonie indicated a statement could be included that turf grass wouldn't be allowed within any park strip.

Councilmember Smith Edmondson clarified language within the ordinance would still allow Layton City residents to benefit from the WBWCD landscape reimbursement, without the addition of the commercial component referenced by Councilmember Bloxham. Weston Applonie responded in the affirmative and believed the drafted proposed ordinance still met WBWCD standards for new construction. He indicated the Council could add additional language in the motion if it so desired.

Councilmember Smith Edmondson inquired about the dissenting vote from the Planning Commission. Weston Applonie believed the Commission member took issue with the portion of the ordinance that called out the size of rock, bark, and/or mulch to be less than a minimum sorting size of one inch. The Commission member expressed concern and suggested bark/mulch shouldn't be classified in that manner. He pointed out the distinction was understood; however, it hadn't been called out in the motion. Councilmember Kolendrianos believed Weston Applonie accurately described the discussion that the commissioner didn't want the bark/mulch to be included in the one inch or larger category.

Mayor Petro opened the public hearing at 9:06 p.m.

Mayor Petro called for public comment.

Roger Lambert, resident, spoke to the Eastridge Development and inquired how this ordinance would impact multiple-phased developments and whether the City had the authority to direct HOA's (Homeowners' Associations) on what they could restrict with regard to landscaping. Weston Applonie explained when an application was made for a subdivision, and although there could be multiple phases, the determination of what would be allowed would revert back to the application date. He mentioned Eastridge would be one of those which would be required to follow the ordinance at the time of application, most likely the previous landscaping ordinance.

Mayor Petro emphasized the City had no authority or jurisdiction over HOA's and the HOA was governed by

its local HOA Board. Clinton Drake, City Attorney, clarified an HOA Board could not trump City ordinance regarding landscaping and anything moving forward would be required to comply with this ordinance, should it be adopted.

MOTION: Councilmember Smith Edmondson moved to close the public hearing at 9:09 PM and approve the Text Amendment – Water-Wise Standards for Single-Family Dwellings – Amending Title 19, Zoning, Chapter 19.02 Definitions; and Chapter 19.16 Landscaping, Fencing, and Clear View – Ordinance 26-16, as presented.

MOTION: Councilmember Kolendrianos moved to amend the motion to include language to eliminate all turf in park strips and clarify the designated size, one-inch minus, only be applicable to rock products. Councilmember Smith Edmondson accepted the amended motion.

Councilmember Bloxham requested clarification about the language including the size of the rock product and requested Staff's opinion specific to the one inch minus size called out in the ordinance. Mr. Applonie read the portion of the language which addressed the size of mulch/bark, or rock products allowed to be used in park strips in the proposed ordinance. He added the language had been functioning appropriately and hadn't been difficult for residents to understand and no issues had been experienced regarding enforcement and expressed his opinion the definition wasn't a bad clarification and provided sufficient direction.

Councilmember Morris requested clarification regarding the terminology of a one-inch minus and Mr. Applonie responded this was a measurement applicable to the size of gravel in that although the pieces weren't the same, they generally were identified as one inch or minus, or smaller than one inch.

Mr. Drake clarified the motion: A discussion during the Planning Commission meeting had taken place regarding the size of bark/mulch during which a Commission member had expressed concern. The motion didn't address that concern and the Planning Commission's recommendation supported the ordinance as it was presented to the City Council. The motion before the City Council would approve the landscaping ordinance as proposed with additional language addressing the one Planning Commission member's concern. He requested clarification the Council understood the motion before them. Councilmember Kolendrianos expressed agreement with Mr. Drake's summation, in addition to eliminating turf grass in the park strip.

Mayor Petro called for a second to the amended motion. Councilmember Thomas seconded the motion. The amended motion passed with the following vote: **Voting AYE – Councilmembers Kolendrianos, Smith Edmondson, Thomas, Bloxham, and Morris. Voting NO – None.**

The meeting adjourned at 9:16 p.m.

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Kimberly S Read, City Recorder

D R A F T

MINUTES OF LAYTON CITY COUNCIL WORK MEETING — **AUGUST 6, 2026; 6:30 P.M.**

MAYOR AND COUNCILMEMBERS PRESENT: **MAYOR JOY PETRO, ZACH BLOXHAM, MIKE KOLENDRIANOS, CLINT MORRIS, AND BETTINA SMITH EDMONDSON**

EXCUSED: **DAVE THOMAS**

STAFF PRESENT: **ALEX JENSEN, CLINT DRAKE, WESTON APPLONIE, DAVID PRICE, JOELLEN GRANDY, ED FRAZIER, AND KIM READ**

The meeting was held in the Council Conference Room of the Layton City Center.

Mayor Petro opened the meeting.

AGENDA:

MAYOR'S REPORT

Mayor Petro reported the Davis County Commission was considering the fifth, fifth local option sales tax. She explained the rationale behind this consideration was based on the difficulty of receiving additional funding from the State because the County hadn't implemented this type of tax, intended to benefit transportation, public safety, and other projects.

Alex Jensen, City Manager, reported on what he had learned from a meeting he attended and shared his perspective He briefly summarized what he had learned from a shared presentation at the County and its following discussion. He mentioned those in attendance which had spoken favorably of the proposed tax and also explained how the tax would be implemented and the various projects it would benefit.

COUNCILMEMBERS' REPORTS

Councilmember Kolendrianos shared the following:

- Reported Open Doors' Circles Program recently learned it wouldn't be receiving any federal grant funding this year and indicated he would forward the email regarding that announcement. He believed this Chapter would be able to continue operating.
- Believed there were two ordinances approved in June which hadn't been updated on the City's

website and requested Staff look into that.

- Requested an update about the construction taking place at or near Smith's warehouse. Mr. Jensen, and Weston Applonie, Community and Economic Development Director, shared a brief update on the project. Mr. Applonie mentioned he would look into the current happenings at that location.

Councilmember Smith Edmondson announced CTC (Communities That Care) would be hosting a booth/table at South Weber Country Days this coming Saturday, August 8, 2026, seeking interested volunteers. She also mentioned the Teen Brain workshop that took place on Wednesday, July 29, 2026, and believed this had been a successful event.

DISCUSSION OF PROPOSED DRAFT CHANGES TO THE RAMP (RECREATION, ARTS, MUSEUM, AND PARKS) APPLICATION, CALENDAR, ORDINANCE, AND BYLAWS

David Price, Parks and Recreation Director, reminded the Council of possible changes applicable to the RAMP (Recreation, Arts, Museum, and Parks) Ordinance, the Bylaws, and Calendar. He indicated in addition to the RAMP Commission discussions, Tracy Probert, Finance Director, and Legal Department Staff had been consulted to ensure compliance. He stated an ordinance applicable to the amended ordinance would come before the Council during its meeting on Thursday, August 20, 2026, and distributed a handout and reviewed the following proposed changes:

- Reflected the change of 'Part 14' in Utah Code
- More clearly define the applicant's primary organizational purpose
- RAMP funding couldn't be used for an organization's associated events which might have an arts, museum, parks, or recreational activity, when its primary purpose was something else, yet would be hosting an arts event. He further clarified if an organization's primary purpose was focused on something other than arts, museum, parks, or recreation, but would be hosting an event of this type, the organization would be ineligible for RAMP funding.
- Clarify and strengthen the approved uses for RAMP funding by providing definitions for Capital Expenditures, Non-Capital Equipment, and Programs

Councilmember Smith Edmondson requested clarification to 2b; use of revenues which reflected the City Council's involvement in determining an applicant's primary organizational purpose and a discussion followed and it was suggested to include 'RAMP Commission'.

- Include parameters for the RAMP Commission's ability to reject applications which were incomplete. It also identified when the RAMP Commission could allow for corrections, address

clerical errors or clarify responses. He added this was in line with current practices of the RAMP Commission.

- Tier II grants, the smallest grant amount, would allow the Commission to consider one-fourth of the applying entity's previous year's operating budget as opposed to an average of the previous three years. He mentioned this change would allow younger organizations to become eligible more quickly. A discussion followed.
- Clarification of non-profit board members' residency.
- Operating Expenses and Exceptions Defined and reviewed three expense exceptions.
- Requirement of IRS form 990 or Financial Statements for those entities which receive significant funding of 25,000 to $100,000.
- 18-month funding period instead of 12 months

JoEllen Grandy, Assistant Parks and Recreation Director, reviewed proposed changes to the RAMP Bylaws with the Council:

- Clarifications of City Council, Commission, and City Staff functions and duties
- Terms for standing members of the RAMP Commission
- Article 8 would be a new addition to the Bylaws which identified conflicts of interest, which included ethic statements.
- Article 9 would address meeting and voting standards and Commission Members' duties as identified in the proposed ordinance (Ordinance 26-26).
- References Ordinance 26-26 Financial Reporting Standards

Mr. Price reviewed the proposed RAMP calendar changes with the Council and indicated this document was time sensitive. He identified the new calendar and proposed a new application window to make applications available beginning September 1 to all applicants. This would allow the applicants two months to complete the application. The Commission would then review submitted applications beginning November 2, allowing the Commission a four-month review time. He explained what the review process would resemble.

Mayor Petro mentioned previous discussions had suggested at-large commission members should reside within Layton City and suggested that be added to the Bylaws. She also pointed out the Council needed to move quickly and suggested unless there were any objections from the Council to move forward with the calendar changes at this time. The Council directed Staff to move forward with the proposed calendar at this time.

Mr. Price requested the Council review the proposed changes to the Ordinance and Bylaws and contact him with any questions and/or concerns.

REZONE REQUEST – AMBER LANE – A (AGRICULTURE) TO R-S (RESIDENTIAL SUBURBAN) – ORDINANCE 26-24 – APPROXIMATELY 75 NORTH 1550 WEST

This item was not addressed by the Council.

The meeting adjourned at 7:00 p.m.

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Kimberly S Read, City Recorder

D R A F T

MINUTES OF LAYTON CITY COUNCIL WORK MEETING — **AUGUST 20, 2026; 6:30 P.M.**

MAYOR AND COUNCILMEMBERS PRESENT: **MAYOR JOY PETRO, ZACH BLOXHAM, MIKE KOLENDRIANOS, CLINT MORRIS, BETTINA SMITH EDMONDSON, AND DAVE THOMAS**

STAFF PRESENT: **TRACY PROBERT, CLINT DRAKE, WESTON APPLONIE, DAVID PRICE, JOELLEN GRANDY, ED FRAZIER, AND KIM READ**

The meeting was held in the Council Conference Room of the Layton City Center.

Mayor Petro opened the meeting.

AGENDA:

MAYOR'S REPORT

Mayor Petro reminded the Council about the Employee Appreciation Luncheon on Wednesday, September 2, 2026, and requested the Council arrive at 10:00 AM to help set up and serve City Staff.

COUNCILMEMBERS' REPORTS

Councilmember Thomas announced the following events:

- Layton F.E.S.T. (Fun, Entertainment, Shopping, and Trucks) for the next two Fridays
- Surf 'n Swim winter hours would begin today, Thursday, August 20, 2026
- End of Summer Bash at Surf 'n Swim was scheduled for Saturday, August 29, 2026, from 12:00-6:00 PM
- Surf 'n Swim would be closed beginning Sunday, September 13 through September 20, 2026, to install the bubble
- Heritage Museum had a new photography exhibit beginning Tuesday, September 1, 2026
- Davis Arts Council's Multi-Cultural Arts Festival was scheduled for Saturday, August 29, 2026, from 12:00 PM (noon) - 8:00 PM at the Kenley Amphitheater Plaza and surrounding park. Following the Festival, a concert performed by Yaleo-The Ultimate Santana Experience beginning at 8:00 PM. He briefly reviewed many of the activities and arts available with the Festival.
- Family Recreation Activity would be 'Park After Dark' in Commons Park on Friday, September

11, 2026, from 7:30-9:30 PM with outdoor games and free s'mores

Councilmember Bloxham provided the following update regarding UTOPIA Fiber:

- UTOPIA surpassed 85,000 subscribers across all platforms and was continuing to grow
- Utah Education and Telehealth Network project had been completed. This was the largest award given to a specific provider and announced 278 services for schools and libraries were available throughout the State
- Updates had been made to service maps for the public to determine where access would be available

Councilmember Kolendrianos commented on the Youth Court event on Wednesday, August 19, 2026.

REZONE REQUEST AND DEVELOPMENT AGREEMENT – LAYTON MAIN STREET – C-H (PLANNED HIGHWAY COMMERCIAL) TO MU (MIXED-USE) – ORDINANCE 26-25 AND RESOLUTION 26-37 – 1596 NORTH MAIN STREET

Weston Applonie, Community and Economic Development Director, introduced the agenda item and reviewed it with the Council. He shared a visual illustration which identified the location for the mixed-use development on 1596 North Main, also known as 1596 Avalon Drive, which identified the property that hadn't yet been developed. He briefly pointed out surrounding uses and development. This parcel was currently zoned CH (Planned Highway Commercial) and the applicant requested a Mixed-Use (MU) Zone in order to provide some live/work units. He referred to the illustration and indicated Building 1 and Building 2 would provide the live/work components, while Building 3 would only consist of townhomes. He referenced illustrations which identified how the office use could be accommodated within the housing components. He continued to point out the parking components proposed with the development and concluded the streets would be wide enough to safely accommodate on-street parking. He shared visual illustrations of the elevations of the various street frontages.

Councilmember Morris asked if these units would be a 'for sale' product and Mr. Applonie believed that to be the case.

Mr. Applonie informed the Council, a Development Agreement accompanied the rezone request and reviewed the following requirements called out in the Agreement:

- Maintain the architecture shared in the illustrations
- 15-foot setbacks would be required from the townhomes in the development to the south adjacent to Dirk's Plumbing in order to provide adequate separation

- Minimum 20-foot depth in the live/workspace to allow the uses to better function
- Minimum of 75% glass to be incorporated along the front facades
- Pedestrian circulation to be provided along the public streets within the development

A discussion followed and the Council requested clarification regarding specifics for the townhomes.

Councilmember Smith Edmondson would like the applicant to address whether the units would be sold or rented units because of what had been included within the agenda packet. She also requested Staff identify the number of townhome units within the City, compared to the amount of those which were vacant. She further explained her desire to determine whether allowing the number of townhomes was solving a problem or just filling vacant parcels with this type of housing. She also expressed concern about the allowance of public on-street parking spaces due to convenience, as opposed to the available provided parking associated proposed with the development.

Mr. Applonie stated he didn't have exact numbers to provide a response to Councilmember Smith Edmondson's concerns; however, townhomes within the City were definitely selling and pointed out townhomes were now considered the entry-level home for consumers and believed both markets, rented or owned, were functioning . He believed this development filled a niche in that it allowed residents to work and live at the same location. He pointed out the City required adequate parking in garages and other parking options and agreed that the on-street parking was oftentimes used out of convenience.

Councilmember Kolendrianos shared a comment from a constituent he had received expressing concern about the number of multi-family units within the City and the commercial space being completed after the residential component. Mr. Applonie responded the development would primarily be residential with the commercial component use allowed within the unit and would be constructed simultaneously He added the commercial component allowed flexibility to be used as residential space and could provide examples of similar developments throughout the Wasatch Front and the discussion continued.

Mayor Petro pointed out this item would have a public hearing during the City Council Meeting following this meeting.

The meeting adjourned at 6:55 p.m.

D R A F T

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Kimberly S Read, City Recorder

LAYTON CITY COUNCIL MEETING
AGENDA ITEM COVER SHEET

Item Number: 3.A.

Subject:
Layton City Youth Council Swearing In

Background:
The new Layton City Youth Councilmembers will be sworn in by the City Recorder

Alternatives:
N/A

Recommendation:
N/A

LAYTON CITY COUNCIL MEETING
AGENDA ITEM COVER SHEET

Item Number: 5.A.

Subject:
Interlocal Cooperation Agreement for Highways or Public Transit Project Reimbursement, between Layton City and Davis County for the 2200 West Railroad Crossing Active Transportation Bridge – Resolution 26-41 – 2200 West Railroad Crossing

Background:
Resolution 26-41 authorizes the execution of an Interlocal Cooperation Agreement for Highways or Public Transit Project Reimbursement, between Layton City (City) and Davis County (County) for the 2200 West Railroad Crossing Active Transportation Bridge (Project).

The City received an Implementation Grant (Grant) through Safe Streets for All Program, administered by the United States Department of Transportation, in the amount of $9,908,000. The Grant requires a 20 percent funding match. In order to comply with the match requirements, the City applied for funding assistance with the County.

The City submitted a Highway or Public Transit Proposal to the County for the Project. The County approved funding for the Project through the Fourth .25% County Option Sales and Use Tax for Highways or Public Transit Proposal. The County has agreed to partially reimburse the City in an amount up to 80 percent of the total permitted or authorized costs or expenses of the Project, not to exceed $1,730,000. The City has agreed to complete the Project on or before December 31, 2030.

Alternatives:
Alternatives are to: 1) Adopt Resolution 26-41 authorizing the execution of the Interlocal Cooperation Agreement for Highways or Public Transit Project Reimbursement, between Layton City and Davis County; 2) Adopt Resolution 26-41 with any amendments the Council deems appropriate; or 3) Not Adopt Resolution 26-41 and remand to Staff with directions.

Recommendation:
Staff recommends the Council adopt Resolution 26-41, authorizing the City Manager to execute the Interlocal Cooperation Agreement for Highways or Public Transit Project Reimbursement, between Layton City and Davis County.

RESOLUTION 26-41

A RESOLUTION ADOPTING AND APPROVING AN INTERLOCAL COOPERATION AGREEMENT FOR HIGHWAYS OR PUBLIC TRANSIT PROJECT REIMBURSEMENT, BETWEEN LAYTON CITY AND DAVIS COUNTY, FOR THE 2200 WEST RAILROAD CROSSING ACTIVE TRANSPORTATION BRIDGE

WHEREAS, Layton City (City) and Davis County (County) desire to enter into an Interlocal Cooperation Agreement for Highways or Public Transit Project Reimbursement (Agreement) for the 2200 West Railroad Crossing Active Transportation Bridge (Project); and

WHEREAS, the Davis County Council of Governments (COG) is the organization with the authority to work with the County to prioritize transportation projects or services within the County and submit a priority list of such projects or services to the County for review and possible approval; and

WHEREAS, the City, on or about July 31, 2026, submitted a Davis County Application (Application) to the County for the Layton 2200 West Railroad Crossing Active Transportation Bridge (Project); and

WHEREAS, the County desires to partially reimburse the City for the permitted or authorized costs, expenses, or otherwise incurred by the City in connection with the Project up to $1,730,000; and

WHEREAS, the City desires to commence and complete the Project on or before December 31, 2030; and

WHEREAS, the Parties have agreed to the terms and conditions contained in the Agreement; and

WHEREAS, Title 11, Chapter 13, of the Utah Code authorizes governmental entities to enter into interlocal cooperation agreements under the Interlocal Cooperation Act for provision of services; and

WHEREAS, it is deemed to be in the best interest of the citizens of Layton City to adopt and approve the Interlocal Cooperation Agreement for Highways or Public Transit Project Reimbursement between Layton City and Davis County.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF LAYTON, UTAH:

1. That the Interlocal Cooperation Agreement for Highways or Public Transit Project Reimbursement, between Layton City and Davis County, which is attached hereto and incorporated herein by this reference, be adopted and approved.

2. That the City Manager is authorized to execute the necessary documents.

3. This Resolution shall become effective immediately upon adoption by the City Council.

PASSED AND ADOPTED by the City Council of Layton, Utah this **17th** day of **September, 2026**

_____
JOY PETRO, Mayor

ATTEST:

_____
KIMBERLY S READ, City Recorder

APPROVED AS TO FORM:

CLINTON R. DRAKE, City Attorney

STEPHEN JACKSON, Department Director

DOCUMENT WAS
RECEIVED FROM AN
OUTSIDE SOURCE

INTERLOCAL COOPERATION AGREEMENT FOR HIGHWAYS OR PUBLIC TRANSIT PROJECT REIMBURSEMENT

(Fourth .25% County Option Sales and Use Tax for Highways or Public Transit)

This Interlocal Cooperation Agreement for Highways or Public Transit Project Reimbursement (this "Agreement") is between Davis County, a body corporate and politic and a legal subdivision of the State of Utah (the "County"), and Layton City, a municipal corporation of the State of Utah (the "City"). The County and the City may be collectively referred to as the "Parties" in this Agreement or may be solely referred to as a "Party" in this Agreement.

WHEREAS, the Parties are authorized to enter into in this Agreement, pursuant to Utah's Interlocal Cooperation Act, which is codified at Title 11, Chapter 13 of the Utah Code (the "Act"); and

WHEREAS, Utah Code Section 59-12-2219 ("Section 59-12-2219") provides the legislative body of Davis County, Utah an opportunity to expend revenue generated from local option sales and use tax for the purposes set forth in Utah Code Section 59-12-2212.2 ("Section 59-12-2212.2"); and

WHEREAS, the City desires to commence and complete a project that satisfies the provisions of Section 59-12-2212.2 and the provisions of this Agreement, including, but not limited to, the Highways or Public Transit Proposal attached to this Agreement as Attachment 1 and incorporated into this Agreement by this reference (the "Project") and the Project Cost Estimate attached to this Agreement as Attachment 2 and incorporated into this Agreement by this reference; and

WHEREAS, the City desires to be reimbursed, in part, by the County for expenses incurred to complete the Project pursuant to the provisions of this Agreement; and

WHEREAS, the County desires to partially reimburse the City for the permitted or authorized costs and expenses incurred by the City in connection with the Project pursuant to the provisions of this Agreement.

The Parties therefore agree as follows:

1. **Purpose**. The purpose of this Agreement is to memorialize an agreement between the Parties for the commencement and completion of the Project, which satisfies the provisions of Section 59-12-2212.2 as well as the provisions of this Agreement.

2. **The City's Duties, Obligations, or Responsibilities**.

   2.1. The City shall commence and complete all material aspects of the Project on or before December 31, 2030.
   2.2. The City shall be fully and solely responsible for all costs, expenses, or otherwise related to the Project.
   2.3. The City shall be solely responsible for operating and maintaining the Project, including, but not limited to, all costs, expenses, or otherwise related to the operation or maintenance of the Project.
   2.4. The City shall ensure that the Project complies with the American Public Works Association ("APWA") standards and all other federal, state, or local laws, regulations, rules, requirements, codes or otherwise that are applicable to the Project.

3. **The County's Duties, Obligations, or Responsibilities**. The County shall reimburse the City in an amount up to 80% of the total permitted or authorized costs or expenses of the Project not to exceed $1,730,000.00, only upon all of the following being satisfied by the City:

   3.1. The City commences and completes all material aspects of the Project on or before December 31, 2030; and

3.2. The City notifies the County of its completion of the Project and provides the County with a detailed breakdown of all expenses, costs, or other approved match payments paid by the City in connection with the Project.

4. **Progress Payments Authorized**. The City may provide reimbursement requests to the County, no more frequently then quarterly, for authorized costs paid by the City for the Project. After confirming that the costs provided in a reimbursement request are authorized for reimbursement, the County shall reimburse the City in an amount equal to 90% of the authorized costs sought through a reimbursement request. The tender or receipt of progress payments under this section shall not relieve the City of its obligations under this Agreement. The County shall reimburse the City for the remaining 10% of the authorized costs sought through the City's reimbursement requests in an amount up to 80% of the total authorized costs of the Project, not to exceed $1,730,000.00, only if the City timely and completely satisfies its obligations under Sections 2 and 3 of this Agreement.

5. **Effective Date of this Agreement**. The Effective Date of this Agreement shall be on the earliest date after this Agreement satisfies the requirements of the Act (the "Effective Date").

6. **Term of Agreement**. The term of this Agreement shall begin upon the Effective Date of this Agreement and shall terminate five years from the Effective Date of this Agreement (the "Term"), subject to the termination and other provisions set forth in this Agreement.

7. **Termination of Agreement**. This Agreement may be terminated prior to the completion of the Term by any of the following actions:

7.1. The mutual written agreement of the Parties;
7.2. By either Party:

7.2.1. After any material breach of this Agreement, subject to Subsection 7.2.2. of this Agreement; and
7.2.2. Thirty calendar days after the non-breaching Party sends a demand to the breaching Party to cure such material breach, and the breaching Party fails to timely cure such material breach; provided however, the cure period shall be extended as may be required beyond the thirty calendar days, if the nature of the cure is such that it reasonably requires more than thirty calendar days to cure the breach, and the breaching Party commences the cure within the thirty calendar day period and thereafter continuously and diligently pursues the cure to completion; and

7.3. As otherwise set forth in this Agreement or as permitted by law, ordinance, rule, or regulation.

8. **Indemnification; Hold Harmless**. The City shall indemnify and hold harmless the County, and the County's officials, employees, agents, and other representatives (collectively, the "Indemnified Party"), against any and all losses, damages, liabilities, deficiencies, claims, actions, judgments, settlements, interest, awards, penalties, fines, costs, or expenses of whatever kind, that are incurred by the Indemnified Party (collectively, "Losses"), and any cost or expense incurred by the Indemnified Party in defending a matter relating to one or more Losses (e.g. court filing fees, court costs, dispute resolutions costs, witness fees, professional fees and attorney fees) (collectively, "Resolution Expenses") (Losses and Resolution Expenses together mean "Indemnifiable Losses") relating to a material breach of this Agreement by the City or the negligent, reckless, or willful acts or omissions of the City or the City's officers, directors, employees, agents, or other representatives, except to the extent that the Indemnified Party caused those Indemnifiable Losses. The rights and obligations of the Parties set forth in this section will survive the termination of this Agreement.

9. **Notices**. All notices under this Agreement must be in writing and must be delivered personally, by a nationally recognized overnight courier, or by United States mail, postage prepaid, and addressed to the Parties at their

respective addresses set forth below (or to such other address(es) as may be designated by a Party in accordance with this section), and the same shall be effective upon receipt, if delivered personally, on the next business day, if sent by overnight courier, or three business days after deposit in the United States mail, if mailed. The initial addresses of the Parties shall be:

To the City:	To the County:	With a Copy to:
<Name of City> <Attn: Title or Name> <Street Address> <City, UT Zip>	Davis County Attn: CED Director P.O. Box 618 Farmington, UT 84025	Davis County Attn: Attorney's Office, Civil Division P.O. Box 618 Farmington, UT 84025

10. **Damages**. The Parties acknowledge, understand, and agree that, during the Term of this Agreement, the Parties are fully and solely responsible for their own actions, activities, or business sponsored or conducted.

11. **Governmental Immunity**. The Parties recognize and acknowledge that each Party is covered by the Governmental Immunity Act of Utah, codified at Title 63G, Chapter 7 of the Utah Code (the "Immunity Act"), and nothing in this Agreement is intended to waive or modify any and all rights, defenses or provisions provided in the Immunity Act. Officers and employees performing services pursuant to this Agreement shall be deemed officers and employees of the Party employing their services, even if performing functions outside of the territorial limits of such Party and shall be deemed officers and employees of such Party under the provisions of the Immunity Act.

12. **Approval.** This Agreement shall be submitted to the authorized attorney for each Party for review as to proper form and compliance with applicable law pursuant to Section 11-13-202.5 of the Act. This Agreement shall be approved by the legislative body of each Party pursuant to Section 11-13-202.5 of the Act. This Agreement shall be filed with the keeper of records of each Party pursuant to Section 11-13-209 of the Act.

13. **Interlocal Agreement Provisions**. This Agreement does not create an interlocal entity. There is no separate legal entity created by this Agreement to carry out its provisions, and, to the extent that this Agreement requires administration other than as is set forth herein, it shall be administered by the governing bodies of the Parties acting as a joint board. There shall be no real or personal property acquired jointly by the Parties as a result of this Agreement. This Agreement does not relieve any Party of obligations or responsibilities imposed upon that Party by law.

14. **Assignment Restricted**. This Agreement may only be assigned by a written instrument that is signed by authorized representatives of the Parties. Any purported assignment of this Agreement that is in violation of this section is void.

15. **Waiver**. A right, remedy, power, privilege or otherwise under this Agreement is not waived by a Party unless such waiver is in writing and signed by an authorized representative of the Party granting the waiver.

16. **Entire Agreement**. This Agreement, including all attachments, if any, and any other documents referenced in this Agreement or incorporated into this Agreement by this reference, constitutes the entire understanding between, and agreement of, the Parties with respect to the subject matter in this Agreement. Unless otherwise set forth in this Agreement, this Agreement supersedes all prior and contemporaneous understandings and agreements, whether written or oral, between the Parties with respect to the subject matter in this Agreement.

17. **Inconsistencies**. The following order of precedence governs and controls any inconsistencies between this Agreement, any attachments to this Agreement, and any other documents referenced in this Agreement or incorporated into this Agreement by reference: 1) this Agreement; 2) any attachments to this Agreement; and 3) any other documents referenced in this Agreement or incorporated into this Agreement by reference.

18. **Amendment**. This Agreement may only be amended by a written instrument that is signed by authorized representatives of the Parties. Any purported amendment of this Agreement that is in violation of this section is void.

19. **Governing Law; Exclusive Jurisdiction**. This Agreement is governed by and construed in accordance with the laws of the State of Utah without giving effect to any choice or conflict of law provision that would require or permit the application of the laws of any jurisdiction other than those of the State of Utah. Each Party irrevocably and unconditionally agrees that it may only commence an action, litigation, or proceeding of any kind against any other Party, which arises from or relates in any way to this Agreement, in the Second Judicial District Court in and for the State of Utah located in Farmington City, Utah. Each Party irrevocably and unconditionally submits to the exclusive jurisdiction of such court.

20. **Severability**. If the Second Judicial District Court in and for the State of Utah located in Farmington City, Utah finds that one or more sections, subsections, sentences, or parts of a sentence of this Agreement is prohibited or unenforceable, then that or those specific section(s), subsection(s), sentence(s) or part(s) of a sentence is void. All sections, subsections, sentences, or parts of a sentence of this Agreement that are not found by such court to be prohibited or unenforceable, shall remain in full force and effect.

21. **Counterparts**. This Agreement may be signed in any number of counterparts, and, if such is the case, each counterpart that is signed and delivered, will be deemed an original and all such counterparts together will constitute one agreement.

The Parties have signed this Agreement on the dates set forth below.

DAVIS COUNTY	LAYTON CITY
_____ Bob J Stevenson Chair, Davis County Board of Commissioners Dated:_____	_____ Print Name:_____ Print Title:_____ Dated:_____
ATTEST: _____ Brian McKenzie Davis County Clerk Dated:_____	ATTEST: _____ Print Name:_____ Title:_____ Dated:_____
REVIEWED AS TO PROPER FORM AND COMPLIANCE WITH APPLICABLE LAW: _____ Authorized Attorney for Davis County	REVIEWED AS TO PROPER FORM AND COMPLIANCE WITH APPLICABLE LAW: _____ Authorized Attorney for Layton City

Attachment 1

Highways or Public Transit Proposal (13 Pages)

Highways or Public Transit Proposal

Submitted by: Mindy Hunsaker

Layton City

Project Title: 2200 W Pedestrian Overpass

Project Location: 2200 W @ UPR and Frontrunner tracks

Facility Length: .3 mi

Jurisdiction: ☐ State Owned ☑ Locally Owned ☐ Multiple *(please list)*

Project Description: *(attach plans, maps, illustrations and/or other supporting documents)*

Construct a 265-foot ADA-compliant pedestrian bridge over the UPR and Frontrunner tracks.

Total Estimated Project Cost: *(attach detailed estimate)*	$ 12,385,000.00
Local Funds Committed:	$ 747,000.00
3rd Party Funds Committed:	$
In Kind Donations: *(dollar value)*	$
Other Contributions:	$ 9,908,000.00
Davis County Funding Request:	$ 1,730,000.00

2025

Safety Elevated: 2200 West Railroad Crossing Active Transportation Bridge in Layton City

• 437 N Wasatch Dr • Layton, UT 84041 • Phone: (801) 336-3700 • Fax: (801) 336-3713

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Overview

Layton City, located in Davis County, Utah, seeks $9.91 million in Safe Streets and Roads for All (SS4A) Implementation Grant funding to support a $12.385 million project that will construct a 265-foot ADA-compliant pedestrian bridge and 780 feet of connecting sidewalks over the railroad crossing at 2200 West, identified by the USDOT as crossing ID 805627M. This crossing spans two freight rail tracks and one commuter rail track, with up to 82 daily trains traveling at speeds up to 79 miles per hour, creating significant safety risks and barriers to active transportation (Appendix A). As a priority project in the Wasatch Front Regional Council's Comprehensive Safety Action Plan, adopted in 2024, this initiative addresses a high-risk location where a pedestrian fatality occurred in 2023 and five train-related incidents have been recorded (Appendix B). By providing a grade-separated crossing, the project will eliminate vehicle-pedestrian and train-pedestrian conflicts, enhance connectivity to the Denver-Rio Grande Rail Trail 1,000 feet to the south, improve access to transit options including the Clearfield FrontRunner station and bus routes, and connect residents to the Freeport Center employment hub, which supports 7,000 jobs. The project serves an underserved community and aligns with Wasatch Front Regional Council Vision of achieving zero roadway fatalities and serious injuries, contributing to a safer, more equitable transportation network.

Safety Context

Layton City faces significant safety challenges, with 18 fatal crashes from 2018–2022, yielding a fatality rate of 4.4 per 100,000 residents. Pedestrians accounted for 28% of fatalities, with five of 18 fatal crashes involving vulnerable road users. At the 2200 West rail crossing (USDOT ID 805627M), risks are acute: a 2023 pedestrian fatality and five train-related incidents highlight its danger. The crossing's high-skew angle (60 degree with a sag vertical curve) and flangeway hazards increase tripping and ensnarement risks for pedestrians and cyclists. Gate-down times, averaging 7.5 minutes and reaching 10 minutes, encourage unsafe crossing attempts. Despite these hazards, a 2022 feasibility study observed 43 daily active transportation users, including 16 pedestrians, 21 cyclists, and seven others (e.g., scooter users), many of whom are school-age children, indicating strong demand for safer infrastructure (Appendix C). As part of North Davis High Injury Network (see Figure 2) and a top-10 high-risk segment in the North Davis High Injury Network per the 2024 Wasatch Front Comprehensive Safety Action Plan, a grade-separated crossing is critical to eliminate crash risks, ensure safe access for vulnerable users, and support active transportation. Implementing Safe System principles—such as separating users in time and space, reducing impact forces, and prioritizing vulnerable road users—would directly address these hazards and align with regional safety goals.

Proposed Improvements

This project is comprised of two components, the bridge structure and connecting sidewalks on the west side of 2200 West that provide essential connections to the sidewalk network. The bridge will span 265 feet with connecting ramps to connect to existing sidewalks. By removing active transportation travelers from the tracks by grade separating the crossing for people walking and biking, the chances of a crash with motor vehicles are significantly reduced and the chance of a crash with a train is eliminated.

High traffic volume, and its accompanying pollution, can in part be mitigated by providing residents with safe walking and biking routes, something that this project will achieve by providing a significantly safer connection to the Denver-Rio Grande Rail Trail located a little over 1,000 feet to the south of the rail crossing. This new connection can also lessen the need for automobile ownership by providing a much safer and easier connection to the regional trail network as well as better connections between the neighborhoods north and south of the crossing. In addition, the project will also help better connections to transit options by enabling users to more easily access bus service on Antelope Drive and Main Street and the Clearfield FrontRunner station.

Location

Layton City, located about 25 miles north of Salt Lake City in Davis County, sits between the Wasatch Mountains and the Great Salt Lake. As Davis County's largest city, in 2023 it had an estimated population of 83,516 residents. Layton is bordered by Clearfield, South Weber, and Hill Air Force Base to the north; Kaysville to the south; the Wasatch Mountains to the east; and Syracuse City to the west. Like many Davis County and Utah communities, Layton is experiencing rapid population growth, with the population increasing by 27% from 2010 to 2020 and a projected 41% increase by 2050.

Layton is largely defined by its single-family neighborhoods, with some newer areas of higher density, especially near the FrontRunner commuter rail station. The city plans to gradually develop several new mixed-use urban centers. Demographically, 78.1% of residents identify solely as white, and 39.2% of the population is either under 18 or over 65.

2200 West is a major collector street and is a western boundary between Layton and Clearfield. The roadway features one travel lane in each direction and, as of 2023, handles an estimated average annual daily traffic of 7,000 vehicles. It provides access to residential areas, numerous services, employment centers, and recreational amenities. The posted speed limit is 35 MPH. The adjacent land uses are primarily single-family residential neighborhoods and manufacturing sites. The rail crossing, identified by the U.S. Department of Transportation's (USDOT) identification system as 805627M, includes three mainline tracks and is owned by Utah Transit Authority (UTA). Union Pacific Railroad (UPRR) and Burlington Northern and Santa Fe Railway also operate freight trains through the crossing on two other tracks. This crossing accommodates a high volume of rail traffic, up to 82 trains per day, with trains traveling at speeds up to 79 MPH.

To the north of the rail crossing on 2200 West are several transit connections that provide robust connections to the rest of the Wasatch Front. The 626 bus provides hourly service with connections to the nearby cities of Clearfield, Clinton, Roy, and Kaysville. The 470 bus has half hour service and runs between downtown Salt Lake City and downtown Ogden, servicing all communities in between. The 640 bus also provides half hourly service with connections immediately north and south of Layton as well as extending through Ogden and terminating at Weber State University. In addition to bus service, the Clearfield FrontRunner commuter rail station is found approximately one mile north of the crossing. The FrontRunner provides fast and efficient connections to Ogden, Salt Lake City, and Provo, while servicing many communities in

between. For the neighborhoods located south of the rail crossing, 2200 West provides the only connection to the Clearfield FrontRunner station, as the station is currently inaccessible from the west.

Also located north of the crossing is the Freeport Center, a large manufacturing, warehouse and distribution center. The Freeport Center has regional importance and is considered the number one manufacturing facility in the Intermountain West as well as the Western United States. The Freeport Center is home to more than 70 national and local companies that have a workforce of over 7,000 employees. For residents living south of the crossing, 2200 West provides by far the most direct connection to those locations. In addition, 2200 West's intersection with Antelope is signalized, which enables people walking and biking to cross the street more safely there than at the next intersections immediately to the east and west.

Meanwhile to the south of the rail crossing is the Denver-Rio Grande Rail Trail, which forms part of a regional trail network that connects nearly the entire Wasatch Front in a series of paved multi-use trails. Once on the trail, users can ride to many destinations in the nearly 100-mile distance between Ogden and Provo. In many cases connecting to the trail itself presents the biggest obstacle for trail users, a barrier that this project seeks to overcome.

Facility Location Map

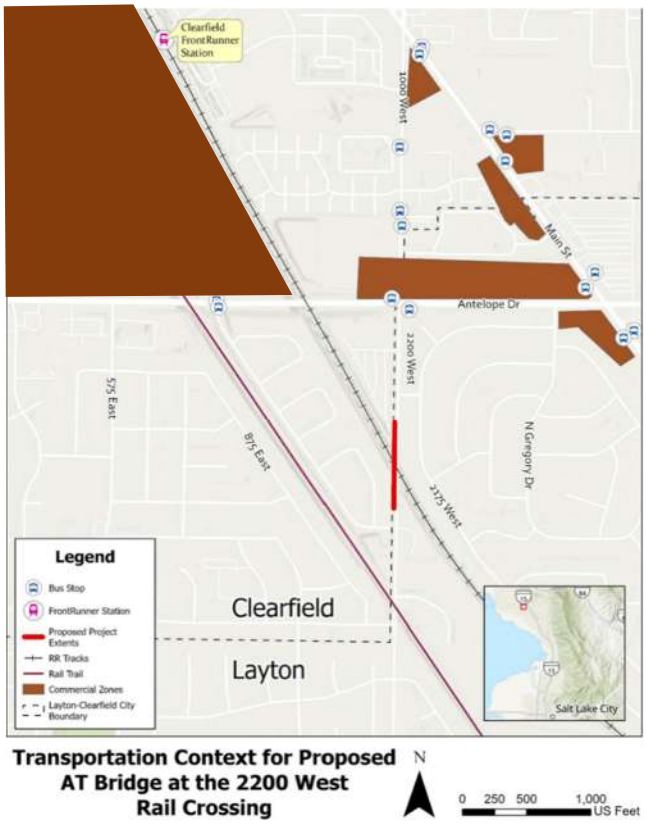

Figure 1 - Transportation Context for Proposed Project

The neighborhoods near the crossing are predominantly single-family homes to the northeast and southwest, and light industrial uses to the northwest and southeast. Street connectivity is

inconsistent with only some parts of neighborhood characterized by a grid like street network. Of the four census tracts that either border the project or are located very close to the project (within 3,000 feet), three are classified as disadvantaged. Collectively across these census tracts 30% of the population is nonwhite with the largest racial minority group being Hispanic or Latino. The proportion of people in these census tracts that are age vulnerable is 27%.

The 2200 West crossing is part of Layton City's High Injury Network, as identified in the Wasatch Front Regional Council's 2024 Comprehensive Safety Action Plan, specifically highlighted in **Figure 3.** The plan ranks 2200 West among the top 10 high-priority segments due to its elevated pedestrian and cyclist crash rates, with 25.6 percent of fatal and serious crashes in the North Davis Study region involving active transportation users. The project targets this single, high-risk location, constructing a 265-foot pedestrian bridge over the rail tracks with ADA-compliant ramps connecting to existing sidewalks and adding 780 feet of 5-foot-wide sidewalks on the east and west sides of 2200 West north of the bridge to link with Antelope Drive. The location was selected based on a 2022 feasibility study documenting significant active transportation activity and hazardous behaviors, a Diagnostic Review Team's conclusion that at-grade facilities are unfeasible, and the Comprehensive Safety Action Plan's recommendation for a pedestrian bridge and sidewalk infill.

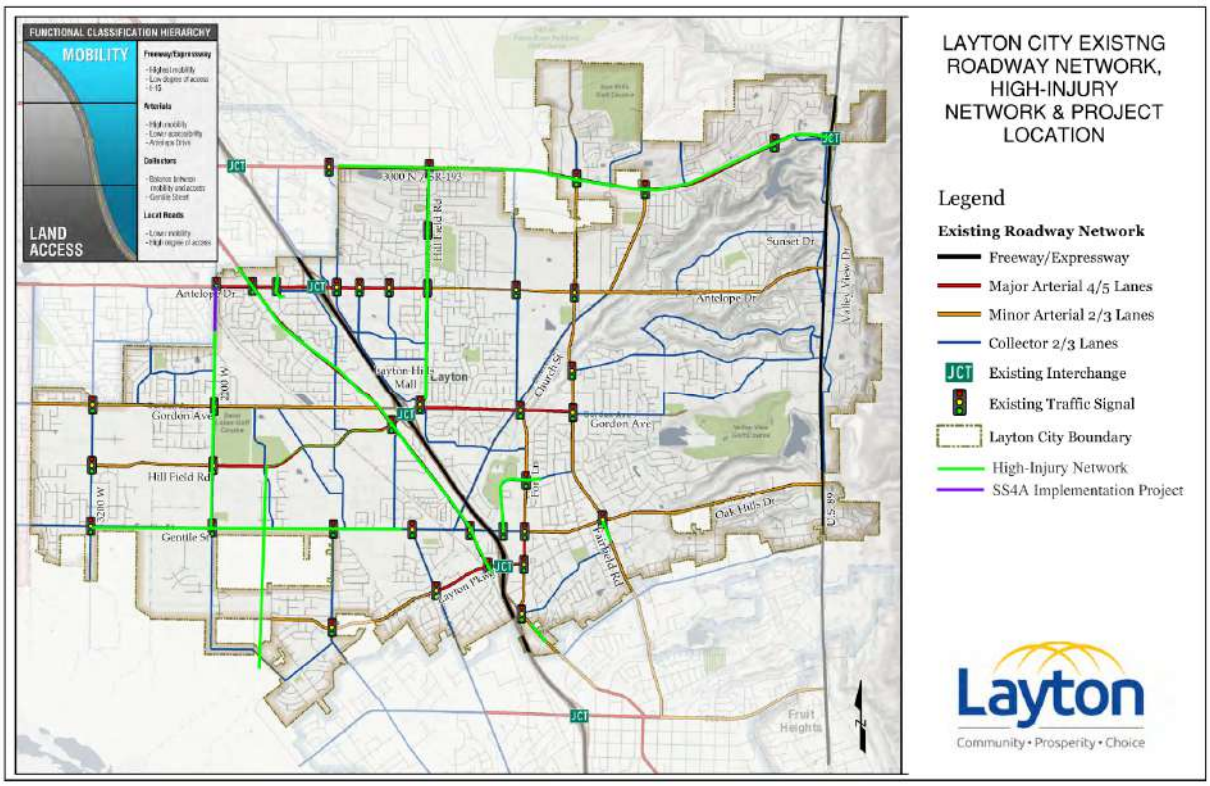

Figure 3. High-Injury Network

Selection Criteria

Safety Need

Layton City faces a critical safety need at the 2200 West rail crossing where significant risks to pedestrians and cyclists have been documented. From 2018 to 2022, the city recorded 18 fatal crashes city-wide, resulting in a fatality rate of 4.4 per 100,000 residents, with 28% (five of 18) involving pedestrians. In 2023, an additional pedestrian fatality occurred at the 2200 West crossing, one of five train-related incidents documented at this location, alongside unreported near-misses that further elevate the risk profile.The crossing's high-skew angle and flangeway hazards pose tripping risks and can ensnare bicycle or mobility aid wheels, while the absence of sidewalks forces active transportation users to share the road with vehicles traveling on a corridor with an annual average daily traffic of 7,000. A 2022 feasibility study revealed that gate-down times average 7.5 minutes and can reach 10 minutes, encouraging dangerous behaviors such as crossing tracks to avoid delays. Despite these hazards, the study observed 43 daily active transportation users, including 16 pedestrians, 21 bicyclists, and seven users of scooters or other modes, many of whom are school-age children.

The 2200 West crossing is designated as part of Layton City's High Injury Network in the Wasatch Front Regional Council's 2024 Comprehensive Safety Action Plan, as shown in Figure 3 and ranks among the top 10 high-priority segments due to its high pedestrian and cyclist crash rates, with 25.6 percent of regional fatal and serious crashes involving active transportation users

With 2200 West being designated as a high-priority for safety, WFRC's Comprehensive Safety Action Plan included a case study and project information sheet specifically focused on 2200 West which emphasized the need for active transportation improvements (Appendix D). To enhance safety at this location, the plan recommends sidewalk infill and the construction a pedestrian bridge over the railroad.

The USDOT Federal Railroad Administration ranks this crossing high for predicted accidents in Davis County. A Diagnostic Review Team of rail safety experts determined that at-grade facilities are unfeasible, and the 2022 feasibility study documented unsafe behaviors, including pedestrians crossing tracks, vehicles stopping beyond gates, and U-turns during gate activation, underscoring the urgent need for a grade-separated solution.

Safety Impact

The proposed pedestrian bridge and sidewalks will significantly reduce roadway fatalities and serious injuries at the 2200 West crossing by addressing the identified safety challenges. The grade-separated bridge eliminates vehicle-pedestrian and train-pedestrian conflicts, mitigating risks from the high-skew angle, flangeway hazards, and prolonged gate-down times that encourage unsafe behaviors. The addition of 780 feet of sidewalks ensures continuous, safe connectivity to Antelope Drive, addressing the current lack of pedestrian infrastructure. As a priority project within Layton City's High Injury Network,

as outlined in the 2024 Comprehensive Safety Action Plan, the project targets a corridor with a high incidence of pedestrian and cyclist crashes.

Based on evidence from comparable grade-separated crossings, which demonstrate crash modification factors of 0.1 to 0.2, this project is expected to reduce pedestrian and cyclist crashes by 80 to 90 percent within three years, benefiting all 43 daily active transportation users, including vulnerable school-age children, and eliminating train-pedestrian risks associated with five historical incidents and one fatality in 2023. The project employs the Federal Highway Administration's Proven Safety Countermeasure for walkways, ensuring safe mobility for pedestrians and cyclists, and incorporates behavioral safety campaigns aligned with the National Highway Traffic Safety Administration's *Countermeasures That Work* to promote safe crossing behaviors.

The project integrates four elements of the Safe System Approach to create a redundant safety framework. By constructing a grade-separated bridge and sidewalks, supported by traffic calming measures such as enhanced signage and pavement markings, the project enhances road safety. Behavioral campaigns educate users to encourage safe behaviors, while traffic calming reduces vehicle speeds near bridge approaches on a corridor with a 35-mile-per-hour speed limit. The bridge's design improves emergency vehicle access, reducing response times for post-crash care

The project aligns the Wasatch Front Regional Council's Comprehensive Safety Action Plan of achieving zero roadway fatalities and serious injuries and Utah's Strategic Highway Safety Plan, which prioritizes vulnerable road user safety. It incorporates Complete Streets principles from Layton's 2023 Active Transportation Plan, ensuring safety for all users.

The project's cost-effectiveness is demonstrated by its ability to prevent pedestrian fatalities at the 2200 West rail crossing, a high-risk location with one recorded pedestrian fatality in 2023 and five train-related incidents. Based on a historical rate of approximately one pedestrian fatality every five years (derived from the 2023 incident and ongoing risk from 43 daily active transportation users), the proposed grade-separated bridge is expected to reduce crashes by 80%, per FHWA's Crash Modification Factors for grade-separated pedestrian crossings. Over the bridge's 50-year lifespan, this translates to approximately 10 prevented fatalities. At a total project cost of $12.385 million, the cost per prevented fatality is $1.24 million

Engagement and Collaboration

Layton City has prioritized investment in underserved communities and robust stakeholder engagement to ensure the 2200 West project meets local needs. The project serves three disadvantaged census tracts, where 30 percent of residents are nonwhite, predominantly Hispanic, and 27 percent are age-vulnerable, either under 18 or over 65, as identified by the USDOT Equitable Transportation Community Explorer By providing a safe, ADA-compliant crossing, the project enhances access to the Freeport Center, a major employment hub with 7,000 jobs located one mile north, transit options including the Clearfield FrontRunner station and bus routes 626, 470, and 640, and the Denver-Rio

Grande Rail Trail, 1,000 feet south, fostering equitable mobility for low-income, Hispanic, and age-vulnerable residents

Engagement efforts during the development of Layton's 2023 Active Transportation Plan involved a two-phase process (see Appendix E). In the first phase, Layton City conducted a listen-and-learn effort using an online interactive map, a survey, an in-person open house, two pop-up booths, social media campaigns, digital board advertisements, mailed flyers, and displays at the Layton City Center, confirming strong public support for improvements at 2200 West. The second phase gathered feedback on proposed active transportation projects through similar outreach methods, validating 2200 West as a top priority. Ongoing engagement plans include monthly newsletters distributed via email and printed materials, dedicated social media pages on platforms like Facebook and Instagram, and quarterly community meetings to provide updates and collect feedback. Additional public involvement will feature an initial survey to gather design preferences, a workshop to collaboratively develop solutions, and an open house to present plans, ensuring meaningful community input throughout the project

Layton City has fostered partnerships with the Utah Transit Authority, Union Pacific, the Wasatch Front Regional Council, nearby cities and local schools to align the project with regional safety goals and avoid negative community impacts. These collaborations ensure the project supports equitable access and enhances quality of life for Layton residents.

Project Readiness

Layton City is well-positioned to complete the 2200 West pedestrian bridge and sidewalk project within five years of grant agreement execution, with the project currently at 30 percent design completion. The 265-foot steel truss bridge (Figure 4 & 5) featuring ADA-compliant ramps and retaining walls, along with 780 feet of 5-foot-wide sidewalks, adheres to local, state, and federal design standards, including requirements from the Utah Transit Authority and Union Pacific. No alternative roadway design standards are proposed, ensuring compliance with established guidelines.

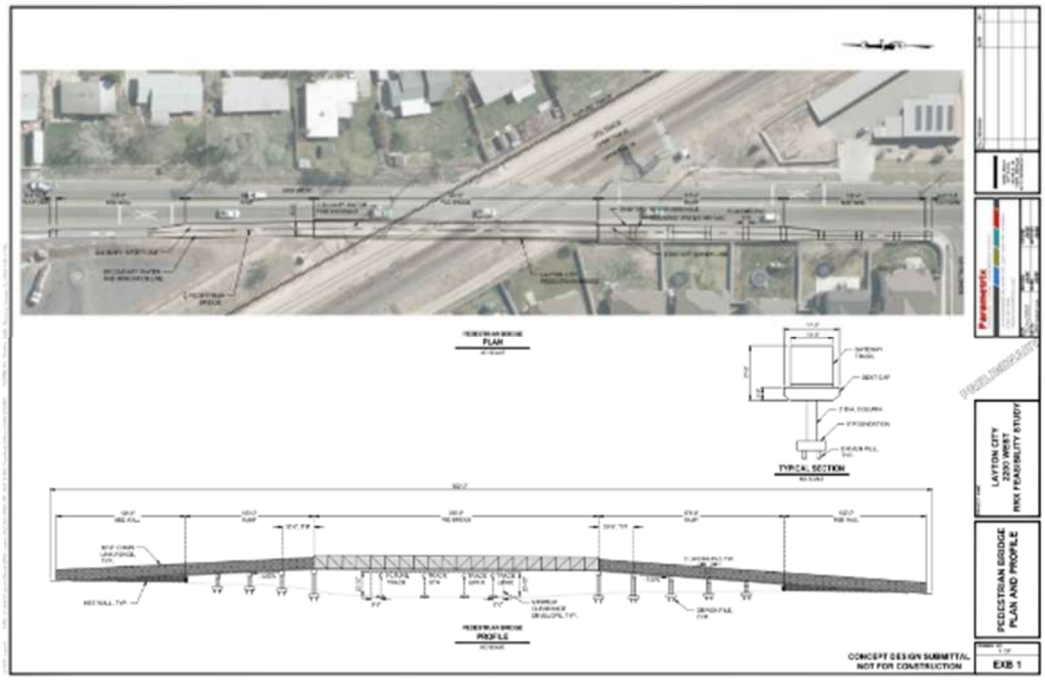

Figure 4. 2200 West Pedestrian Bridge Design

Figure 5. Rendering of Pedestrian Bridge

The project anticipates minimal environmental impacts, qualifying for a National Environmental Policy Act Categorical Exclusion, with the review process expected to be completed by the first quarter of 2027. Standard state and federal permits will be secured without anticipated delays, supported by early coordination with relevant agencies. Union Pacific requires three Concept Review Submittals—Concept Layout, 30% Plans, and Final Plans—including plans, profiles, specifications, and phasing plans, with

coordination already underway to ensure approval by the first quarter of 2027. Public involvement, as outlined in the engagement section, will address any environmental or community concerns, meeting NEPA requirements through surveys, workshops, and open houses.

Right-of-way acquisition involves 990 square feet of land and temporary construction easements from seven property owners—six single-family homes and one vehicle storage facility—estimated to take six months from the third quarter of 2026 to the second quarter of 2027. Early engagement with property owners mitigates potential delays. Utility relocation, including water, sewer, and irrigation lines, is minimal, with costs of $472,000 integrated into the construction plan, ensuring no disruption to roadway or rail access.

Project Schedule

The project follows a standard design-bid-build approach, with a detailed activity schedule ensuring completion by the first quarter of 2029.

	2026				2027				2028			
Task	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Public Engagement												
Preliminary Design/NEPA												
UPRR Permits												
ROW Acquisition												
Final Design												
Utility Relocation												
Construction NTP												
Shop Drawings/ Fabrication												
Ped. Bridge Foundation												
Ped. Bridges Piers & Superstructure												
Ramps, & Landing												
Lighting, Railing, & Cladding												
Construction Complete												

Table 1. 2200 West Project Schedule

The project is not currently in the State Transportation Improvement Program or Transportation Improvement Program but aligns with the Wasatch Front Regional Council's Comprehensive Safety Action Plan priorities. If Layton City receives a SS4A grant, it will initiate the process to amend the TIP to include the project. The TIP is updated annually in May.

Risks are mitigated through proactive strategies. Early property owner outreach ensures timely right-of-way acquisition, pre-submittal meetings with Union Pacific streamline approvals, and the standard construction approach with minimal utility impacts minimizes disruptions. The project's advanced planning and clear timeline demonstrate readiness for implementation

Project Budget

The total project cost is $12,385,000, with Layton City requesting $9,908,000 in federal funds and providing a $2,477,000 local match from city funds, meeting the 20 percent non-federal match requirement. Costs are based on a 30 percent design review and engineering estimates for similar Utah projects.

Attachment 2

Project Cost Estimate (1 Page)

2200 W Pedestrian Bridge Engineering Est.				6/20/2025
Item	Quantity	Units	Price	2028 Cost
Structures				
Mobilization & Traffic Control	1	LS	$ 80,000.00	$ 80,000.00
Granular Borrow (Plan Quantity)	419	CY	$ 160.00	$ 63,000.00
Pile Driving Equipment	1	LS	$ 65,600.00	$ 65,600.00
Driven Piles, 12 inch	6480	FT	$ 160.00	$ 1,010,000.00
10' Chain Link Fence	606	FT	$ 120.00	$ 72,100.00
MSE Wall	1615	SF	$ 150.00	$ 233,400.00
Reinforcing Stell - Coated (Plan Quantity)	127000	LB	$ 10.00	$ 583,400.00
Structural Concrete (Est Qty)	506	CY	$ 1,970.00	$ 994,900.00
Prefabricated Steel Truss Bridge	1	LS	$ 4,587,800.00	$ 4,587,800.00
Compression Join Seal (Type A)	27	FT	$ 80.00	$ 2,000.00
Electrical Work Bridges	1	LS	$ 26,300.00	$ 26,300.00
CULINARY WATER LINE RELOCATION	1	LS	$ 118,000.00	$ 118,000.00
SECONDARY WATER & IRRIGATION LINE RELOCATION	1	LS	$ 281,900.00	$ 281,900.00
SANITARY SEWER LINE RELOCATION	1	LS	$ 72,100.00	$ 72,100.00
Structure Subtotal				$ 8,190,500.00
Sidewalk				
Construct 5' wide concrete sidewalk	780	LF	$ 40.00	$ 26,600.00
Construct 4.5-foot wide drive approach	100	LF	$ 70.00	$ 7,000.00
Construct concrete driveway tie-in	144	SF	$ 90.00	$ 12,000.00
Furnish and install top soil for finish grading (136 lbs/cf) -Parkstip	9	TN	$ 40.00	$ 300.00
Furnish and Install Landscaping Rock	1125	SF	$ 6.30	$ 7,000.00
Sidewalk Subtotal				$ 52,900.00
Project Cost				$ 8,243,400.00
Preconstruction Engineering 8%				$ 655,000.00
Construction Engineering 8%				$ 655,000.00
30% Contingency				$ 2,860,000.00
ROW Acquisition				
Land	990	SF	$ 15.15	$ 15,000.00
Appraisals & Agent	1	LS	$ 10,000.00	$ 10,000.00
Total Project Cost				$ 12,385,000.00

Table 2. 2200 West Project Cost Estimate

LAYTON CITY COUNCIL MEETING
AGENDA ITEM COVER SHEET

Item Number: 6.A.

Subject:
Text Amendment – Accessory Dwelling Unit Standards – Amending Title 19 Zoning, Chapter 19.02 Definitions; and Section 19.06.300 Accessory Dwelling Unit Standards in Accordance with Utah State Code §10-21-304 – Ordinance 26-27

Background:
During the 2026 Utah Legislative Session, Senate Bill 284 was passed, which amended the municipal land use regulations for detached accessory dwelling units (DADUs). State law now requires all cities that submit a Moderate-Income Housing Plan (MIHP) to adopt a DADU ordinance. Layton City adopted Ordinance 21-23 on September 16, 2021, creating standards for internal, attached, and detached accessory dwelling units. While the City already allows for DADUs in single-family residential zones, some adjustments to the existing ordinance are necessary to be fully compliant with the new state law. Municipalities have until October 1, 2026, to take the necessary action to become compliant.

Under this new statute, the following standards will need to be removed from the City's current code, as they conflict with Utah State Code §10-20-618.
- Requirements to use similar building materials, colors, and architectural characters as the primary dwelling
- Window type and location requirements
- Roof materials and minimum roof pitch requirements
- Door and entrance location requirements

The following standards will need to be included in the text amendment to be compliant with the new requirements.
- Add the acronym DADU to the definition of Accessory Dwelling Unit Detached
- Outline a process for converting an existing accessory structure to a DADU

Along with these required amendments, City Staff are proposing some additional updates to clarify that ADUs are only permitted as an accessory use to a legally conforming detached single-family dwelling and to make layout changes to Subsection 6, specifically Table 6-4, to improve the code's readability and ease of use.

Alternatives:
Alternatives are to: 1) Adopt Ordinance 26-27 amending Title 19 Zoning, Chapter 19.02 Definitions; and Section 19.06.300 Accessory Dwelling Unit Standards as presented; 2) Adopt Ordinance 26-27 amending Title 19 Zoning, Chapter 19.02 Definitions; and Section 19.06.300 Accessory Dwelling Unit Standards with modifications; or 3) Deny approval of Ordinance 26-27.

Recommendation:
On August 25, 2026, the Planning Commission voted unanimously to recommend that the City Council adopt Ordinance 26-27 amending Title 19 Zoning, Chapter 19.02 Definitions; and Section 19.06.300 Accessory Dwelling Unit Standards as presented in accordance with Utah State Code §10-21-304.

Staff supports the recommendation of the Planning Commission.

Layton City
ORDINANCE 26-27

AN ORDINANCE AMENDING VARIOUS SECTIONS OF THE MUNICIPAL CODE TO UPDATE TERMINOLODY AND STANDARDS FOR ACCESSORY DWELLING UNITS IN ACCORDANCE WITH UTAH STATE CODE 10-21-304

AN ORDINANCE AMENDING VARIOUS SECTIONS OF THE MUNICIPAL CODE TO UPDATE TERMINOLODY AND STANDARDS FOR ACCESSORY DWELLING UNITS IN ACCORDANCE WITH UTAH STATE CODE 10-21-304

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WHEREAS, the City proposes to update the terminology and standards for Accessory Dwelling Units to comply with Utah State Code §10-21-304; and

WHEREAS, the City seeks to update terminology and acronyms to ensure consistency with Utah State Code; and

WHEREAS, the City proposes restructuring portions of the existing accessory dwelling unit ordinance to improve clarity and ensure regulations are easily navigable by the public and staff; and

WHEREAS, the City Council has reviewed the Planning Commission's recommendation and has received pertinent information in the public hearing regarding the proposal; and

WHEREAS, at the conclusion of the public hearing and upon making the necessary reviews, the Council has determined that this amendment is rationally based, reasonable, and consistent with the intent of the City's General Plan, which is in furtherance of the general health, safety, and welfare of the citizenry.

NOW THEREFORE, be it ordained by the City Council of Layton City, UT as follows:

SECTION 1: **Repealer**. If any provisions of the municipal code previously adopted are inconsistent herewith they are hereby repealed.

SECTION 2: **Amendment.** Section "19.02.020" is hereby amended as follows.

...
"Accessory Dwelling Unit, Internal": ... into separate living space.
"Accessory Dwelling Unit, Attached": ... a separate exterior entrance.
"Accessory Dwelling Unit Detached": A Detached Accessory Dwelling Unit, or DADU, is a stand-alone structure that includes an ADU separate from the primary dwelling. A ~~detached~~ ~~ADU~~ DADU can be built as an entirely separate unit or constructed as part of an existing accessory structure, such as a

detached garage. It can only be within the side yard or rear yard area of the primary dwelling.
"Accessory Structure": See Structure, Accessory.
"Accessory Use": A use ... considered an accessory use.
...

SECTION 3: **Amendment.** Section "19.06.300" is hereby amended as follows.

1. Purpose and Intent

a. To establish a ... from the primary dwelling.

b. Accessory dwelling units provide a portion of the needed supply of more affordable housing for individuals and families while allowing them to live independently. ~~Design~~ The standards within this chapter will protect the purpose of ~~the~~ single-family zoning ~~district~~districts, ~~and~~the character of single-family neighborhoods~~. The detached ADUs architectural design standards~~, ~~height limits, and setback requirements in this chapter will help protect~~ the privacy of surrounding homeowners, and reduce impacts.

c. Communities that allow ... in the City.

2. General Regulations.

a. An ADU is allowed as an accessory use to a legally conforming detached single-family dwelling within ~~all~~a primarily residential zone. ADUs are not permitted as an accessory use to attached single-family homes, even when located in a primarily residential ~~zones~~zone.

b. A maximum of ... lot or parcel.

c. An ADU shall ... listed in Section 19.06.020(4).

d. ~~Internal and attached ADUs must retain the appearance of a single-family home.~~

~~e. Internal and attached ADUs are considered part of the primary dwelling and shall meet the primary dwelling's minimum setback and height limits.~~

~~f. Entrances to ADUs shall be subordinate to the primary dwelling's entrance.~~

~~g.~~ Utility Meters. All ADUs shall connect to the same (water, gas, sewer, etc.) utility lines as the primary dwelling.

~~h~~e. Address. The primary dwelling and the accessory dwelling must share the same address number. Addresses must be visible from the public or private street.

~~i~~f. Interior Access. Interior access between the main living area and an interior or attached ADU must be maintained unless sufficient means of egress have been determined during an inspection by the fire department.

~~j~~g. Not for Short-Term Rental. The accessory dwelling unit shall be rented for 30 consecutive days or longer by the same occupant.

~~k~~h. Application for ADU Permit. An ADU permit is required for all interior, attached, or detached ADUs and shall receive a building permit prior to construction and/or occupancy.

~~l~~i. Mobile homes, Recreational Vehicles and shipping containers shall not be considered as an ADU.

3. Owner-Occupied

a. Property owners as ... & Economic Development Department.

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...

iii. for reference, the ... other, more distant relationships.

5. Appearance

~~a. Single-family residences with interior accessory dwelling units shall retain the appearance of a single-family home. A separate entrance may be permitted for an interior accessory dwelling if it is located on the side or rear of the primary dwelling~~All accessory dwelling units (internal, attached, or detached) must be designed consistent with the design of the primary single-family dwelling. ~~and is subordinate to the primary dwelling's main entrance.~~ ~~b. Single-family residences with an attached accessory dwelling units shall retain the appearance of a single-family home. The addition shall appear as an extension of the existing single-family home's living space with similar building materials, colors and architectural character making it appear as part of the original dwelling.~~ ~~c. Detached accessory dwelling units shall be complementary to the primary dwelling's architectural character by using similar building materials, window types, door and window trims, roofing materials, and roof pitch and permanent foundation. The roof pitch shall have a minimum pitch of 4.5":12" and a maximum pitch of 12":12".~~ 6. Setbacks, Height Limits, Outdoor Living Space, and Size Limitations

a. Internal and Attached ADUs. Internal and attached ADUs are considered part of the primary dwelling and shall meet the primary dwelling's minimum setback and height limits. Attached ADUs cannot exceed 50% of the primary dwelling unit's livable space, up to a maximum of 1,200 square feet. Livable space excludes garages and non-habitable storage areas.

b. DADUs. Detached ADUs shall meet the requirements outlined in Table 6-4. ~~Setbacks, Height Limits, Windows, Entrances, Outdoor Living Space and Size Limitations~~

...

Table 6-4

Row						
~~REQUIREMENTS~~**DADUs**	~~Internal ADU~~	~~Attached ADU~~		~~Detached~~	~~ADU~~	
Row						
Location	**Side Yard**		~~Detached~~**Rear** ~~ADU (Single-Story)~~**Yard**	~~Detached ADU (Single-Story)~~	~~Detached ADU (2-Story)~~	~~Detached ADU (2-Story)~~
Row						
~~Location~~**Requirements**	~~Part of Primary Dwelling~~**Single–Story**	~~Attached to Primary Dwelling~~**Two–Story**	~~Side Yard Area~~**Single–Story**	~~Rear yard Area~~**Two–Story**	~~Side Yard Area~~	~~Rear Yard Area~~

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Maximum Height Limit1~~&2~~	~~Same~~16' ~~as~~to ~~Primary~~Roof ~~Dwelling~~Peak	~~Same~~25' ~~as~~to ~~Primary~~Roof ~~Dwelling~~Peak	16' to Roof Peak	~~16~~25' to Roof Peak	~~25' to Roof Peak~~	~~25' to Roof Peak~~
Minimum Side ~~Setbacks3~~Setbacks2	Same as Primary Dwelling	~~Same as Primary Dwelling~~10'	~~Same as Primary Dwelling~~5'	~~5~~10'	~~10'~~	~~10'~~
Minimum Rear Setbacks	Same as Primary Dwelling	Same as Primary Dwelling	~~Same as Primary Dwelling~~10'	~~10~~20'	~~Same as Primary Dwelling~~	~~20'~~
~~Windows4~~Outdoor Living Space Setback3	No Restriction	No Restriction	~~No Restriction~~10'	~~Restricted~~10'	~~No Restriction~~	~~Restricted~~
~~Outdoor Living Space Setback5~~Size Limit4	~~No Restriction~~50% up to 1,200 sf	~~No Restriction~~50% up to 1,200 sf	~~No Restriction~~50% up to 1,200 sf	~~10'~~50% up to 1,200 sf	~~No Restriction~~	~~10'~~
~~Entrance~~	~~Side or Rear~~	~~Side or Rear~~	~~Side or Rear~~	~~Front, Side, Rear~~	~~Side or Rear~~	~~Front, Side, Rear~~
~~Size Limit6~~	~~No Limitation~~	~~50% up to 1,200 sf6~~	~~50% up to 1,200 sf6~~	~~50% up to 1,200 sf6~~	~~50% up to 1,200 sf6~~	~~50% up to 1,200 sf6~~

1. In no case shall ... peak of the roof.
2. ~~Minimum roof pitch shall be 4:12; Maximum roof pitch shall be 12:12.~~
~~3.~~ Landings in side yards shall be setback 10' from side property lines for detached ADUs.

~~4~~3. ~~Skylights, clerestory, or obscured glass must be used if the ADU is located closer than 10' to the side property line and closer than 20' to the rear property line.~~

~~5.~~ Outdoor living space shall not be allowed within 10' of a side or rear property line. Balconies, decks or similar built 4' above finished grade shall be setback 15' from the rear property line. Setbacks for balconies, decks or similar shall be measured from the fascia.

~~6~~4. 50% of primary dwelling unit's livable space is counted (parking and non-habitable storage areas shall not be counted for ADUs and primary dwellings).

7. Converting Existing Accessory Structure

An existing accessory structure may be converted into a detached accessory dwelling unit (DADU) provided the structure meets all the following requirements:

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a. Legal Construction. The structure was legally built with a valid building permit at the time of original construction.

b. Setbacks. The structure complies with current DADU setback requirements for its location on the property (rear or side yard).

c. Height. The structure meets current DADU height limitations.

d. Safety Codes. The structure complies with all currently applicable building, health, and fire codes.

8. Parking Regulations

a. Parking required for ... parking (reference Table 12-1).

b. Parking spaces for ... on an approved driveway.

~~8~~9. Building Code

a. All construction must ... building and other permits.

b. Changes to dwellings

...

SECTION 4: **Severability**. If any section, subsection, sentence, clause, or phrase of this amendment is declared invalid or unconstitutional by a court of competent jurisdiction, said portion shall be severed and such declaration shall not affect the validity of the remainder of this amendment.

SECTION 5: **Effective Date**. This ordinance being necessary for the peace, health, and safety of Layton City, shall go into effect at the expiration of the 20th day after publication or posting or the 30th day after final passage as noted below or whichever of said days is the more remote from the date of passage thereof.

Signatures On Next Page

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PASSED AND ADOPTED by Layton City Council this _____.

_____
JOY PETRO, Mayor
Layton City

Attest:

_____
KIMBERLY S READ, City Recorder
Layton City

CLINTON R. DRAKE, City Attorney
Layton City

WESTON APPLONIE, Community Development Director
Layton City

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City Council Vote as Recorded:	AYE	NAY	ABSTAIN	ABSENT
Zach Bloxham	___	___	___	___
Mike Kolendrianos	___	___	___	___
Clint Morris	___	___	___	___
Bettina Smith Edmondson	___	___	___	___
Dave Thomas	___	___	___	___

RECORDED this _____.
PUBLISHED OR POSTED this _____.

CERTIFICATE OF PASSAGE AND PUBLICATION OR POSTING

In accordance with Utah Code Annotated §10-3-713, 1953 as amended, I, the City Recorder of Layton City, hereby certifies that the foregoing Amendment was duly passed and published or posted at:

1. Layton City Center
2. Surf 'n Swim Bulletin Board
3. Davis County Library - Layton Branch

on the above referenced dates.

_____
KIMBERLY S READ, City Recorder
Layton City

19.02.020 Definitions

"Accessory, Dwelling Unit": An Accessory Dwelling Unit, or ADU, is a dwelling unit that contains its own kitchen, bedroom(s), and bathroom facilities, is subordinate to a primary dwelling unit, and is located on that same lot/parcel as the primary dwelling unit.

"Accessory Dwelling Unit, Internal": An internal accessory dwelling unit is an accessory dwelling unit found within the footprint of a primary dwelling at the time the internal accessory dwelling unit is created. These include a basement converted into a separate living space or a portion of an existing primary dwelling that is converted into separate living space.

"Accessory Dwelling Unit, Attached": An attached accessory dwelling unit is an addition to the primary residence that creates a separate living space that can be accessed from the inside of the primary dwelling and may have a separate exterior entrance.

"Accessory Dwelling Unit Detached": A Detached Accessory Dwelling Unit, or DADU, ~~A~~ is a stand-alone structure that includes an ADU separate from the primary dwelling. A ~~detached ADU~~ DADU can be built as an entirely separate unit or constructed as part of an existing accessory structure, such as a detached garage. It can only be within the side yard or rear yard area of the primary dwelling.

"Accessory Structure": See Structure, Accessory.

"Accessory Use": A use that (a) is clearly incidental to and customarily found in connection with a principal or main use; (b) is subordinate to and serves a principal or main use; (c) is subordinate in extent, area, or purpose to the principal or main use; (d) is located on the same lot as the principal or main use; and (e) contributes to the comfort, convenience, or necessity of occupants, business, or industry of the principal or main use. Home occupations shall be considered an accessory use.

19.06.300 Accessory Dwelling Unit Standards

1. Purpose and Intent

    a. To establish a city ordinance governing the construction and use of Accessory Dwelling Units, or ADUs. An ADU is an independent dwelling unit that is either attached to or detached from the primary dwelling.
    b. Accessory dwelling units provide a portion of the needed supply of more affordable housing for individuals and families while allowing them to live independently. ~~Design~~ The standards within this chapter will protect the purpose of ~~the~~ single-family zoning districts ~~and~~, the character of single-family neighborhoods, ~~The detached ADUs architectural design standards, height limits, and setback requirements in this chapter will help protect~~ the privacy of surrounding homeowners, and reduce impacts.
    c. Communities that allow accessory dwelling units find that they supply housing for the elderly, disabled, young families, and young professionals. ADUs can also provide supplemental income to the primary homeowner, which may make a home more affordable for the primary homeowner. ADUs use the same infrastructure as the primary dwelling and do not require additional public investment. ADUs provide a less expensive way to increase the affordable housing stock in the City.

2. General Regulations

    a. An ADU is allowed as an accessory use to a legally conforming detached single-family dwelling within a primarily residential zone ~~within all single-family residential zones~~. ADUs are not permitted as an accessory use to attached single-family homes, even when located in a primarily residential zone.
    b. A maximum of one ADU allowed per single-family lot or parcel.

c. An ADU shall be allowed within the footprint of a single-family home or as an addition to a single-family home. Detached ADUs are permitted on lots or parcels 6,000 square feet or larger. ADUs shall adhere to all standards listed in Section 19.06.020(4).

~~d. Internal and attached ADUs must retain the appearance of a single-family home.~~

~~e. Internal and attached ADUs are considered part of the primary dwelling and shall meet the primary dwelling's minimum setback and height limits.~~

~~f. Entrances to ADUs shall be subordinate to the primary dwelling's entrance.~~

~~g.~~ d. Utility Meters. All ADUs shall connect to the same (water, gas, sewer, etc.) utility lines as the primary dwelling.

~~h.~~ e. Address. The primary dwelling and the accessory dwelling must share the same address number. Addresses must be visible from the public or private street.

~~i.~~ f. Interior Access. Interior access between the main living area and an interior or attached ADU must be maintained unless sufficient means of egress have been determined during an inspection by the fire department.

~~j.~~ g. Not for Short-Term Rental. The accessory dwelling unit shall be rented for 30 consecutive days or longer by the same occupant.

~~k.~~ h. Application for ADU Permit. An ADU permit is required for all interior, attached, or detached ADUs and shall receive a building permit prior to construction and/or occupancy.

~~l.~~ i. Mobile homes, Recreational Vehicles and shipping containers shall not be considered as an ADU.

3. Owner-Occupied

a. Property owners as shown on Davis County Recorder's Office shall occupy either the primary dwelling or the accessory dwelling unit as their primary residence. In no case, shall a property owner rent out both the primary dwelling and the accessory dwelling. A letter of agreement shall be signed by the property owner(s) stating that the property will be used as their primary residence. The letter shall be recorded at the Davis County Recorder's Office by the Community & Economic Development Department.

b. Owner-occupancy may be temporarily waived when:

i. the owner is absent due to a bona fide temporary absence of three years or less for a job assignment, sabbatical, or voluntary service; or

ii. the dwelling was the owner's primary residence immediately before leaving for the temporary job assignment, sabbatical, or voluntary service; and

iii. the owner intends to make either the primary or accessory dwelling their primary residence upon returning from the temporary job assignment, sabbatical, or voluntary service.

4. Dwelling Unit Occupancy

a. The occupants of an accessory dwelling unit shall fall into one of the following categories:

i. three individuals non-related; or

ii. an individual or single family related by blood, marriage, legal guardianship, fostership, or adoption; and

iii. for reference, the term "related" refers to a spouse, parent, child, stepchild, grandparents, grandchildren, brothers, sisters, uncles, aunts, nephews, nieces, first cousins, great-grandparents, and great-grandchildren. The term "related" does not include other, more distant relationships.

5. Appearance

All accessory dwelling units (internal, attached, or detached) must be designed consistent with the design of the primary single-family dwelling.

~~a. Single-family residences with interior accessory dwelling units shall retain the appearance of a single-family home. A separate entrance may be permitted for an interior accessory dwelling if it is located on the side or rear of the primary dwelling and is subordinate to the primary dwelling's main entrance.~~

~~b. Single-family residences with an attached accessory dwelling units shall retain the appearance of a single-family home. The addition shall appear as an extension of the existing single-family home's living space with similar building materials, colors and architectural character making it appear as part of the original dwelling.~~

~~c. Detached accessory dwelling units shall be complementary to the primary dwelling's architectural character by using similar building materials, window types, door and window trims, roofing materials, and roof pitch and permanent foundation. The roof pitch shall have a minimum pitch of 4.5":12" and a maximum pitch of 12":12".~~

6. Setbacks, Height Limits, ~~Windows, Entrances,~~ Outdoor Living Space, and Size Limitations

   a. Internal and Attached ADUs. Internal and attached ADUs are considered part of the primary dwelling and shall meet the primary dwelling's minimum setback and height limits. Attached ADUs cannot exceed 50% of the primary dwelling unit's livable space, up to a maximum of 1,200sf. Livable space excludes garages and non-habitable storage areas.
   b. DADUs. Detached ADUs shall meet the requirements outlined in Table 6-4.

~~Table 6-4~~

~~REQUIREMENTS~~	~~Internal ADU~~	~~Attached ADU~~	~~Detached ADU~~			
			~~Detached ADU (Single-Story)~~	~~Detached ADU (Single-Story)~~	~~Detached ADU (2-Story)~~	~~Detached ADU (2-Story)~~
~~Location~~	~~Part of Primary Dwelling~~	~~Attached to Primary Dwelling~~	~~Side Yard Area~~	~~Rear yard Area~~	~~Side Yard Area~~	~~Rear Yard Area~~
~~Maximum Height Limit[1&2]~~	~~Same as Primary Dwelling~~	~~Same as Primary Dwelling~~	~~16' to Roof Peak~~	~~16' to Roof Peak~~	~~25' to Roof Peak~~	~~25' to Roof Peak~~
~~Minimum Side Setbacks[3]~~	~~Same as Primary Dwelling~~	~~Same as Primary Dwelling~~	~~Same as Primary Dwelling~~	~~5'~~	~~10'~~	~~10'~~
~~Minimum Rear Setbacks~~	~~Same as Primary Dwelling~~	~~Same as Primary Dwelling~~	~~Same as Primary Dwelling~~	~~10'~~	~~Same as Primary Dwelling~~	~~20'~~
~~Windows[4]~~	~~No Restriction~~	~~No Restriction~~	~~No Restriction~~	~~Restricted~~	~~No Restriction~~	~~Restricted~~
~~Outdoor Living Space Setback[5]~~	~~No Restriction~~	~~No Restriction~~	~~No Restriction~~	~~10'~~	~~No Restriction~~	~~10'~~
~~Entrance~~	~~Side or Rear~~	~~Side or Rear~~	~~Side or Rear~~	~~Front, Side, Rear~~	~~Side or Rear~~	~~Front, Side, Rear~~
~~Size Limit[6]~~	~~No Limitation~~	~~50% up to 1,200 sf[6]~~	~~50% up to 1,200 sf[6]~~	~~50% up to 1,200 sf[6]~~	~~50% up to 1,200 sf[6]~~	~~50% up to 1,200 sf[6]~~

~~1. In no case shall a detached ADU exceed the height of the primary dwelling measured at the peak of the roof.~~
~~2. Minimum roof pitch shall be 4:12; Maximum roof pitch shall be 12:12.~~
~~3. Landings in side yards shall be setback 10' from side property lines for detached ADUs.~~
~~4. Skylights, clerestory, or obscured glass must be used if the ADU is located closer than 10' to the side property line and closer than 20' to the rear property line.~~
~~5. Outdoor living space shall not be allowed within 10' of a side or rear property line. Balconies, decks or similar built 4' above finished grade shall be setback 15' from the rear property line. Setbacks for balconies, decks or similar shall be measured from the fascia.~~
~~6. 50% of primary dwelling unit's livable space is counted (parking and non-habitable storage areas shall not be counted for ADUs and primary dwellings).~~

Table 6-4

DADUs				
Location	**Side Yard**		**Rear Yard**	
Requirements	**Single–Story**	**Two–Story**	**Single–Story**	**Two–Story**
Maximum Height Limit[1]	16' to Roof Peak	25' to Roof Peak	16' to Roof Peak	25' to Roof Peak
Minimum Side Setbacks[2]	Same as Primary Dwelling	10'	5'	10'
Minimum Rear Setbacks	Same as Primary Dwelling	Same as Primary Dwelling	10'	20'
Outdoor Living Space Setback[3]	No Restriction	No Restriction	10'	10'
Size Limit[4]	50% up to 1,200 sf	50% up to 1,200 sf	50% up to 1,200 sf	50% up to 1,200 sf

1. In no case shall a detached ADU exceed the height of the primary dwelling measured at the peak of the roof.
2. Landings in side yards shall be setback 10' from side property lines for detached ADUs.
3. Outdoor living space shall not be allowed within 10' of a side or rear property line. Balconies, decks or similar built 4' above finished grade shall be setback 15' from the rear property line. Setbacks for balconies, decks or similar shall be measured from the fascia.
4. 50% of primary dwelling unit's livable space is counted (parking and non-habitable storage areas shall not be counted for ADUs and primary dwellings).

7. Converting Existing Accessory Structure

An existing accessory structure may be converted into a detached accessory dwelling unit (DADU) provided the structure meets all the following requirements:

a. Legal Construction. The structure was legally built with a valid building permit at the time of original construction.
b. Setbacks. The structure complies with current DADU setback requirements for its location on the property (rear or side yard).
c. Height. The structure meets current DADU height limitations.
d. Safety Codes. The structure complies with all currently applicable building, health, and fire codes.

8. ~~7.~~ Parking Regulations

a. Parking required for an ADU is in addition to the primary dwelling's required parking (reference Table 12-1).
b. Parking spaces for an ADU cannot be located within the primary dwelling's front or side yard setbacks adjacent to a street unless on an approved driveway.

9. ~~8.~~ Building Code

c. All construction must comply with building codes and ordinances required at the time of construction or remodeling, following Utah state code related to changes to dwellings. This includes obtaining required building and other permits.
d. Changes to dwellings
    i. Layton City may require physical changes to a legal non-conforming rental dwelling for:
        1. the reasonable installation of a smoke detector, a ground fault circuit interrupter protected outlet, street addressing, hand or guard rails;
        2. an egress bedroom window if the existing bedroom window is smaller than required by current state construction code.

LAYTON CITY COUNCIL MEETING
AGENDA ITEM COVER SHEET

Item Number: 6.B.

Subject:
Rezone Request – Approximately 1242 East Pheasant View Drive – Rezone from R-1-6 (Single Family Residential) and R-S (Residential Suburban) to R-2 (Single and Two Family Residential)

Background:
Zach Reynolds (Applicant) is requesting to rezone three areas to the R-2 (Single and Two Family Residential) zoning district. The areas proposed for rezoning are:

- 1242 East Pheasant View Drive (Parcel 114090341) – The entire parcel, currently zoned R-1-6 (Single Family Residential) and R-S (Residential Suburban).
- Parcel 113012208 – Approximately 3,020 square feet, currently zoned R-1-6.
- Parcel 110520055 – Approximately 3,418 square feet, currently zoned R-1-6.

The purpose of this rezone request is to facilitate an expansion of the existing Pheasant View Assisted Living and Memory Care facility. The facility was originally approved as a residential facility for persons with a disability. However, subsequent changes to the City's zoning ordinances no longer permit a facility of this size in the existing zoning districts. There are currently 38 units within the facility. Under the existing zoning, this type of facility is limited to 12 residents. The R-2 zoning district allows for facilities with 13 or more residents as a conditional use.

Given the limited size and configuration of the property, coupled with the extent of existing site improvements that would need to be brought up to current standards, Staff has serious concerns about whether the proposed expansion can meet all applicable development standards. The site would need to address existing deficiencies related to parking, fire access, stormwater, and landscaping, in addition to providing any improvements required for the expansion. Staff is not confident that all these requirements can be met on the property. While the proposed rezone would change the zoning status of the existing use, it would not resolve the site's existing physical constraints or demonstrate that the proposed expansion can comply with current development standards.

Alternatives:
Alternatives are to: 1) Deny the rezone request; or 2) Table the request and instruct Staff to return with an ordinance approving the request and an amended Development Agreement addressing the proposed expansion.

Recommendation:
On August 25, 2026, the Planning Commission voted to recommend the City Council deny the proposed rezone request, based on the findings described in this Staff report and the requirements outlined in the accompanying Staff memorandums. The motion passed 5-1, with Commissioner Pierce opposing.

Staff supports the Planning Commission's recommendation of denial.

COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT
PLANNING DIVISION

STAFF REPORT

TO: City Council

FROM: Whittney Black, Planner II

DATE: August 25, 2026

RE: Rezone Request – Approximately 1242 East Pheasant View Drive – Rezone from R-1-6 (Single Family Residential) and R-S (Residential Suburban) to R-2 (Single and Two Family Residential)

LOCATION: Approximately 1242 East Pheasant View Drive

CURRENT ZONING: R-1-6 (Single Family Residential) and R-S (Residential Suburban)

PROPOSED ZONING: R-2 (Single and Two Family Residential)

DESCRIPTION

Zach Reynolds (Applicant) is requesting to rezone three areas to the R-2 (Single and Two Family Residential) zoning district. The areas proposed for rezoning are:

- 1242 East Pheasant View Drive (Parcel 114090341) – The entire parcel, currently zoned R-1-6 (Single Family Residential) and R-S (Residential Suburban).
- Parcel 113012208 – Approximately 3,020 square feet, currently zoned R-1-6.
- Parcel 110520055 – Approximately 3,418 square feet, currently zoned R-1-6.

The subject properties are surrounded by R-1-6 zoning to the north, east, and west. The properties are adjacent to Kaysville City to the south, where the surrounding properties are zoned for agricultural and single-family uses. Applicant is currently looking to acquire portions of two properties to expand the existing use.

BACKGROUND

The purpose of this rezone request is to facilitate an expansion of the existing Pheasant View Assisted Living and Memory Care facility. The facility was originally approved through the conditional use process in 2009 as a "Residential Facility for elderly and handicapped persons". At that time, the property was split zoned and contained .80 acres of property.

In 2011 it was identified that the zoning ordinance was not compliant with federal housing law regarding these types of uses and was subsequently amended. This amendment replaced the term "residential facility for handicapped persons" with "residential facility for persons with a disability" and established two categories for such uses, based on number of residents. A Small Residential Facility for Persons with a Disability accommodates 12 or fewer unrelated individuals. A large facility accommodates 13 or more unrelated persons. Small facilities are permitted in all residential zones (single-family and multi-family). Large facilities are allowed in the R-2 zone as a Conditional Use and permitted in the majority of multi-family zones and both mixed-use zones.

In 2014, the previous owner acquired additional property to facilitate an expansion. A facility of this size was no longer permitted in their respective zoning districts following the 2011 ordinance amendment. To approve this expansion, the City and the property owner entered into a Development Agreement. This agreement limited the facility to a total of 36 units (21 original units and 15 new units). Following the construction of the addition, it was discovered that an additional 17 units were constructed for a total of 38 units. The Development Agreement was amended in April 2018 to reflect what was built.

Applicant is requesting a rezone to the R-2 zoning district in an effort to facilitate another expansion. Applicant has explained he would like to add 10 more units for a total of 48.

STAFF REVIEW

General Plan

The General Plan designates the subject properties for Community Residential uses (See Figure 1). This designation is intended primarily for traditional single-family residential neighborhoods that serve as a transition or buffer between lower-density residential uses and more intensive uses. Development within this designation is contemplated to remain at a scale and density consistent with the surrounding single-family neighborhoods.

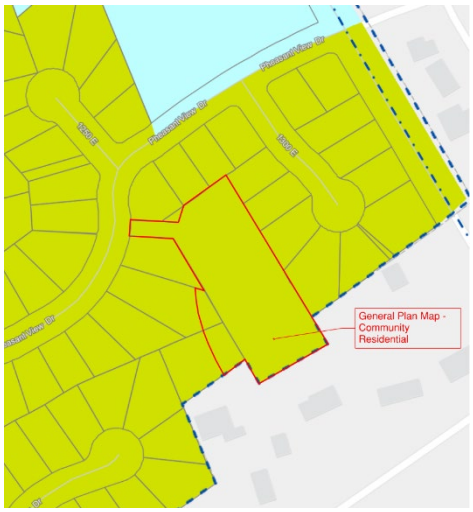


Figure 1 - Layton City General Plan Map

This is reflected through the Municipal Code by allowance of both small and large residential facilities. Small facilities inherently function at a neighborhood scale. Their footprint, traffic generation, parking demands, and overall daily intensity mirror a typical large single-family home. They generally integrate seamlessly into single-family residential areas without altering the surrounding character.

However, large facilities represent a higher land-use intensity. Due to increased staffing needs, visitor traffic, emergency vehicle access, delivery needs, and a larger footprint. Larger facilities are intended for areas where higher levels of activity are anticipated. The Municipal Code permits large facilities in multi-family and mixed-use zones. The General Plan designates such areas as Transitional Residential, Mixed-Use, Condo/Townhouse, and Condo/Apartment, this generally locates such facilities on arterial and major

collector roadways. The current facility is classified today as a large facility but is in an area where only a small facility would be permitted.

The proposed expansion would also need to address issues related to parking, fire access, fire turnaround, stormwater runoff, and landscaping. While one or two of these standards may be able to be met, Staff is not confident that all the requirements tied to an expansion could be met given the size and flag lot configuration of the property.

RECOMMENDATIONS

On August 25, 2026, the Planning Commission voted to recommend that the City Council deny the proposed rezone request, based on the findings described in this Staff report and the requirements outlined in the accompanying Staff memorandums.

Staff supports the Planning Commission's recommendation of denial.

Attention Engineers & Developers: ***Please do not resubmit plans until you have received comments from Layton City Fire Department, Parks Department, Engineering Division and Planning Division. You may expect to receive comments within 15 business days of a preliminary submittal and within 20 business days of a final submittal. Thank you.***

MEMORANDUM

TO: Zach Reynolds; zach@rcust.com

CC: CED Dept/Fire Marshal

FROM: Shannon Hansen, Assistant City Engineer - Development

DATE: July 31, 2026

SUBJECT: Pheasant View Rezone
1242 East Pheasant View Drive

I have reviewed the Rezone Petition received in Engineering on June 9, 2026, affecting three parcels of land and approximately 1.5 acres of ground. The applicant is requesting a zoning change from R-1-6 and R-S to R2 to expand the assisted living and memory care facility. The Engineering Department has the following concerns regarding the rezoning of the property. Municipal Code (MC) and Development Guidelines and Design Standards (DG) references are provided in parenthesis.

1. The legal descriptions submitted appear to be for multiple properties to be adjusted through a boundary line agreement. The applicant will need to provide a legal description for the just area of ground to be rezoned.

2. According to the Storm Drain Master Plan, these parcels are designated as a 28% impervious area. Due to the increased runoff associated with the proposed development, the site will likely require a detention basin release rate lower than the standard 0.2 cfs per acre for any additional hard surface before discharging into the City storm drain system. (DG 6.12.A)

The following utility information is provided for informational purposes and may not be inclusive of all requirements for the proposed rezone area.

Street – It is not anticipated that the rezone of this parcel will impact any public street.

Culinary Water – There is an existing 1.5-inch culinary water meter for the existing building. Fixture unit counts will need to be provided for any additional demands on the service. An additional meter will not be allowed with the expansion of the existing building. An additional service can be allowed for an additional building. (DG 2.10.I)

Should the water meter size be increased or a new meter installed, water exaction requirements would need to be met. A credit would be given for the removal of the existing meter. (MC 19.23.010)

Based on the water model, the available fire flow in Pheasent View Drive is 3,300 gpm. The fire flow will be further refined upon review of a site plan. The Fire Marshal will determine the required fire flow as well as the requirement for any additional fire hydrants. (DG 4.06.H)

Sanitary Sewer – There is an existing 6-inch sanitary sewer service to the existing building. An additional service will not be allowed with the expansion of the existing building. An additional service can be allowed for an additional building. (DG 5.08.C)

Storm Drain – There are multiple existing detention basins on the property. The existing storm drain capacity will need to be maintained. Any relocated or additional capacity will need to be provided under current standards. (DG 2.04 and 6.12)

Layton
Community • Prosperity • Choice

Mayor • Joy Petro
City Manager • Alex R. Jensen

• Fire Department •
Scott Maughan • Fire Chief
Telephone: (801) 336-3940
Fax: (801) 546-0901

<u>Attention Engineers & Developers:</u> Please do not resubmit plans until you have received comments from Layton City Fire Department, Parks Department, Engineering Division and Planning Division. You may expect to receive comments within 15 business days of a submittal of a preliminary plan and within 20 business days of a submittal of a final plan. Thank you.

M E M O R A N D U M

TO: Community Development

FROM: Gavin Moffat, Fire Marshal

RE: Pheasant View Rezone @ 1242 E Pheasant View Dr

CC: 1) Engineering
2) Zach Reynolds, zach@rcust.com

DATE: August 5, 2026

I have reviewed the rezone request received on July 9, 2026, for the above referenced project. The Fire Department, with regard to the rezone, does not have any comments at this time. However, for future development our concerns include but are not limited to the following:

1. A minimum fire flow requirement will be determined for buildings that are to be built on this property. The fire flow requirement must be determined by the Fire Prevention Division of this department and will be based upon the type of construction as listed in the building code and total square footage of the building. Prior to applying for a building permit, provide the Fire Prevention Division of this department the type and size of structure(s) to be built. **(2021 IFC 507.3/Appendix B)**

2. Designated fire access roads shall have a minimum clear and unobstructed width of 26 feet. Access roads shall be measured by an approved route around the exterior of the building or facility. If dead-end roads are created in excess of 150 feet, approved turnarounds shall be provided. **(2021 IFC Section 503)**

3. Where applicable, two means of egress may be required. **(2021 IFC Appendix D as Amended)**

4. On site fire hydrants may be required. **(2021 IFC Section 507)**

These plans have been reviewed for Fire Department requirements only. Other departments may review these plans and will have their requirements. This review by the Fire Department must not be construed as final approval from Layton City.

GM\#4ANNEX/REZONE:sh
Plan #S26-110 District #31
Project Tracker #LAY2607093554

Parks & Recreation Department
JoEllen Grandy • P&R Assistant Director
Telephone: 801.336.3926
Email: jgrandy@laytoncity.org

Memorandum

To: Zach Reynolds

CC: Community Development, Fire, & Engineering

From: JoEllen Grandy, Assistant Parks & Recreation Director – Parks & Recreation

Date: August 4, 2026

Re: Pheasant View Rezone – 1242 E. Pheasant View Dr.

Review: Review 1

Pheasant View located at 1242 East Pheasant View Drive lies within the existing Chapel Park service area. The applicant's proposed rezone from R-1-6 & R-S to R2 would not impact the Parks & Recreation Department.

The Parks and Recreation Department has reviewed the plans submitted on July 9th and has no comments or concerns regarding the rezone.

Attention Engineers & Developers: ***Please do not resubmit plans until you have received comments from Layton City Fire Department, Parks Department, Engineering Division and Planning Division. You may expect to receive comments within 15 business days of a preliminary submittal and within 20 business days of a final submittal. Thank you.***

Layton City

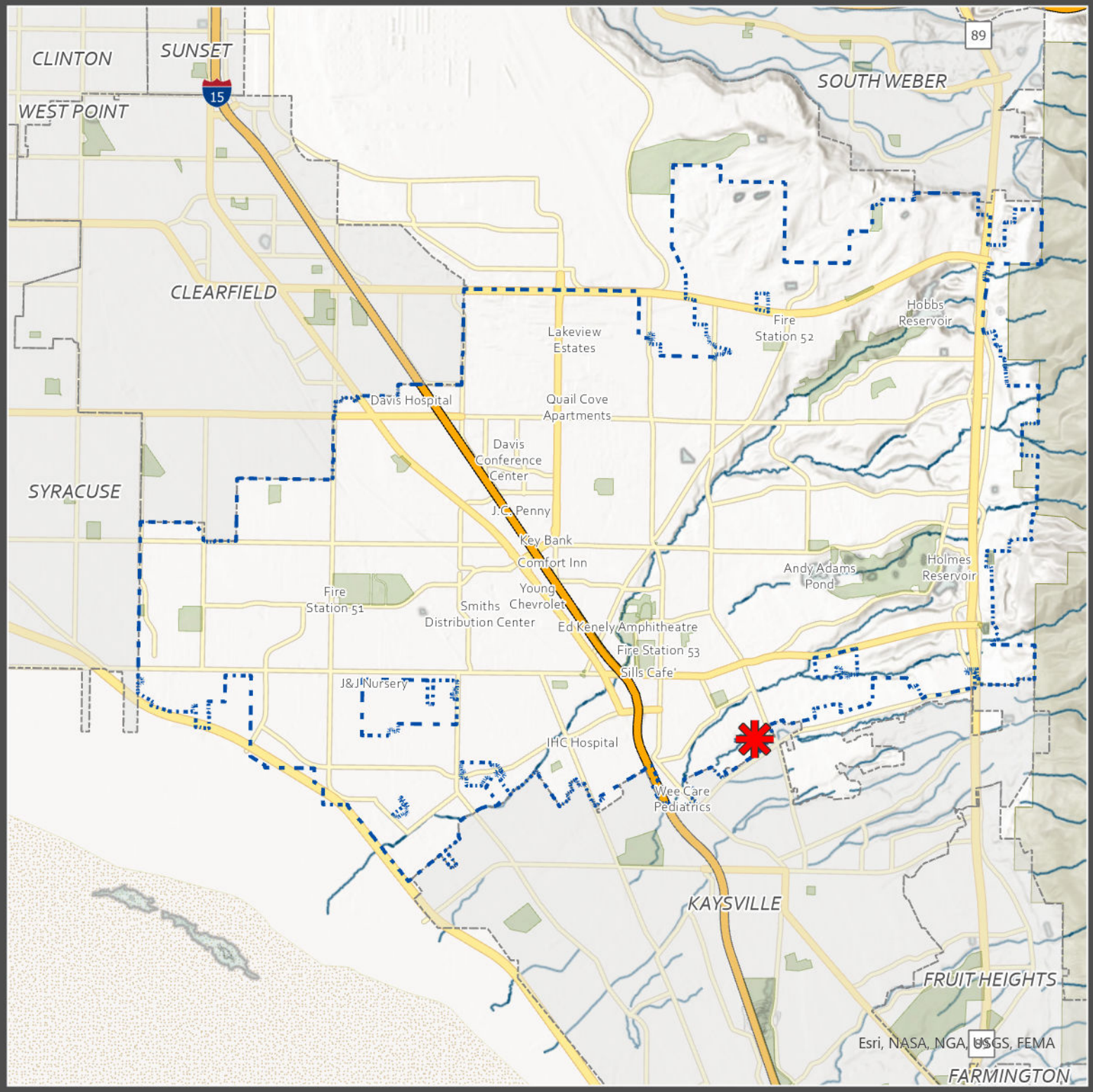
APPROXIMATELY 1242 EAST PHEASANT VIEW DRIVE

ALL OF PARCEL 11-409-0341

PORTIONS OF PARCELS 11-052-0055 11-301-2208

PROPOSED REZONE FROM R-1-6 AND R-S TO R-2

- Project Site
- Layton City Boundary
- Davis County Parks
- City Boundaries
- Lakes
- Streams



Map 1

Layton City

APPROXIMATELY 1242 EAST PHEASANT VIEW DRIVE

ALL OF PARCEL 11-409-0341

PORTIONS OF PARCELS 11-052-0055 11-301-2208

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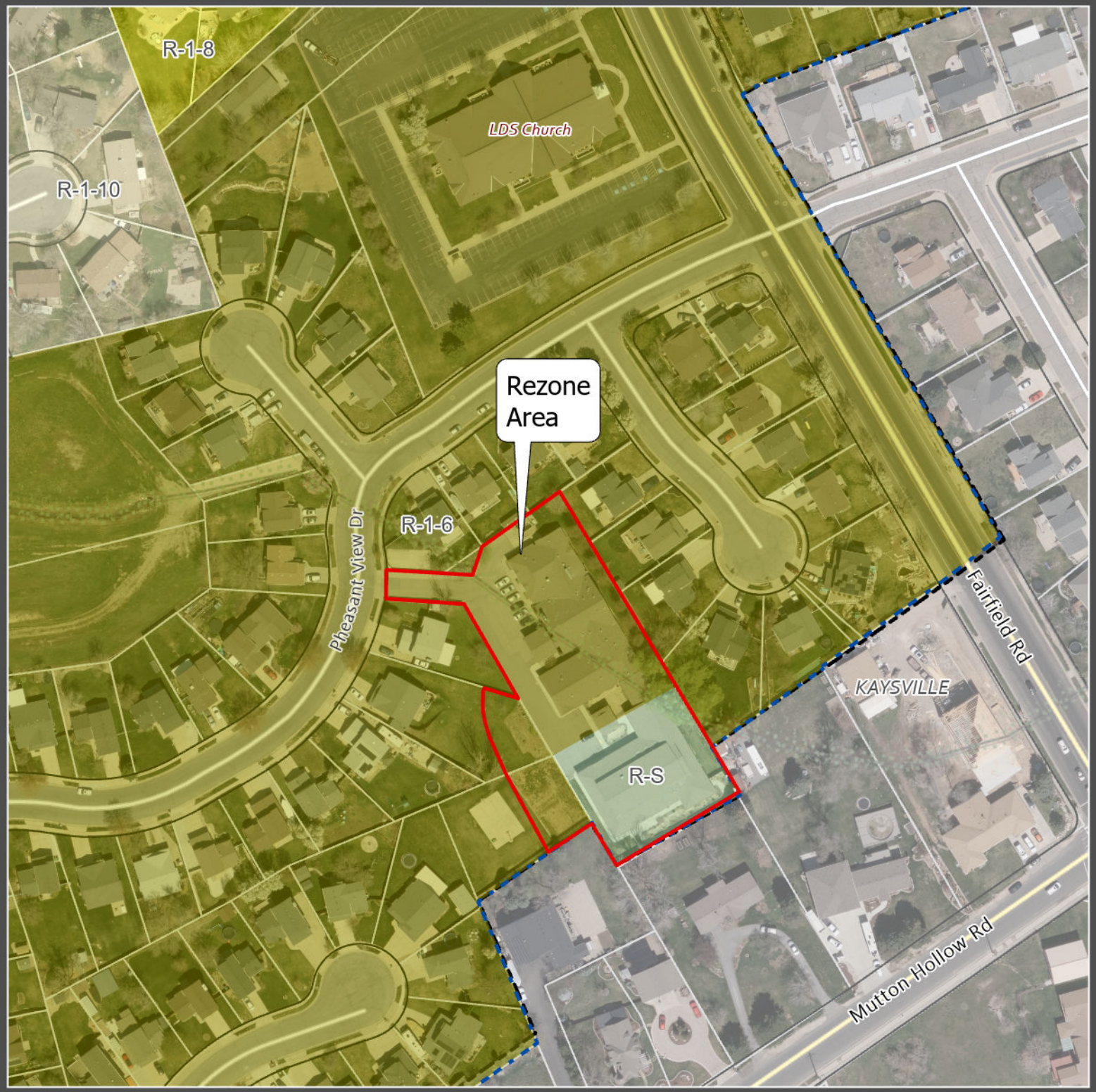

Map 2

Layton City

APPROXIMATELY 1242 EAST PHEASANT VIEW DRIVE

ALL OF PARCEL 11-409-0341

PORTIONS OF PARCELS 11-052-0055 11-301-2208

PROPOSED REZONE FROM R-1-6 AND R-S TO R-2

- Project Site
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- Streams

Map 3

ADDITIONAL

PACKET

ATTACHMENTS

Layton

Community • Prosperity • Choice

September 17, 2026

City Council Meeting

Community & Economic Development Department

Layton
Community • Prosperity • Choice

3A. Layton City Youth Council Swearing In

Community & Economic Development Department

Layton
Community • Prosperity • Choice

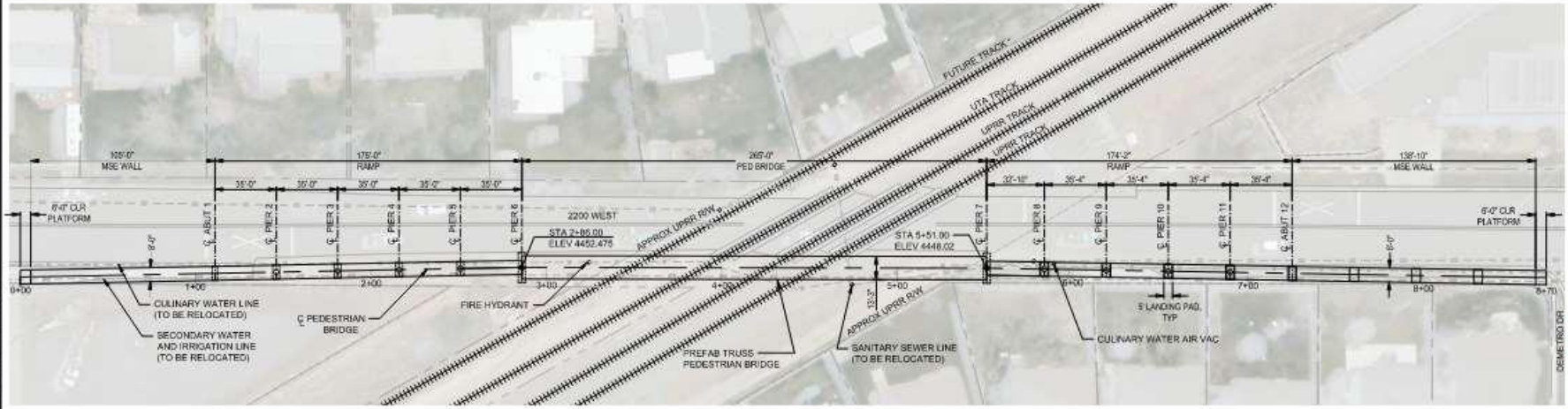
5A. Interlocal Cooperation Agreement Davis County Resolution 26-41

Community & Economic Development Department

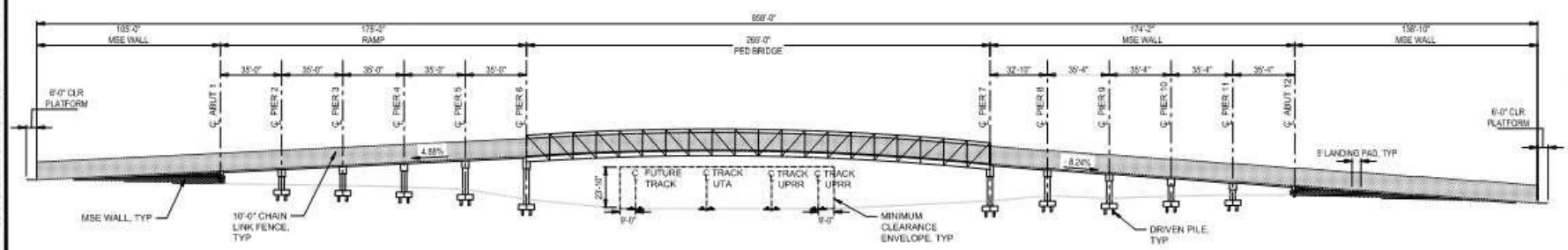
Project Background

- 2200 West At-Grade Railroad Crossing Feasibility Study and Alternatives Analysis Completed in 2023
- Alternatives Overview
  - At-Grade Pedestrian Crossing
  - Pedestrian Overpass
  - Full Grade Separated Crossing
  - Close Crossing
- Recommendation - Pedestrian Overpass Across 2200 N at Railroad Crossing

Concept Layout



PEDESTRIAN BRIDGE
PLAN
NO SCALE



PEDESTRIAN BRIDGE
ELEVATION
NO SCALE

30 % REVIEW SUBMITTAL
NOT FOR CONSTRUCTION

PRELIMINARY

REVISIONS	DATE	BY
1		

DIMENSIONS AT FULL SCALE, NOT SCALE ACCORDINGLY

Paramatrix

PROJECT NAME
LAYTON CITY
2200 WEST
RRX FEASIBILITY STUDY

PEDESTRIAN BRIDGE SITUATION AND LAYOUT 1 OF 2

DRAWING NO.
1 OF 2
S01

Concept Layout

- 265 ft main span with steel truss spanning railroad right-of-way and UTA future track
- Ramps tying into existing sidewalks
- Retaining walls supporting ramp ends to limit structure cost
- 780 ft of sidewalk

Concept Rendering

Parametrix

2200 West Railroad Crossing
Active Transportation Bridge

- December 2025 Layton City was awarded a SS4A Implementation Grant from USDOT
- Estimated Project Cost: $12,385,000
  - SS4A Grant Award: $9,908,000
  - Local Match: $2,477,000

- Grant agreement to be executed within 12 months of award
- Project must be completed within 5 years of executing grant agreement

2200 West Railroad Crossing
Active Transportation Bridge

- July 2026 Layton City submitted funding application to Davis County to assist with local match
  - Davis County Grant Award: $1,730,000
- Project completion prior to December 31, 2030

2200 West Railroad Crossing Active Transportation Bridge

- Funding Breakdown
  - Total Estimated Project Cost: $12,385,000
  - SS4A Grant Award: $9,908,000
  - Davis County Grant Award: $1,730,000
  - Layton City Local Match: $747,000

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6A. Accessory Dwelling Unit Standards Text Amendment Ordinance 26-27

Community & Economic Development Department

~~Table 6-4~~

~~REQUIREMENTS~~	~~Internal ADU~~	~~Attached ADU~~		~~Detached~~	~~ADU~~	
			~~Detached ADU (Single-Story)~~	~~Detached ADU (Single-Story)~~	~~Detached ADU (2-Story)~~	~~Detached ADU (2-Story)~~
~~Location~~	~~Part of Primary Dwelling~~	~~Attached to Primary Dwelling~~	~~Side Yard Area~~	~~Rear yard Area~~	~~Side Yard Area~~	~~Rear Yard Area~~
~~Maximum Height Limit[1&2]~~	~~Same as Primary Dwelling~~	~~Same as Primary Dwelling~~	~~16' to Roof Peak~~	~~16' to Roof Peak~~	~~25' to Roof Peak~~	~~25' to Roof Peak~~
~~Minimum Side Setbacks[3]~~	~~Same as Primary Dwelling~~	~~Same as Primary Dwelling~~	~~Same as Primary Dwelling~~	~~5'~~	~~10'~~	~~10'~~
~~Minimum Rear Setbacks~~	~~Same as Primary Dwelling~~	~~Same as Primary Dwelling~~	~~Same as Primary Dwelling~~	~~10'~~	~~Same as Primary Dwelling~~	~~20'~~
~~Windows[4]~~	~~No Restriction~~	~~No Restriction~~	~~No Restriction~~	~~Restricted~~	~~No Restriction~~	~~Restricted~~
~~Outdoor Living Space Setback[5]~~	~~No Restriction~~	~~No Restriction~~	~~No Restriction~~	~~10'~~	~~No Restriction~~	~~10'~~
~~Entrance~~	~~Side or Rear~~	~~Side or Rear~~	~~Side or Rear~~	~~Front, Side, Rear~~	~~Side or Rear~~	~~Front, Side, Rear~~
~~Size Limit[6]~~	~~No Limitation~~	~~50% up to 1,200 sf[6]~~	~~50% up to 1,200 sf[6]~~	~~50% up to 1,200 sf[6]~~	~~50% up to 1,200 sf[6]~~	~~50% up to 1,200 sf[6]~~

Table 6-4

DADUs				
Location	Side Yard		Rear Yard	
Requirements	Single–Story	Two–Story	Single–Story	Two–Story
Maximum Height Limit[1]	16' to Roof Peak	25' to Roof Peak	16' to Roof Peak	25' to Roof Peak
Minimum Side Setbacks[2]	Same as Primary Dwelling	10'	5'	10'
Minimum Rear Setbacks	Same as Primary Dwelling	Same as Primary Dwelling	10'	20'
Outdoor Living Space Setback[3]	No Restriction	No Restriction	10'	10'
Size Limit[4]	50% up to 1,200 sf	50% up to 1,200 sf	50% up to 1,200 sf	50% up to 1,200 sf

ADU's By Year	
2026	15
2025	27
2024	24
2023	20
2022	11
2021	5
TOTAL	**102**

Layton

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6B. 1242 East Pheasant View Rezone

Community & Economic Development Department

Layton City

APPROXIMATELY 1242 EAST PHEASANT VIEW DRIVE

ALL OF PARCEL 11-409-0341

PORTIONS OF PARCELS 11-052-0055 11-301-2208

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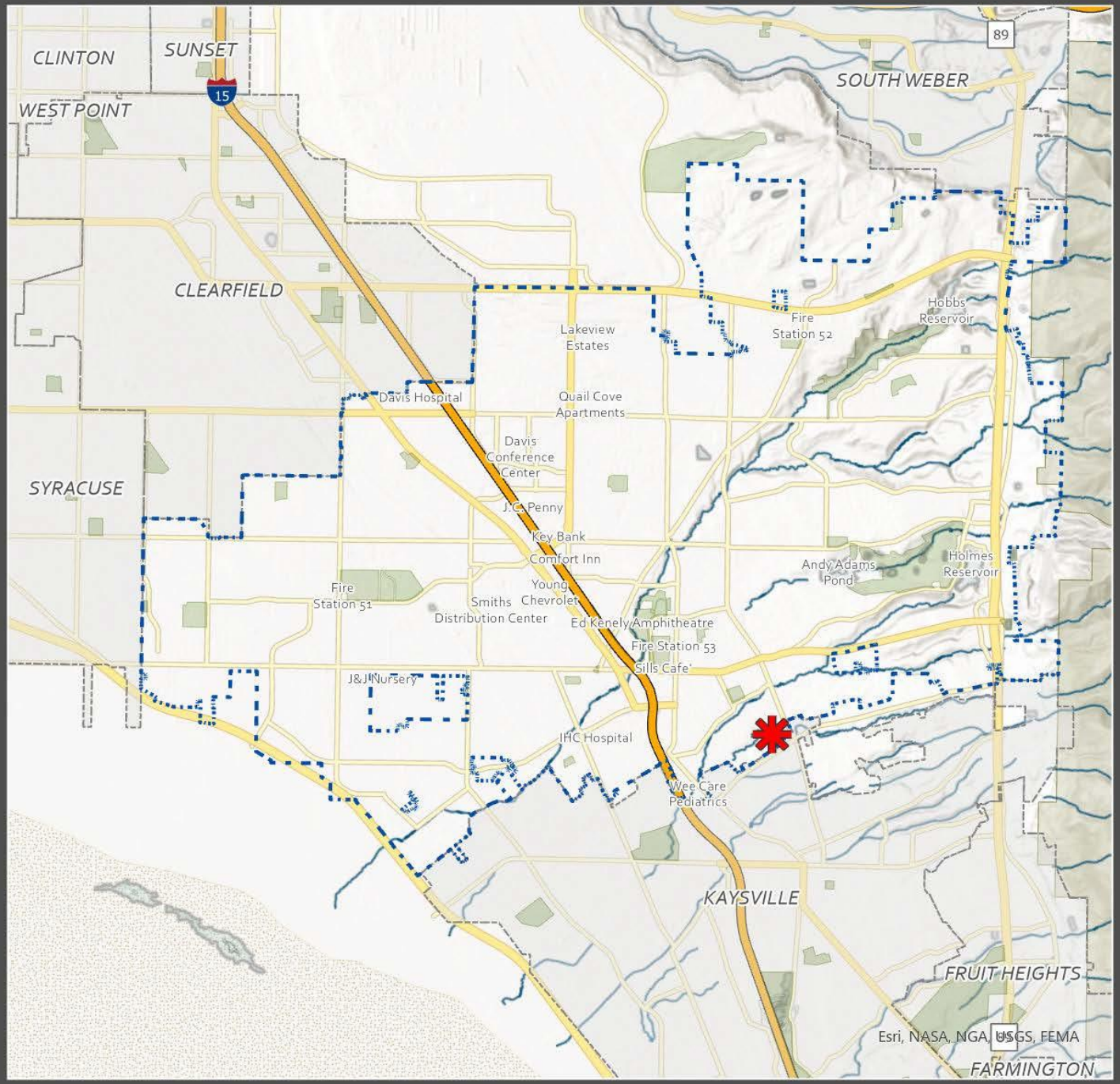

Map 1

Layton City

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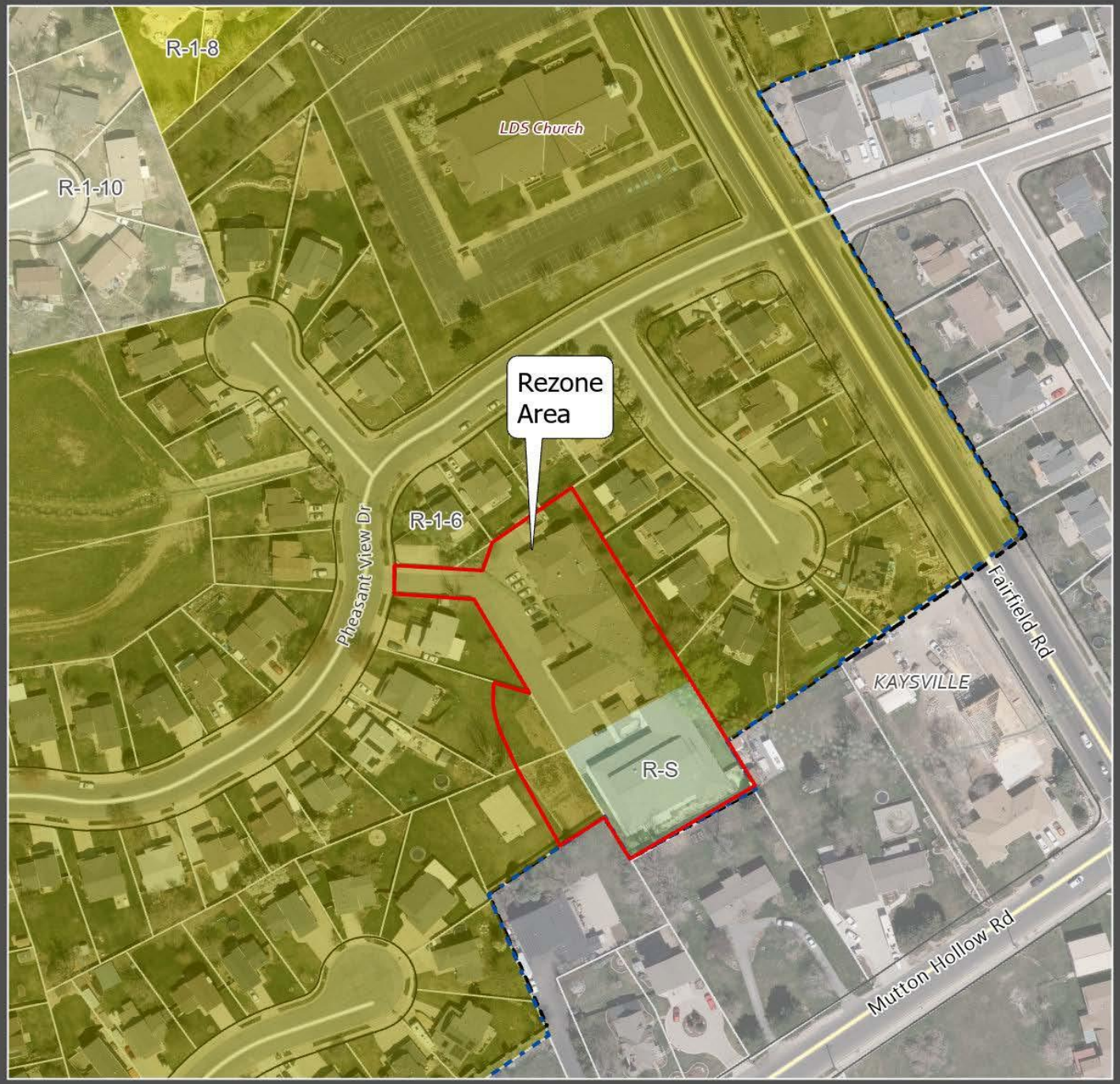

Map 2

Layton City

APPROXIMATELY 1242 EAST PHEASANT VIEW DRIVE

ALL OF PARCEL 11-409-0341

PORTIONS OF PARCELS 11-052-0055 11-301-2208

PROPOSED REZONE FROM R-1-6 AND R-S TO R-2

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Map 3

REYNOLDS STONE LLC
114090341
EXISTING BUILDING
EXISTING BUILDING
11 STALLS
1 HDCP
19.90'
96.66'
45.13'
ANDREW & SHANNON ADAMS
113430002
ROBERT G & MOLLY E PROWS
110520055
EDWIN D & E CECILIA DELGADO
113012207
IAN & LORI AUGER
113012208